



DP Training Executive Group

ADDRESSING THE NEEDS OF DP OPERATORS, TRAINING CENTRES AND THE MARITIME INDUSTRY, FOR A SAFER FUTURE.

With the incredible growth of Dynamic Positioning training around the world, the Nautical Institute has launched a new scheme to ensure DPO's, the Industry and Training providers have a voice...DP-TEG.

Dynamically Positioned For People & Training

The Nautical Institute (NI) has run the Dynamic Positioning training scheme successfully for over 20 years, but in the past five years there has been unprecedented growth in the sector. Accredited training centres have grown in number from less than ten at the start of the scheme, to nearly fifty, and the number of individual certificates issued is now in excess of seven thousand.

With such growth in mind The NI has now set out its vision of the future of DP training and certification, and has developed a new decision making forum, to provide industry guidance and for representation of stakeholder input. This is the DP Training Executive Group, (DP-TEG).

NI DP Manager, and DP-TEG Chairman, Captain Mark Pointon sees this as a real step forward, "the issues and pressures have grown, and the stakeholders now need an evolved process and framework to make the decisions which allow the training and certification scheme to function effectively".

The creation of DP-TEG has been about refining DP certification for the end user, something that cannot be done unilaterally. Pointon says, "DP-TEG will legitimise the decision making processes for training and certification. While having industry credibility and reflecting the views of all the major stakeholders".



REGIONAL REPRESENTATION

The growth of DP Centres has been based around a broad geographical split. As part of the process of building DP-TEG, the NI has started building groups of Regional Training Providers (RTP) to cover the following areas: The Americas, Europe, and Middle East, Asia & the Far East. There has been significant support in these areas for these groups, but it is an evolving process, with the aim is that the groups will become self-managing in time, with meetings and representation onto DP-TEG through nominated contacts.





Getting the most from DP-TEG

The DP-TEG scheme is designed to streamline decision making, and to provide assistance and guidance on an international and regional basis.

The formation of DP-TEG is something which can add real benefit to the international DP Training community, to individual DPOs and also the wider industry.

The Group is made up of representatives which were seen as being in the DPO's "sphere of influence", and include the Nautical Institute (Chair and secretary) Ship owners/Operators in the form of trade associations International Chamber of Shipping (ICS), The International Marine Contractors Association (IMCA),

the International Association of Drilling Contractors (IADC) and international accredited training providers.

With charterers seeking ever more robust reassurances, the NI, first stepped into DP certification as an independent body to develop and implement a system of standards, and to oversee their application. Back in the mid-Eighties, the scheme was nothing less than

groundbreaking, and very much represented a "gold standard". Now we are moving forward again and the creation of DP-TEG

has been about improvement across the board.

“ The formation of DP-TEG is something which can add real benefit... ”

DP-TEG Chairman Mark Pointon says, "DP-TEG will be the difference to not simply the decision making process, but will change the way we move forward with those decisions and how we promulgate them across the global DP and shipping industry".

MOVING AHEAD Ideas and Debate



Much has been discussed already, but the true strength of DP-TEG is the ability to raise and pursue new ideas and agreements.

There are always new legislative and commercial concerns to debate, but in having input from training centres globally, the scheme can tap into hitherto unparalleled data and information relating to the DPO's coming into the Training Scheme. This should then drive new ideas and debate to make the training scheme even more robust and relevant.

The First Meeting...

The inaugural meeting was held in January 2008, where the future and major issues of DP certification and training were discussed. It has been felt that with DP-TEG difficult issues can be tackled with the confidence that stems from having debated and taken a lead from all stakeholders.

Amongst the issues discussed were the need for a review of the DP training system. Specific areas included instructor qualifications, student level entry-requirements, competence assessment, refresher training, simulator specifications and promulgating the changes to the DPO community.

The NI Education & Training manager, Peter Aylott, told DP-TEG of an ongoing NI evaluation of an electronic certification scheme to speed up the certification process and reduce costs. This was endorsed and NI and IMCA were tasked to discuss possible DPO tracking options in the light of future refresher training requirements.

It was also noted that the DP incident reporting system is not covered by all Training providers

in their courses and that there was a need to list all reference systems within the syllabus. NI undertook to ensure this was checked during the accreditation process.

The group was informed that the IMO is set to look again at DP, and the International Transport Workers Federation (ITF) has proposed to STW 39, that DP competence should form part of chapter VI of the section A of the STCW Code.

IMCA's position is that this is not required as the Industry has not expressed a desire for this regulatory change and the current system has a sound record. Other members identified advantages such as the opportunity for Industry to acquire Government funding in some countries for training, but there was general concern that the standards might be lowered. With IMCA having consultative status at IMO and The NI due to attend as part of the IFSMA delegation the progress was to be monitored and reported upon. Both will report the outcome at the next meeting.

The next meeting will be held at IMCA HQ, London, in May (date to be confirmed).

DP-TEG Attendees

- Mark Pointon (NI): Chairman**
- Ian Giddings (IMCA): Vice Chairman**
- Peter Aylott (NI): Secretary**
- Ian Trebinski: The Chamber of Shipping**
- Doug Olsen (Converteam): Americas**
- Helge Samuelsen (SMS): Europe, Africa and Middle East**
- John Daniels and Dan Endersby (C: Mar/DP Centre): Asia and Pacific**

Apologies received from ICS and IADC.



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