

To whom it may concern

Comments on ERM course according to STCW 2010 sec. A-III/1 and A-III/2 vs. IMO model course 2.07

Due to confusion on requirements for ERM training for engine crew Maersk Training are delighted to put forward the following comments.

According to STCW Convention including 2010 Manila Amendments engine crew must receive training in accordance with sections A-III/1 for watch keeping engine room officers and A-III/2 for chief engineer officers. The latter combines training on technical management, legislative compliance and last, but not least crew management, leadership and team work.

Maersk training offer generic (not vessel specific) 3 day ERM courses in accordance with sections A-III/1 and A-III/2. **As far as SIRE requirements go, the demand is minimum 3 days of shore based training.**

Since senior engineer officers are commonly very experienced and favor comprehensive technical knowledge and understanding it is our experience and understanding at Maersk Training, that training time is best spend on crew management and leadership training and thus using the simulator as a training tool bringing the class room training into a technical context familiar to the participants. Again emphasizing on leadership and managerial skills combined with use of forms and checklists, ensuring relevant compliance.

IMO model course 2.07 however calls for 80 hours of training – equal to 10 full training days – and stipulates numerous technical exercises such as identifying an auxiliary engine or starting up a boiler. Exercises aiming at training junior engineer officers in using their theoretical skills, gained at an engineering academy, before undertaking the role as officer in charge of an engineering watch. The last part of IMO 2.07 focuses on watch keeping, use of checklists and the ability to give a proper and comprehensive handover to ones reliever.

That part is incorporated in our ERM training in the sense that the training we provide full fills the same overall training objectives regarding watch keeping and communication.

Basically all other parts of IMO 2.07 will risk spending precious training time bringing no new knowledge to experienced senior engineer officers.

We see it as our duty to underline that IMO 2.07 is a *guideline* that training providers *can* choose to use as a frame work for course development. Apart from specific customer requirements to IMO 2.07 that we do not know of, training in accordance with IMO 2.07 is not a mandatory requirement.

Other training providers conduct coursed “Based on IMO 2.07” and of 3 days duration, what the content might be of such courses we cannot know.

At Maersk Training we will happily provide training based on or in accordance with IMO model course 2.07, but it is not our recommendation as we regard IMO 2.07 as a fairly ineffective way of training experienced and knowledgeable officers.

Best Regards

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