

<p>Circular FAL.6/Circ.11 dell'11 luglio 2005</p> <p><b>SHIP/PORT INTERFACE</b></p> <p><b>Guidelines on minimum training and education for mooring personnel</b></p>		<p><b>Amendments</b></p> <p><b>SHIP/PORT INTERFACE</b></p> <p><b>Guidelines on minimum training and education for mooring personnel</b></p>
<p>1 The Facilitation Committee, at its thirty-second session (4 to 8 July 2005), recognizing the importance of the provision of adequate mooring services in ports for ensuring maritime and port safety and the need for the provision of guidance for minimum training and education of shore-side mooring personnel to ensure that such personnel are capable of providing such services, adopted the Guidelines on minimum training and education for mooring personnel, as set out in the annex.</p>		<p><b>1 For the purpose of safety of the movement and mooring of ships in ports and of the personnel involved in such operations, it is advisable and recommended that professional requirements of the mooring men be both requested ashore and on board.</b>  The Facilitation Committee, at its .....session (.. to.. ..... 20..), <b>considering the experience gained from the use of the Guidelines approved with Circular 11 of July 2005 and</b> recognizing the importance of the provision of adequate mooring services in ports for ensuring maritime and port safety and the need for the provision of guidance for minimum training and education of mooring personnel to ensure that such personnel are capable of providing such services, adopted the Guidelines on minimum training and education for mooring personnel, as set out in the annex.</p>
<p>2 Member Governments are invited to bring the annexed Guidelines to the attention of their Administrations responsible for ensuring safety in their ports and the relevant port industry organizations.</p>		<p>2 Member Governments are invited to bring the annexed Guidelines to the attention of their Administrations responsible for ensuring safety in their ports and the relevant port industry organizations.</p>
<p>3 Member Governments and non-governmental organizations with consultative status are urged to bring to the attention of the Committee, at the earliest opportunity, the results of the experience gained from, or any difficulties encountered during, the use of the Guidelines so as to enable the Committee to determine any actions required.</p>		<p>3 Member Governments and non-governmental organizations with consultative status are urged to bring to the attention of the Committee, at the earliest opportunity, the results of the experience gained from, or any difficulties encountered during, the use of the Guidelines so as to enable the Committee to determine any actions required.</p>

<p>FAL.6/Circ.11</p> <p>I:\CIRC\FAL\06\11.doc</p> <p><b>ANNEX</b></p> <p><b>GUIDELINES ON MINIMUM TRAINING AND EDUCATION FOR MOORING PERSONNEL</b></p>		<p><b>GUIDELINES ON MINIMUM TRAINING AND EDUCATION FOR MOORING PERSONNEL</b></p>
<p><b>1 Introduction</b></p> <p>1.1 Traditionally, port authorities and port operators mostly employed qualified seafaring personnel for port marine functions, as their seafaring training, education and experience provided an excellent basis to carry out those functions in a professional manner. This applied also to the mooring personnel.</p>		<p><b>1 Introduction</b></p> <p>Idem</p>
<p>1.2 According to studies conducted by the European Commission, BIMCO and other organizations, there is today a shortfall in qualified seafaring personnel, which will become worse in the near future and already had and will have an increasingly negative impact on the availability of qualified port marine and other port personnel with a maritime background.</p>		<p>idem</p>
<p>1.3 To ensure that port marine functions, which have an important bearing on maritime/port safety, security, environment protection and facilitation of maritime traffic, are also in future carried out by qualified personnel, the port industry will have to provide dedicated education and training for other suitable shore personnel which would fill the gap between the qualifications and experience available ashore and those required to adequately discharge the port marine functions and which have been readily available when employing personnel with a seafaring background was the norm.</p>		<p>idem</p>
<p>1.4 The above applies also to the provision of adequate mooring services in ports, especially</p>		<p>idem</p>

since the size of the ships has increased constantly over the years, thereby making them more vulnerable to the effects of wind and current, coupled with the simultaneous decrease in the number of crew on board.		
1.5 The Facilitation Committee and the Maritime Safety Committee (the Committees) had noted with concern the information provided by the industry that mooring services had raised considerable concerns because of incidents and near misses in ports during mooring and unmooring.		idem
1.6 The Committees recognized that:		1.6 The Committees recognized that:
.1 there is at present no uniform international guidance with regard to the minimum levels of education and training for mooring personnel;		.
		.
.2 there is an increasing tendency by Governments to privatize port marine services, thereby introducing competition amongst the service providers with the risk that, in selecting personnel, the matter of suitability for the job is insufficiently addressed and may come second to criteria of costs; and		idem
.3 it is difficult to determine suitability in the absence of guidance for education and training.		.3 it is difficult to determine suitability in the absence of <b>updated</b> guidance for education and training.
1.7 Consequently, the Facilitation Committee approved these guidelines, which provide general recommended standards for training and education for mooring personnel.		1.7 Consequently, the Facilitation Committee approved these <b>new</b> guidelines, which provide general recommended standards for training and education for mooring personnel.
<b>2 Objectives and application</b>		<b>2 Objectives and application</b>
2.1 The objective of these guidelines is to provide the Member Governments, port authorities and the port industry with guidance on recommended training and education for shore-side mooring personnel, application of which would assure the shipping industry and the public at large that there is an adequate level of competence available in ports, which would ensure that ships could enter,		2.1 The objective of these guidelines is to provide the Member Governments, port authorities and the port industry with guidance on recommended training and education for <del>shore-side</del> <b>ALL</b> mooring personnel, application of which would assure the shipping industry and the public at large that there is an adequate level of competence available in ports, which would ensure that ships could enter, stay and

<p>stay and leave a port safely, secure and efficiently.</p>		<p>leave a port safely, secure and efficiently.</p>
<p>2.2 The present guidelines have been developed for non-seafarers seeking to enter the profession for the first time. However, they may be used, as a guide, by those seeking to develop programmes to upgrade the knowledge and level of education or training of existing mooring personnel.</p>		<p>2.idem</p>
<p>2.3 The table set out in the appendix indicates, with respect of paragraphs 3 to 3.8, which elements of the present guidelines apply to persons intending to work only ashore as mooring personnel and which ones apply to those wishing to form part of the complement of mooring boats. The education and training may be conducted in a variety of ways depending on the local needs and the working schedules of the persons involved, for example as part of an organized on the job training programme, through a short duration training course or through a series of short duration training sessions spread over a period of time.</p>		<p>2.3 The table set out in the appendix indicates, with respect of paragraphs 3 to <b>3.6</b>, the elements of the present guidelines <b>that</b> apply to <b>all persons</b> intending to work as mooring personnel <del>and which ones apply to those wishing to form part of the complement of mooring boats</del> <b>personnel</b> <del>and which ones apply to those wishing to form part of the complement of mooring boats</del>. The education and training may be conducted in a variety of ways depending on the local needs and the working schedules of the persons involved, for example as part of an organized on the job training programme, through a <del>short duration</del> training course or through a series of <del>short duration</del> training sessions spread over a period of time.</p>
<p>2.4 It is recognized that the extent and level of detail of the training and education to be provided would be dependant, inter alia, on the local experience and needs, the education background of the candidates and their previous work experience.</p>		<p>Idem</p>
<p>2.5 Those developing training guidance material pursuant to the present guidelines should bear in mind the provisions of the ILO Code of Practice on Safety and Health in Ports.</p>		<p>Idem</p>
<p><b>3 Recommended standards of fitness, training and education for mooring personnel</b></p>		<p><b>3 Recommended standards of fitness, training and education for mooring personnel</b></p>

<b>3.1 General</b>		<b>3.1 General</b>
3.1.1 These guidelines should not be construed as interfering with any national or local training for education requirements for mooring personnel.		3.1.1 idem
3.1.2 All shore-side mooring personnel should pass a thorough medical examination and eyesight test and should be able to swim.		3.1.2 idem
<b>3.2 Seamanship, safety and environmental protection</b>		3.2 Seamanship, safety and environmental protection
<p>3.2.1 Mooring personnel should have a good knowledge of:</p> <ul style="list-style-type: none"> <li>.1 maritime terminology, knots and splices;</li> <li>.2 seamanship;</li> <li>.3 measures to be taken in cases of collision or stranding;</li> <li>.4 emergency repairs in case of leakage;</li> <li>.5 the use of bilge pumps;</li> <li>.6 measures to be taken to prevent gas accidents and actions to be taken in the event of such accidents;</li> <li>.7 fire prevention, fire-fighting and basic knowledge of first aid;</li> <li>.8 the use of appropriate safety appliances including personal protective equipment;</li> <li>.9 distress signals, recognition of these and measures to be taken when sighting them;</li> <li>.10 mooring lines and mooring points, behaviour of the various components of mooring lines when breaking and appropriate safe working practices; and</li> <li>.11 environment protection measures.</li> </ul>		<p>3.1.3 ALL Mooring personnel should have a good knowledge of:</p> <p>.idem</p>
<b>3.3 Navigation</b>		<b>3.3 Navigation</b>
3.3.1 Mooring personnel working on board mooring boats should have a basic knowledge of:		3.1.4 ALL Mooring personnel <del>working on board mooring boats</del> should have a basic knowledge

<p>.1 the effects of the use of propellers and rudders on a vessel when manoeuvring;</p> <p>.2 the origin of suction and its effect on a vessel's movements and subsequent manoeuvres;</p> <p>.3 mooring and anchoring systems;</p> <p>.4 the direct and indirect actions of all types of propellers;</p> <p>.5 the water movements caused by a vessel making headway in a fairway of limited breadth and depth;</p> <p>.6 the origin and effects of backwash eddies and turbulences in tidal streams and currents;</p> <p>.7 the meaning of "pitch" and "slip" of propellers; and</p> <p>.8 the use and limitations of a magnetic compass.</p>		<p>of:</p> <p>.1 the effects of the use of propellers and rudders on a vessel when maneuvering;</p> <p>.2 the origin of suction and its effect on a vessel's movements and subsequent manoeuvres;</p> <p>.3 mooring and anchoring systems;</p> <p>.4 the direct and indirect actions of all types of propellers;</p> <p>.5 the water movements caused by a vessel making headway in a fairway of limited breadth and depth;</p> <p>.6 the origin and effects of backwash eddies and turbulences in tidal streams and currents;</p> <p>.7 the meaning of "pitch" and "slip" of propellers; and</p> <p>.8 the use and limitations of a magnetic compass</p> <p>.</p>
<p><b>3.4 General geographical knowledge of the local working area</b></p>		<p><b>3.4 General geographical knowledge of the local working area</b></p>
<p>3.4.1 Mooring personnel should have a working knowledge, as appropriate, of:</p> <p>.1 fairways, channels and shoals, their buoyage and other navigational marks, tidal ranges, water level indicators, tidal streams and/or currents, etc.;</p> <p>.2 ports and harbours, their berths, facilities, shipyards, etc.; and</p> <p>.3 bridges and locks and the signals for passage of these, where applicable.</p>		<p><b>3.4.1 IDEM</b></p>
<p>3.4.2 Mooring personnel should have a basic knowledge of the origin of the water's course and the factors influencing and governing it, including the effects of tides, winds, embankments, shoals,</p>		<p><b>3.2.2 All</b> Mooring personnel should have a basic knowledge of the origin of the water's course and the factors influencing and governing it, including the effects of tides, winds,</p>

dredging, etc.		embankments, shoals, dredging, etc.
<b>3.5 Shipping regulations and craft paper</b>		<b>3.5 Shipping regulations and craft paper</b>
<p>3.5.1 All shore-side mooring personnel should have a basic knowledge of:</p> <p>.1 shipping and port regulations in so far as they affect their work, harbours orders, police and customs requirements;</p> <p>.2 the relevant rules of the Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended;</p> <p>.3 the relevant buoyage systems;</p> <p>.4 reporting of incidents or accidents;</p> <p>.5 the preparation of reports following accidents and collisions; and</p> <p>.6 the documents appertaining to the launches/mooring craft where applicable</p>		<b>3.5.1 IDEM</b>
<b>3.6 Vessels</b>		<b>3.6 Vessels</b>
<p>3.6.1 Mooring personnel should have a basic knowledge of:</p> <p>.1 the different types of ships;</p> <p>.2 the structure, composition and dimensions of seagoing vessels, coastal vessels and, where applicable, river crafts;</p> <p>.3 procedures for docking and slipping vessels, where applicable; and</p> <p>.4 functioning and handling of winches, capstans, windlasses, cargo handling gear, etc.</p>		<p>3.4.1 <b>ALL</b> Mooring personnel should have a <b>working</b> knowledge of</p> <p>.idem</p>
<b>3.7 Machinery</b>		<b>3.7 Machinery</b>
<p>3.7.1 Shore-side mooring personnel on board mooring boats should have a basic knowledge of:</p> <p>.1 the operation of diesel engines and other</p>		<p>3.5.1 <del>Shore-side</del> <b>ALL</b> mooring personnel <del>on board mooring boats</del> should have a <b>working</b> idem</p>

<p>propelling and auxiliary machinery;</p> <p>.2 the operation and maintenance of the mooring men's own craft; and</p> <p>.3 the electrical systems on board their own craft.</p>		
<p><b>3.8 Maritime security</b></p>		<p><b>3.8 Maritime security</b></p>
<p>3.8.1 All shore-side mooring personnel on board mooring boats should have a basic knowledge of maritime security related issues, commensurate with their responsibilities and duties.</p>		<p><b>3.6.1</b> All shore-side mooring personnel on board mooring boats should have a <b>working</b> knowledge of maritime security related issues, commensurate with their responsibilities and duties.</p>