**Humber Maritime College – Specification Document**

**GMDSS Courseware and establishment of an AMERC approved Examination Coordination Centre (ECC)**

Humber Maritime College (HMC), located at Immingham on the South Bank of the River Humber in the UK, is a recently established maritime training college and is a part of the TEC Partnership of FE and HE Colleges.

HMC is in the process of setting up a GMDSS training facility, to be approved by AMERC, for the delivery of GOC, ROC and LRC courses using a simulation based training software and hardware package provided by Transas / Wartsila.

HMC is tendering for the provision of the following services:

Course materials for the holding of GOS, ROC and LRC courses. To include course timetabling, lesson plans, scheme of work, course notes, in-course assessments and other support material.

The development of administrative procedures and QA documents, to be adopted by HMC, sufficient for AMERC approval as an Examination Coordination Centre.

The delivery of initial GOC and ROC courses as required for AMERC approval.

The training and development of regionally based lecturers to the level of Approved Examiner.

**Stipulations**

1. It is a requirement that the courseware meets the learning objectives specified in:
2. The MNTB GMDSS Courses Criteria, 2nd Edition 2018, and
3. The AMERC Handbook, 11th Edition 2015 (as revised)

AMERC will be required to approve the courseware and the achievement of the learning objectives.

The IP for all courseware will become proprietary to Humber Maritime College.

1. The bid will provide that a minimum of 50% of the cost will be payable subject to the gaining of AMERC approval for both GOC courseware and as an ECC.
2. The tenderer will specify and reference their past experience i) of working to deliver AMERC approvals, ii) working with simulation based software for the delivery of GMDSS courses.
3. The tenderer will ensure that courseware includes provision for updates to GMDSS regulations expected in 2021/22.

**GMDSS Courseware and AMERC Approval to operate - Specification for ITT**

**Regulatory requirements**

Global Maritime Distress and Safety System (GMDSS) courses are required by Officers of the Watch of maritime craft under Table A-IV/2 of the Annex to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). Developed courses are also required to meet mandatory requirements of European regulatory authorities covering radio communications (CEPT) and an Authority to Operate under ITU Radio Regulations.

In the UK the Maritime and Coastguard Agency, as flag state, has the responsibility to ensure the standards of courses and examinations of competency in the use of GMDSS under STCW. It delegates that responsibility to AMERC (The Association of Marine Electronic and Radio Colleges).

The published documentation by which standards for the development of courses are promulgated are:

1. The MNTB GMDSS Courses Criteria (2nd Edition 2018), and
2. The AMERC Handbook, 11th Edition 2015 (as revised)

The development of GMDSS courses in accordance with this guidance covers the requirements of the Radio Regulations and includes the syllabus from CEPT.

The IMO (International Maritime Organisation) has recently amended GMDSS regulations to include satellite phone (Iridium) technology among other things; our courseware needs to be future proof as new requirements come into force.

**Development – Materials, Tutors, Examinations and Examiners**

GMDSS training is a specialist area which requires lecturers to be very familiar with the material and the context of radio operations onboard ship. The current MCA requirements provided through AMERC and codified in the MNTB criteria and the AMERC Handbook are substantially more detailed than that required by STCW and include detailed learning objectives.

There are three courses:

A GMDSS GOC (General Operator’s Certificate) is required by deck cadets.

A GMDSS ROC (Restricted Operator’s Certificate) is a minimum requirement where the operator works on vessels in a restricted geographical area with more limited radio equipment. There is likely to be some demand for the ROC in our region.

The GMDSS Long Range Certificate. For small commercial vessels and yachts which may operate outside of VHF range. This is not an STCW requirement and is not included in the MNTB criteria booklet. There is likely to be some demand for the LRC in our region.

The ROC and LRC courseware are sub-sets of the GOC.

GOC Courses (General Operator’s Certificate) in the UK range from 8 days to 10 days with colleges usually opting for Monday to Friday working over two weeks; some offer 8-day consecutive training inc. weekends. The 8 day training is compliant with MNTB guidance which notes that the course is of minimum 60 hrs. duration, inc. 2.5 hours for exams. AMERC allows up to 2 days for examinations for a student cohort; hence the 10 days to include examinations.

ROC Courses (Restricted Operator’s Certificate) is a three day programme (20 hours minimum) for persons working in a restricted geographical area.

There is currently a shortage of lecturers and a severe shortage of examiners for GMDSS courses mainly due to the demographics but also due to the requirements set up by AMERC. In discussion with the chair of AMERC January 2021 he expressed concern related to AMERC’s ongoing ability to deliver examinations due to the lack of qualified examiners in the UK.

We are able to set up as:

1. An approved course provider
2. An Approved Examination Venue (AEV)
3. An Examination Coordination Centre (ECC)

As we require to be independent in our region and with a view to ensuring capacity for training and examination for the future it is intended that we set up as an ECC: An Examination Coordination Centre, approved by AMERC.

An ECC requires that we identify at least two persons able to deliver and examine, to control examiners based at the centre and to contribute to a bank of exam questions.

Training as an examiner requires attendance at 6 courses.

The supply of courseware and responsibility for AMERC approval is likely to be constrained to individuals or small companies familiar with this development and already known to AMERC. This will limit the numbers of persons or organisations who are likely to tender.

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