The Need for International Standardization of Education and Evaluation of Maritime English

Proposals of Amendment to STCW regarding English Proficiency

The MarineCatchers
1 | INTRODUCTION
INTRODUCTION

Backgrounds

Shipping: most globalized industry

Need for a common language

STCW convention suggests English

80% of world’s merchant ship has multicultural crews

(Magramo & Cellada 2009; Pyne & Koester 2005)
INTRODUCTION

(2015’s BIMCO Manpower Report)

Backgrounds

English <-> Non-English
INTRODUCTION

TOP FIVE COUNTRIES

- China
- The Philippines
- Indonesia
- The Russian Federation
- Ukraine

Difficulties in using English on ships (2015’s BIMCO Manpower Report)
Introduction

Backgrounds

- A Use of navigation equipment
- B Communication
- C Equipment failure including engines

24% of marine accident

(Ziarati, 2006)
INTRODUCTION

Backgrounds

Frequently unable to render Maritime English Skills

86% Multilingual personnel
14% Non-multilingual personnel

Risking and causing damage to lives, property and environment

(Trenkner, 2007)
Accidents

Scandinavian Star accident

- The fire in the ferry
- 158 people died

Due to poor English speaking skills

(Preaching the Gospel of the SMCP in Spain: The Jovellanos Centre Experience José Manuel Díaz Pérez, Jovellanos Centre (Spain))
Accidents

✓ Grounding of the “Royal Majesty”

Miscommunication between a ship and fishing boats
I N T R O D U C T I O N

Accidents

Silja Opera
In the Baltic
In 2003

The collision
Between Xu Chang Hai & Aberdeen
In 2000

Due to lack of English communication skills among mariners from non-English speaking countries

English proficiency is directly related to the safety of ships
INTRODUCTION

✓ Spatially isolated
✓ Lack of communication in Multi-cultural environment

Resulting in poor task performance

Reliable qualification procedures for non-native English speaking mariners are essential
INTRODUCTION

Established several provisions for evaluating English proficiency

We have found three major problems in the status quo

STCW

STCW Code Part A Chapter II Standards regarding the master and deck department

STCW Code Part A Chapter III Standards regarding engine department

Deck officers

Engineer officers
**Problem 1**

The phrases used in STCW regarding Maritime English are too ambiguous.

### Engineer officers

<table>
<thead>
<tr>
<th>Column 1</th>
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*(STCW Code Part A Chapter III /Section A-III/1)*

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*(STCW Code Part A Chapter II /Section A-II/1)*

**Poor reliability of the qualification**
Evaluation of competence

17 The arrangements for evaluating competence should be designed to take account of different methods of assessment which can provide different types of evidence about candidates’ competence, e.g.:

1. direct observation of work activities (including seagoing service);
2. skills/proficiency/competency tests;
3. projects and assignments;
4. evidence from previous experience; and
5. written, oral and computer-based questioning techniques*.

* The relevant IMO Model Course(s) may be of assistance in the preparation of courses.

18 One or more of the first four methods listed should almost invariably be used to provide evidence of ability, in addition to appropriate questioning techniques to provide evidence of supporting knowledge and understanding.
DISCUSSION

Problem 2

Loop holes from STCW

✓ Many countries
→ Avoid direct-testings
→ Not execute oral interviews

Ex)

“The evaluation on English communication skills can be conducted through interviews”

(Article 13 of the Enforcement Decree of Ship Personnel Act, paragraph 5.)

Due to lack of detailed enforcement measures, Not being conducted.
DISCUSSION

Problem 2

Loop holes from STCW

Multiple choices

4. A synchronous motor is one that ( ).

가. is synchronized
나. turns in synchronization with the alternator
사. converts DC to AC
아. converts AC to DC

9. Select proper words for the blank.
   "The vessel (1) starboard quarter of you wishes to overtake you.
   Do you agree (2) the vessel’s intention?"

2. Select one which is not included in IMC standard wheel orders.

가. ① for  ② to
나. ① on  ② to
사. ① to  ② with
아. ① in  ② with

(Third class marine officer examinations)

Ineffective in measuring speaking or writing skills
Problem 3

Differently required skills depending on mariners’ positions are obscure

Engineer officers

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(StCW Code Part A Chapter III /Section A-III/1)

Deck officers

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Adequate knowledge of the English language to enable the officer to use charts and other nautical publications, to understand meteorological information and messages concerning ship’s safety and operation, to communicate with other ships, coast stations and VTS centres and to perform the officer’s duties also with a multilingual crew, including the ability to use and understand the IMO Standard Marine Communication Phrases (IMO SMCP)

(StCW Code Part A Chapter II /Section A-II/1)

NEEDS SUPPLEMENTATION AS WELL
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**Competence**

- Use English in written and oral form
- Use the IMO Standard Marine Communication Phrases and use English in written and oral form

**Chapter II**

**Chapter III**
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(STCW Code (Table A II /1))
## Column 2: Knowledge, understanding and proficiency

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*(STCW Code (Table A III/1))*

### English language

Adequate knowledge and ability of the English language to enable the officer to:

1. use engineering publications
2. perform engineering duties
3. communicate between the Engine Room and the Bridge and during emergencies
4. record the oil record book, engine room log book and to write the docking indent
5. have communication skills during the PSC inspection at the foreign port

*(STCW Code (Table A III/1))*
### Column 3: Methods for demonstrating competence

#### Engineer & Deck officers

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<td>Oral tests can require test takers:</td>
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1. to describe a situation presented in a form of a picture
2. to provide a solution for an emergency or a distress situation that is presented aurally
3. to respond properly to aurally presented phrases for communicational purposes

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**Engineer & Deck officers**

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<td>English language publications and messages relevant to the safety of the ship are correctly interpreted or drafted. Communication in written and oral form are clear and understood for different situations indicated in Column 2.</td>
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Example of maritime English yardstick

(Steele & Trenkner, 2009)

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<th>Yardstick of ME Competence for ships officers</th>
<th>ICAO Language Proficiency Standards</th>
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<tr>
<td>Band 9</td>
<td>Expert User</td>
</tr>
<tr>
<td>Band 8</td>
<td>Very Good User</td>
</tr>
<tr>
<td>Band 7</td>
<td>Good User</td>
</tr>
<tr>
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We urge the formation of Ad hoc committee
3 CONCLUSION
For safety & task performance. 

→ Need detailed instructions
**CONCLUSION**

The expression regarding ME in STCW is too broad & ambiguous.

English skills required.

Lack professional details.
## Conclusion

### Deck officers

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- Use the IMO Standard Marine Communication Phrases and use English in written and oral form.

- **English language**
  - Adequate knowledge of the English language to enable the officer:
    1. to use charts and nautical publications
    2. to understand meteorological information and messages concerning ship's safety and operation
    3. to respond quickly to emergency
    4. to interact in external communications from ship to shore, shore to ship and ship to ship
    5. to interact during on-board communication
    6. to perform officer's duties also with a multilingual crew including the ability to use and understand the IMO Standard Marine Communication Phrases

- Assessment of evidence obtained from practical instructions and examination including oral test and writing test with the following test items:
  - Oral tests can require test takers:
    1. to describe a situation presented in a form of a picture
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  - Writing test can require test takers:
    1. to translate a passage presented in their native language into English
    2. to write a summary of a reading passage and an aurally presented explanation regarding the passage
    3. to write phrases used in log books according to the presented instructions

- English language publications and messages relevant to the safety of the ship are correctly interpreted or drafted.
Communication in written and oral form are clear and understood for different situations indicated in Column 2.
### 3. CONCLUSION

**Engineer Officers**

(StCW Code Part A Chapter III /Section A-III/1)

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Maritime English Education

The balance of two types of instructors
Linguistically qualified ship officers

1. Better task performance
2. Safer trip
3. Better quality of life on ships
Thank you