



FINAL

Report from Kaliningrad 5th - 7th February 2014

The visit to Kaliningrad included visits to and meetings at:

The Kaliningrad State Technical University (KSTU)
The Baltic Fishing Fleet State Academy (BFFSA)
The Kaliningrad Maritime Fishing College (KMFC)
The State Maritime River Inspectorate (SMRI)
The port of Svetly 30 kms from Kaliningrad centre

Introduction

Our hosts provided a very well planned and coordinated programme, which gave us the chance to get a complete picture of the education provided in the maritime sector (including the focus placed on health and safety), as well as an insight into the fishery out of Kaliningrad. We thank our hosts wholeheartedly. We have high hopes of further developing cooperation.

The education complex

Since 2013, the Kaliningrad State Technical University has grown into a big multi-level educational complex merged with the Baltic Fishing Fleet State Academy and the Kaliningrad Maritime Fishing College. There is also a Maritime Fishing College in St Petersburg.

The strength of the maritime education and training lies in the fact that Russia has an important maritime sector. The education and training provided also prepares students to work for foreign companies in the maritime sector. As for fisheries, it was informed that there are about 100 fishing vessels operating in the Baltic.

The education complex has faculties and facilities to give a maritime education from the time students leave secondary school: biology/resources, shipbuilding, engineering, navigation, communications and so on. All the education is carried out in Russian. There is also a department to teach English.

The basic education provided is based on the international conventions (IMO, STCW).

Students can start after leaving secondary school by entering either the KMFC or the BFFSA. Some of KMFC graduates can continue education at the BFFSA. Those wanting a more specialised academic career can pursue their studies at the KSTU. It is generally a very formal education, with strong discipline and high expectations of the students.

BFFSA: Baltic Fishing Fleet State Academy

Mr. Sergey Karpovich, Head of the BFFSA, underlined the significance of and strength gained from merging the different establishments. He highlighted the interchange between the schools. The possibility to use the different facilities of each place was highlighted.

Most of the students who graduate choose to work for foreign companies. A career in fisheries is not the most popular: this is due partly to post Soviet fishing fleet reduction and the fact that working in fisheries is less popular than other branches.

Safety and accident prevention are an important course component at both the BFFSA and the KMFC. In each location there are departments and facilities for practical training in safety and emergency procedures. It was pointed out that most of the accidents that happen on vessels are not due to weather conditions or to vessel construction, but to human factors. So this required constant focus on professionalism in the course of the education and training. A very useful practice highlighted was time spent on going through the database on previous accidents - so as to discuss events and learn about what to avoid in the future.

Also emphasized was that the fishing vessels in the Baltic tend to be low tonnage and this makes the challenge of safety very relevant.

One other thing highlighted is that whereas a theoretical education (which the institutions in Kaliningrad are very strong in) is emphasized, it is also important to get practical training and education. The education includes a 5 month practical experience on board vessels, but it is up to the discretion of the captain of the vessel how to make use of the students: whether they are onboard as an extra pair of hands on deck, or whether to give them some specific and practical training. And in particular highlighted here by the staff at the BFFSA was a very strong wish to have a training vessel. The first sea going practice given to students is on the sailing vessel (the four mast barque Kruzenshtern). A real wish was expressed here.

Strong interest was expressed by the staff in sharing experience with the EU and in receiving any relevant documentation on health and safety requirements, as well as on the safety equipment used on EU vessels. This was reiterated by several representatives during the first meeting at the BFFSA.

Another form of practical training provided is by simulators, which can simulate all sorts of vessels, including fishing vessels. This gives senior cadets the chance can take part in a virtual fishing world. A practical example was given of simulating a stern trawler with it hold full of blue whiting: the training task was to safely enter the port and to moor the vessel.

The KMFC: Kaliningrad Maritime Fishing College

The KMFC provides a college level education, but is also offering refresher courses for mature students. It also offers student accommodation for students who come from other countries to study.

There is obligatory two month refresher maritime training for all qualified crew members after 5 years. There was agreement by the mature students we met that this is an essential part of their working life (there was even the possibility mentioned of it being

every three years). If they are lucky, it is paid for by the employer. If not, students pay for it by themselves, but the cost is not excessive: it is affordable. Some of the simulated training is conducted by Skype with the rescue authorities and the benefits of doing this were pointed out.

KSTU – Kaliningrad State Technical University: fishing simulators at the industrial fishery department: what happens when I do this or that?

A visit to the industrial fishery department showed how the fishing simulators can give an extremely useful insight into the dynamics of the fishing trawls and other gears by modelling different situations during the fishery: locating the fish, catching the fish, lifting the net and so on. The facilities can also simulate accidents and emergency situations and the teachers can provide instruction in what to do in such cases. This was presented as an added extra to the lessons in navigation which are provided by the Academy and College. The education is provided to the students of the university as well as deck officers and fishing masters. Fishermen also visit the department to improve their knowledge about optimizing the catch and gear performance. In future, energy costs for the sector are going to be an important consideration and this department can contribute to improved knowledge on reduced fuel consumption, what gear to use.

The faculty also possesses a flume tank to test out mid-water and bottom trawls.

Another facility at the university is the machine equipment laboratory where university students can study and learn about the actions of all the mechanisms on board fishing vessels, their construction and performance. This takes into account the safety element of fishing operations because there are real mechanisms to try and test.

There are also working models of different fishing vessels. During the education, each student must elaborate each type of vessel: trawl, gillnetter, fishing under ice according to the local conditions.

Although the work on board a fishing vessel is becoming more automated, it was agreed that it was important to know exactly how the mechanics function: as a basic learning principle, but also to increase safety awareness.

The State Maritime River Inspectorate (SMRI)

This is a relatively new operation since 2012 and it is structuring its activity. It started to look at the fishing sector in 2013, after the introduction of a new federal law. The SMRI is gathering information and statistics on accidents covering the whole maritime sector. The rate of accidents has decreased sharply and this is not reported to be connected with prevention measures. They do not have specific measures or actions to reduce the number of accidents, but they do receive a lot of recommendations from the authorities in Moscow.

There have not been any serious accidents during this short period of work of the SMRI. These have been mostly collisions of vessels with the quay side and there has been no loss of life. There have been very few incidents involving fishing vessels. This is confirmed by information supplied to us for the period 2002 – 2011 (attached). The SMRI has recently started carrying out inspection of maritime vessels (including fishing vessels) instead of the court authorities taking responsibility for accidents.

The smaller vessels are the category highlighted as having special need for focus. It is currently not clear exactly what sort of problems vessels below 20 metres are experiencing. For that reason, the SMRI took over that function in 2013. The major problem highlighted is that these vessels, which number 50 to 60, are not covered by international conventions. They need to establish a special system of control for this fleet segment and are currently working on a database of documentation for controlling these vessels.

Capt. Andrey Khvan, Head of the SMRI, was interested in learning about the structure and size of the inspection services in Denmark and Sweden. He appreciated the visit and expressed the wish for collaboration and exchange with the control and inspection authorities/bodies in the EU. It was suggested that this could be explored under the framework of the EU-Russia fisheries agreement.

The vessel operating from the port of Svetly

The captain was unavailable, but we were met and welcomed by the first mate. This trawler was manned by an experienced and stable crew of 6 members. He showed us the crew list with all those registered to work on board – so they must know who is going out to sea and who is coming back.

With fewer changes of crew members there were better chances to prevent accidents. They had a lot of experience carrying out mostly day trips. Everyone knew what to do and when in the case of emergency. It was not necessary to instruct crew members every day in safety. Especially in the winter when there is ice cover, the crew members make use of their knowledge and experience and take care.

There were no complaints about the age or condition of the vessels that there were there. They had safety procedures and safety culture that worked.

The first mate highlighted the fact that despite the fact that it was hard to recruit crew members to work onboard fishing vessels because of the hard work, the fact that having taken safety into account and having a working procedure meant that the crew were happy and stayed on the vessel longer.

One thing to be aware of at sea was when there were several vessels fishing at once on the same grounds to keep a safe distance.

If an accident happens, standard procedures are followed: the rescue centre is informed, the vessels work together to provide help and establish contact, first aid is given and a report is written. The Russian vessels are fishing in ICES areas 26 and 32, not going far out to sea, keep a good 360⁰ vision from the bridge and to make use of radio communications. This also meant that the distances were short in case emergency help was needed. And vessels were fishing in the same area so could help each other.

Administrative procedures with customs clearance in the port of Kaliningrad have become simpler. There is less paperwork and control, which also enhances work procedures and indirectly, safety.

There was the standard safety equipment on board. It was highlighted that they had survival suits because of the cold weather and conditions. There was GMDSS radio equipment, but not AIS.

Upgrading catch handling with pumps to get the catch ashore was highlighted as the most significant recent improvement to working practices and thus improved health and safety. They were no longer loading the fish manually into wooden boxes. In addition, the port had recently acquired a sorting, refrigerating and freezing plant to receive and process the catch, again highlighting the importance of overall improved working conditions and indirectly enhancing safety. The good prices reached by high quality catches also bore witness to the overall improvements.

New technologies also make it easier to work and to navigate.

Now more attention was being paid to the smaller vessels because increasing responsibility was being placed on the owner. This would in turn give an incentive to crew members to stay.

Summary

Carrying out this visit was seen as a first big step. It opens the door to investigating areas of further cooperation in the fisheries and other maritime branches.

The meetings and visits highlighted the following area for potential cooperation:

- Exchange of information on implementing acts from the EU and from the IMO
- Comparison with the education and training offered in other countries – how the teachers are trained and opportunities to meet together and learn how the education is built up in order to exchange ideas. Specific interest was expressed in the health and training education offered by the Danish Fisheries School in Thyborøn.
- To learn from an exchange of information from accident and incident databases in the different member states.
- Repeated wishes for a fisheries training vessel
- Exchange of students - for example giving Russian students the opportunity to train on a fishing vessel and get some practical training. The simulator part of the education provided here could be given to students from Baltic Member States.
- Learning more about inspection and control procedures in Baltic Member States and exchanging experience: scope for this could be within the framework of the EU-Russia fisheries agreement.
- To continue collaboration under specific projects in the BSR Programme (2014-2020)



The proud history and tradition of the fisheries sector and education in Kaliningrad

In addition to the names of those we met according to the programme:

Dr Natalia Kostrikova, vice-rector for science, innovation and international cooperation of the BFFSA

Victor Minko, Director of the branch HCA, professor and doctor of technical sciences

Capt. Anatoly Dubovsky – Head of KMFC

Dr. Alexander Nedostup – Head of Industrial fishery Dept., KSTU

Vitaly Bukaty – Head of Nav. Dept., BFFSA,

Prof. Vladimir Timofeev – Head of Safety Nav. Dept., BFFSA,

Capt. Andrey Bezugly – Head of the maritime training centre BFFSA.

Dr. Leonid Meyler – Rector's Assistant on Mar. Intern. Activity, BFFSA

Dr. Pavel Kovalishin – Head of Int. Org. Office, BFFSA

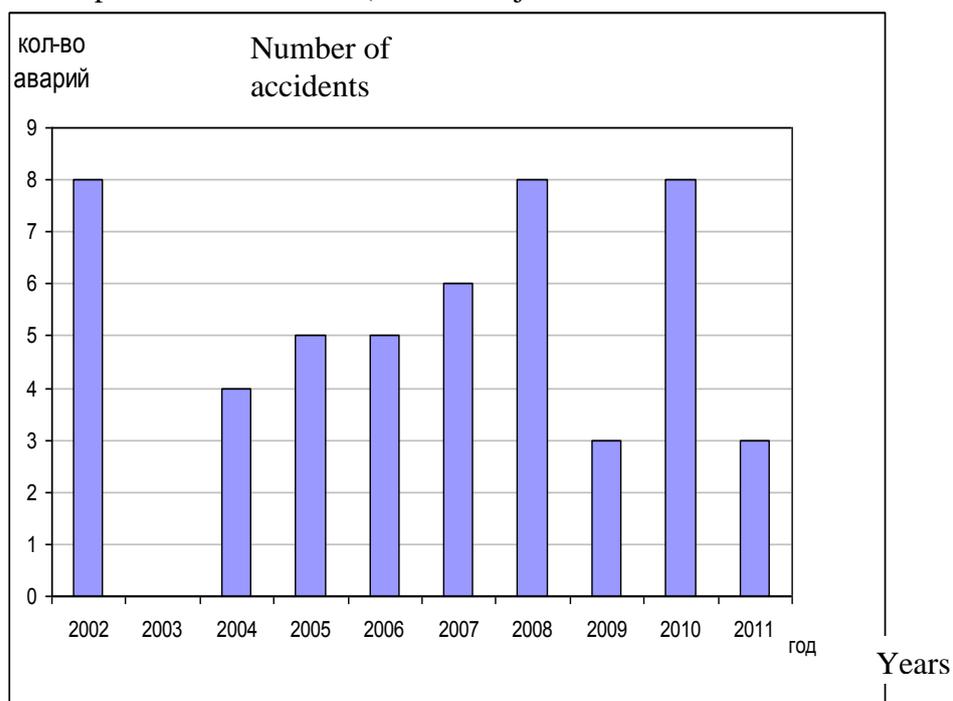
Maslov Sergey A. Deputy head of the General Director of OOO "Petrotral"

Apologies from Prof. Vitaly Bondarev – Dean of the Nav. Faculty. and our apologies to Dr. Vladimir Volkogon – Rector KSTU due to technical problems with the flight to Kaliningrad.

<http://rostransnadzor.ru/>

General statistics of accidents of ships of the Russian Federation in the Baltic Sea for the period 2002 – 2011 (the area of jurisdiction of the Russian Federation) supplied separately by Dr Leonid Meyler. – see next page.

General statistics of accidents of ships of the Russian Federation in the Baltic Sea for the period 2002 – 2011 (the area of jurisdiction of the Russian Federation)



2008 (total - 8, fishing vessels -1)

	Name of ship	Date of accident	Area of accident	Causes of accident
1	Large freezer trawler «Valery Dzhaparidze»	12.01.08	Port of Kaliningrad	Operational damage. Pile on the ship m/v "Kizhi" standing at the pier

2009 (total - 3, fishing vessels -2)

	Name of ship	Date of accident	Area of accident	Causes of accident
1.	Small Fishing Refrigerated Trawler K-1203	16.10.09	Coastal waters of the Baltic Sea	The disappearance of a sailor from the ship
2.	Small Stern Fishing Trawler 1067	09.12.09	Coastal waters of the Baltic Sea	The ship lost power. The failure of the main engine reverse gear.
3.				

2010 (total - 8, fishing vessels -2)

	Name of ship	Date of accident	Area of accident	Causes of accident
1.	Industrial Transport Ship K-2109 «Natali»	25.02.10	Coastal waters of the Baltic Sea	Damage to the pump cooling system of the engine. Loss of speed.
2.	Large freezer trawler K-1989 «Zamoskvorech'e»	06.12.10	Raid of the port of Dakhma	Pile on the ship m/v Tokachi Frost on Large freezer trawler K-1989 «Zamoskvorech'e» during loading

2011 r. (total - 3, fishing vessels - 0)