MANAGEMENT OF MARITIME DISASTERS IN THE SHIPPING INDUSTRY

by

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Egypt

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in

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Nautical

1997

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DECLARATION

I certify that all the material in this dissertation that is not my own work has been identified, and that no material is included for which a degree has previously been conferred on me.

The contents of this dissertation reflect my own personal views, and are not necessarily endorsed by the University.

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Abstract

This dissertation is a study of disaster management in shipping industry. To mitigate the consequences of maritime disasters which usually conclude loss of lives, property and damage to the marine environment, the concept of maritime disaster management has been widely accepted.

The human factors in emergency response are considered as the most important element affecting personnel response and subsequently the consequences of each maritime disaster. Chapter two investigates how humans respond to the dynamics of the development of maritime emergency threatening a disaster. The third Chapter examines the international requirements on shipping company shipboard emergency preparedness and response. It points out the lack of such requirement regarding the shore base personnel training to respond to maritime disasters and emergencies.

A substantial part of this work is Chapter four, as the International Safety Management Code implementation will furnish the bases for establishment of disaster management concept in the shipping companies. It contains a step by step approach to create the Safety Management Systems in the shipping companies which is considered the corner stone for the implementation of the disaster management concept. Chapter five goes far to the development of emergency response plans, safety organisations and emergency response committees in the shipping companies. Responsibilities, resources, and channels of communication have been examined.

The role of the Master and the back up from the shipping company has been assessed in Chapter six. Finally, it is concluded that successful management of a maritime disaster depends on the company’s ability to muster sufficient resources in the right positions quickly, establishing good communications with all involved parties and creating an effective relationship with the media, without any doublecication of authorities or conflicts.
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<tr>
<td>AMVER</td>
<td>Automated Mutual Assistance Vessel Rescue System</td>
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<td>DNV</td>
<td>Det Norske Veritas</td>
<td></td>
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<tr>
<td>GMDSS</td>
<td>Global Maritime Distress System</td>
<td></td>
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<tr>
<td>ICFTU</td>
<td>International Confederation of Free Trade Unions</td>
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<tr>
<td>IMO</td>
<td>International Maritime Organization</td>
<td></td>
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<tr>
<td>ISM</td>
<td>International Safety Management Code</td>
<td></td>
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<tr>
<td>ITOPF</td>
<td>International Tanker Owners' Pollution Federation</td>
<td></td>
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<tr>
<td>LOF</td>
<td>Lloyd's Open Form</td>
<td></td>
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<tr>
<td>LOSC</td>
<td>Law Of the Sea Convention 1982</td>
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<td>MERSAR</td>
<td>Merchant Ship Search and Rescue Manual 1993</td>
<td></td>
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<td>OPA 90</td>
<td>The US Oil Pollution Act</td>
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<td>OPRC 90</td>
<td>International Convention on Oil pollution Preparedness Response and Co-operation 1990, (OPRC 90)</td>
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<tr>
<td>PSC</td>
<td>Port State Control</td>
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<td>SAR</td>
<td>Search and Rescue</td>
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<tr>
<td>SMS</td>
<td>Safety Management Systems</td>
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<td>SOLAS</td>
<td>The International Convention for the Safety of Life at Sea, 1974 and its Protocol of 1978, SOLAS 74/78</td>
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<td>The International Convention on Standards of Training, Certification and Watch-keeping for Seafarers, STCW (95)</td>
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