

# NEO-COL NEWSLETTER

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Issue 2



Navigational Equipment Oriented COLREGs Training  
[www.neo-col.eu](http://www.neo-col.eu)

## INSIDE THIS ISSUE

1. Getting Started
2. NEO-COL Questionnaire-led needs analysis - report
3. Collecting collision scenarios for the Training Module Software
4. Training Module and Assessment tool
5. Transnational project Meetings

**“You can never cross the ocean unless you have the courage to lose sight of the shore.”**

## Getting Started

In this issue you will get updated news about the NEO-COL project within the framework of Erasmus+ Programme KA2 Strategic Partnerships for VET.

In the second year of the project, we have focused on identifying the differences between theory and real application in a questionnaire-led needs analysis and information based on the investigation of past collisions. We have collected collision scenarios from Turkey, Spain, Romania, Germany and Poland for the Training Module Software.

In this issue you will also get information about the intellectual output of the project covering online Training Course for the best action possible and most realistic way of incorporating modern electronic navigation devices into the teaching of Collision Regulations customised for all type of vessels considering the navigation equipment and tools available.

You will read about the 2<sup>nd</sup> and 3<sup>rd</sup> project meetings held in Cala d’Or, Mallorca, Spain (16-17 May 2017) and in Rzeszow - Poland (9-10 November 2017).

NEO-COL project team



This project has been funded by the Erasmus+ Programme of the European Union. However, European Commission and Turkish National Agency cannot be held responsible for any use which may be made of the information contained therein.



## NEO-COL Questionnaire-led needs analysis - survey

The NEO-COL project partners sent out a questionnaire to professional Seafarers from within their own networks and received 107 replies from individuals from 5 different countries.

The purpose of this questionnaire was to understand how professional seafarers learn, understand and implement the ColRegs as well as to identify whether the use of electronic equipment in the ColRegs decision-making process would be of benefit. The questionnaire is targeted at those seafarers or students that have been taught ColRegs during their Maritime Training.

The survey study was conducted between Autumn 2017.

Some findings of the survey listed below:

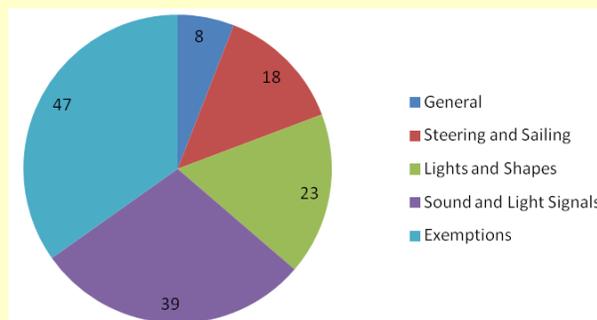
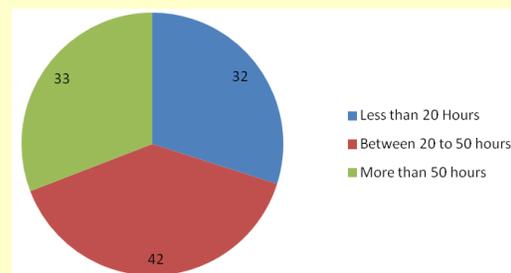
- **Training:** Approx. 75% of seafarers who took part in the NEO-COL survey reported they received on average 50 hours training in COL-Regs during their professional seafarer education.
- **Effectiveness of the Rules:** 88% agreed that the rules are effective and play a significant role in collision avoidance but 12% did not agree and felt the current rules were not effective.
- **Knowledge:** 77% of seafarers considered that their knowledge of the Col-Regs was good to excellent whereas 23% said their knowledge was fair to poor.
- **Interpretation of the Rules:** When our Seafarers were asked the question, “Do you think ColRegs are mandatory or optional to comply with?” Only 92.5% of the seafarers replied Yes! The 7.5% that answered No were asked to explain their reasons. Although the answers varied slightly the overall theme was the same;

A typical answer from a more experienced seafarer, would suggest that there are some situations where the rules do not allow for a clear action to be taken to avoid a collision and the use of electronic equipment would provide more precise data in order to help make a better judgement and therefore safer decision.

- **Confusion over the Rules:** The seafarers were asked which sections of the rules shown in the graphic below, were the most confusing to them. Although the ‘Exemptions to the Rules’ gave the highest number of answers, ALL other sections received some attention and were confusing to some seafarers.



“A ship in port is safe.  
But that’s what not ships  
are built for.”



## Conclusion:

Are the Rules alone enough to reduce collisions at sea?

Whilst there is a huge number of training materials on Col-Regs currently available to teach/learn the theory of the rules, the constant high number of maritime accidents proves that there is a significant difference between what is taught and what is actually implemented at sea in real time by navigation officers.

Modern technologies are changing the way in which ships operate, and there is a need to ensure the best use is made of them. For instance, by the introduction of enhanced integrated navigation systems and equipment such as ARPA and ECDIS etc., the decision-making process in terms of taking action to avoid collision has become easier or should be so.

Currently, the curricula of Maritime Education and Training organisations do not make the necessary connection between the tuition of this new technology and the tuition of the ColRegs.

The findings of this survey indicate that seafarers who gain practical experience during their work time on board ships will often make decisions regarding the application of the Collision Regulations including the correct use of electronic devices.

There is a definite need for the use of electronic devices to support the decision making of officers when applying the collision regulations. Many ships and/or operations are getting faster and bigger, with increased commercial demand of the industry, which hinders them from taking effective immediate action. Also, shipping lanes are getting more heavily populated with a mix of ever bigger commercial ships, sports boats and other professional ships such as fishing vessels.

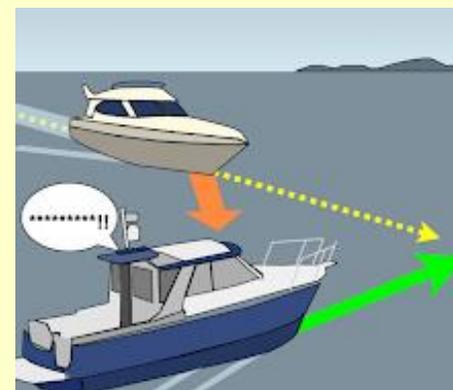
Prior to this questionnaire being circulated the project researched and studied real case collision scenarios dating from within the last 10 years that occurred in European waters. Many of the cases clearly highlighted two factors in the lead up to the collision:

1. Over use of the VHF Radio -resulting in misunderstanding, confusion and consequently poor judgment and decisions making, and
2. Limited use of the Radar (ECDIS and ARPA) to define CPA and Collision Risks.



**“Keep calm and sail away.”**

**“A ship in port is safe. But that’s what not ships are built for.”**



## Collecting collision scenarios for the Training Module Software

Each partner is currently preparing the Collision Scenarios to input data collected from Collision Scenarios from the research carried out and cases identified from their own countries waters.

## Training Module and Assessment tool

The NEO-COL online Training Course is being designed for maritime students, navigational officers and ratings.

The Training Modules will make reference to actual Colregs rules that are to be compatible with, and complementary to, local rules using the best of the experience gained with past collision cases. The Training Modules for each rank and type of seafarer will also cross reference the IMO requirement. Such Training Modules will refer to a common framework developed through this course, based on the navigation equipment oriented learning system with the aim of identifying the modules of learning outcomes necessary to achieve specific competences.

The assessment tool will offer the technological solution that will allow online access to the advanced assessment and validation tool. The assessment methodology will be designed to test and grade the level of the users new skills and knowledge acquired from NEO-COL Online Training Course. The methodology of the test will include a variety of randomly offered questions with multi-choice answers.

## Project Meetings in Spain and Poland

The 2nd Transnational Project Meeting was held in Cala d'Or, Mallorca, Spain (16-17 May 2017) by Sea Teach. Danmar Computers hosted the participants of the 3rd Partner Meeting in Rzeszow - Poland (9-10 November 2017). The project activities and tasks were discussed, and the next transnational meetings and milestones decided upon during the meetings.

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[www.facebook.com/neocolproject](http://www.facebook.com/neocolproject)

The data is meanwhile being loaded into the Training Module Software by Danmar Computers, IT partner and the scenarios are becoming scenarios used to show how the vessels Electronic Equipment could have been used in a better way to avoid the collision.

vessels incurred considerable structural and material damages.

Weather: NE wind, Beaufort 3, Smooth Sea, Good visibility (Dark), Time: 2100hours

Click Play to begin animation:

Play Back Radar view from MILENIUM Radar view from AURIGA

Vessel Details: Milenium:  
Type: Catamaran Passenger Ship-Ferry  
Length: 96 meters  
Gross Tonnage: 6360  
Service Speed: 38 knots  
Electronic Equipment: Radar, GPS-Plotter, Ships Radios (DSC), Echo Sounder, Speedometer, Electronic Navigational Chart, AIS, ECDIS, ARPA, Auto Pilot, Compass.

Vessel Details: Auriga E:  
Type: Charter Pleasure Vessel  
Length: 33 meters  
Gross Tonnage: 247  
Service Speed: 21 knots  
Electronic Equipment: Radar, GPS-Plotter, Ships Radios (DSC), Echo Sounder, Speedometer, Electronic Navigational Chart, Auto Pilot, Compass.



Partners met in Cala d'Or, Mallorca, Spain



3rd Partner Meeting was held in Rzeszow, Poland