Introduction

• Not an expert

• Policy advisor Inspectorate MoT

• Seashipping policy
Simulators in seashipping

Intensively used

- Long history (60’s)
- First radar simulators
- Later bridge and engine room simulators
What has the Administration to do with this?

Ministry of Education

• Guard the quality of education

   How?

• Regulations and inspections but…
Policy trends

• More respect for the autonomy of schools:

• less detailed regulations
Inspection trends

• Shift in focus from a micro level to a system level

• Proportional inspection burden
Maritime education

- Functional requirements.

- Ministry of Education shall consult the Ministry of Transport.
Seashipping policy

Deregulation:

acceptance of international agreed standards (level playing field).
International simulator requirements in seashipping
STCW Regulation I/12 and Section A-I/12

• Define objectives
• Close relation with on board practices
• Performance standards: suitable to train defined objectives.
• Qualified trainers
Inspection items

Performance standards
Actual time spent in the simulator
Student-teacher ratio
Qualification of trainers
pre- and debriefing procedures
Possible variation in simulated circumstances
Emphasis on non-routine situations
Fit within the overall training program
Replacing on board experience

- Simulators enable effective training of (emergency) procedures.

- In the Netherlands 5, 10, 15 days of simulator training is accepted to replace 15, 30, 60 days of seagoing service respectively.

- Not *all* on board experience can be simulated! Real life experiences remains important!
The end

Questions?