

# 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?