

3 Upgrading Onboard Safety Equipment from a Failsafe Standpoint

MOL Safety Standards

Of course, our vessels are built and equipped in strict compliance with international safety rules. We also established our own MOL safety standards. However, considering that humans can always make mistakes and equipment can always break down, we carefully reassessed MOL Safety Standards. In other words, if there is trouble with one piece of equipment, then another should be available to take over its operation, or a backup system should be in place to cover the breakdown. With this failsafe system in place, human error or equipment failure should not cause major

problems with vessel operation.

For example, from the experience of having a fire in the engine room, we decided to equip all engine rooms with remote control security cameras to enable us to detect any engine room fires early and deal with them promptly. We also supply handheld mist extinguishers (photo) to all vessels, in addition to the handheld fire extinguishers that are a legal requirement.



4 BRM Drills Utilize the Lessons Learned from Incidents

Developing Speedy, Accurate Judgment

Recruitment and training of superior seafarers is vital to safe operation. We operate MOL Training Centers in six countries (Japan, India, Indonesia, Montenegro, the Philippines, and Russia). These centers provide training for both novice and veteran seafarers, with the training content adjusted to match their ranks and experience as well as the type of vessels they serve aboard. Training covers a broad range of activities, from classroom lectures on theory to actual practice on our simulators.

Under way, a ship is in operation every minute of the day.

During navigation, it is manned in four-hour watches by an officer and a helmsman, who stand their watches in a place called the bridge. The teamwork of the people on the bridge, the resources on the bridge (equipment, information, people, etc.), and man-

agement and commands from the bridge, based on the data at hand, are what help prevent incidents caused by human error.

For this reason, each training center includes a program on bridge resource management (BRM). Our group company M.O.



Marine Consulting, Ltd. has developed a bridge simulator that uses computer graphics to put specific sea lanes and harbors on a large screen so the trainees can operate their bridge simulator in authentic situations. The simulator enables them to experience bridge operations in various conditions, so they will know

what to expect in real-life circumstances. The simulator allows the seafarers to learn and confirm the steps to take in any extreme situation that could develop while under way.