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ΕΘΝΙΚΟ ΜΕΤΣΟΒΙΟ ΠΟΛΥΤΕΧΝΕΙΟ
Εργαστήριο Θαλασσίων Μεταφορών



PICASSO	
Start Date	1/5/2016
End Date	30/6/2018
Budget	3.85 mil €
GR Budget	0.34 mil €
EU Contribution to GR	0.17 mil €

1. SASEMAR
2. Magellan
3. Swedish Maritime Administration
4. Chalmers tekniska hoegskola AB
5. Ministero delle Infrastrutture e dei Trasporti
6. CIMNE
7. APDL S.A.

8. Dover Harbour Board
9. Fundación Valenciaport
- 10. ANEK S.A.**
- 11. National Technical University of Athens**
12. Tandu Technologies and Security Systems Ltd.
13. Malta Authority for Transport (Malta)
14. Cyprus Ports Authority



OBJECTIVES

PICASSO aims at tackling the challenges and opportunities arising therefrom, by enhancing the efficiency, safety and security of on board and on shore operations.

- The maritime sector has been subject to complex changes in terms of the vessels' dimensions, use of the ICT tools available on the market, and the safety and security obligations monitoring the sector.
- Operational safety related-actions laid bare the need to improve cooperation amongst parties at land, sea and ship in order to face any kind of accidents and improving the crews and response teams' performance and capabilities.
- This is specifically relevant for LNG fuelled passenger ships.
- Picasso encompasses not only the study and test of effective ICT tools but it also provides better training to the crews, the operators and the ship-owners.
- It builds upon the results of previous EU supported initiatives. Of particular relevance in this sense are the conclusions of the TEN-T funded project Monalisa 2.0.



ACTIVITIES

The project is organized in four core activities:

1. On board / on shore safe, efficient and secure operations;
- 2. Emergency situations;**
- 3. Training and human factors;**
4. Action communication and coordination.



Subactivity 2.1. Emergencies Simulation and BB-S Application in Drills and Distress Situations

NTUA coordinates the Subactivity

1. Formulation of a methodology to measure crisis effects ex-post;
2. Definition of a strategy for management and containment of damages to the ship and to the people on-board based on simulating potential on-board disasters beyond IMO requirements;
3. Investigation and definition how the B-BS (Behaviour-Based Safety) methodology can improve the behaviour of seafarers on board in Drills and Distress Situations.



Subactivity 2.1. Emergencies Simulation and BB-S Application in Drills and Distress Situations

Tasks - NTUA involvement

1. Review of regulations and regulatory gaps and Behavioural-Based Safety (B-BS) framework;
2. Formulation and preliminary test of methodology for crisis' effect evaluation (including B-BS) - Simulation;
3. Live drill and trial of methodology at Port of Limassol. Collection of information and assessment of the results. Submission of report on event simulation;
4. Evaluation of the methodology. Continuous improvement with input from other activities;
5. Submission of the methodology to measure the crisis' effects.



Subactivity 3.3. Emergency situations managing course: leadership and operational courses

1. Identification and analysis existing rules, regulations and best practices focused on crisis management for the various parts in relation to Ro-Pax vessels;
2. Identify potential gaps and propose new procedures and new training schemes;
3. Development and provision of one workshop for executives with the following themes: Leader Development; Personal Style; Power and Conflict; Effective Teams; Decision Making.



Subactivity 3.3. Emergency situations managing course: leadership and operational courses

Tasks - NTUA Involvement

1. Development of training syllabus;
2. Definition of relevant technologies and methodologies;
3. Training for the port management team to better deal with emergency situations.





Thank You!

