

SUB-COMMITTEE ON HUMAN ELEMENT,
TRAINING AND WATCHKEEPING
1st session
Agenda item 21

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REPORT TO THE MARITIME SAFETY COMMITTEE

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1 GENERAL

1.1 The Sub-Committee on Human Element, Training and Watchkeeping (HTW) held its first session from 17 to 21 February 2014 under the chairmanship of Mr. Bradley Groves (Australia), who was unanimously elected as Chairman for 2014 at the opening of the session. The Vice-Chairman, Ms. Mayte Medina (United States), was also unanimously elected as Vice-Chairman for 2014 at the opening of the session.

1.2 The session was attended by delegations and observers from Member Governments and Associate Members of IMO; by observers from intergovernmental organizations; and by non-governmental organizations in consultative status, as listed in document HTW 1/INF.1.

Secretary-General's opening address

1.3 The Secretary-General welcomed participants and delivered his opening address, the full text of which can be downloaded from the IMO website at the following link: <http://www.imo.org/MediaCentre/SecretaryGeneral/Secretary-GeneralsSpeechesToMeetings>

Chairman's remarks

1.4 In responding, the Chairman thanked the delegations on his election to chair the first session of the HTW Sub-Committee. He also thanked the Secretary-General for his words of guidance and encouragement, and assured the Secretary-General that his advice and requests would be given every consideration in the deliberations of the Sub-Committee and its working groups.

Adoption of the agenda and related matters

1.5 The Sub-Committee adopted the agenda (HTW 1/1) and agreed to be guided in its work, in general, by the annotations to the provisional agenda contained in document HTW 1/1/1 (Secretariat) and the arrangements in document HTW 1/1/2 (Secretariat). The agenda, as adopted, with the list of documents considered under each agenda item, is set out in document HTW 1/INF.6.

2 DECISIONS OF OTHER IMO BODIES

2.1 The Sub-Committee noted the decisions and comments pertaining to its work by MEPC 65, MSC 92 and NAV 59, as reported in document HTW 1/2 (Secretariat), including the outcome of A 28, as reported verbally by the Secretariat, and took them into account in its deliberations under the relevant agenda items.

2.2 The Sub-Committee also noted that the Assembly, at its twenty-eighth session, approved the *Strategic plan for the Organization (for the six-year period 2014 to 2019)* (resolution A.1060(28)) and the *High-level Action Plan and priorities for the 2014-2015 biennium* (resolution A.1061(28)).

3 VALIDATION OF MODEL TRAINING COURSES

Report on the model course programme

3.1 The Sub-Committee noted the updated information provided by the Secretariat (HTW 1/3) on the status of production of model courses and the progress made with their translation into French and Spanish, and urged French- and Spanish-speaking countries to identify suitably qualified personnel who could assist the Organization to translate model courses.

3.2 The Sub-Committee noted with appreciation the translation into Spanish of the following IMO model courses:

- .1 model courses related to: Ship Security Officer (3.19), Company Security Officer (3.20) and Port Facility Security Officer (3.21), by Argentina;
- .2 model courses related to: Marine Accident and Incident Investigation (3.11) and Train the Simulator Trainer and Assessor (6.10), which are being translated by Chile; and
- .3 model courses related to: Skipper on a Fishing Vessel (7.05), Officer in Charge of a Navigational Watch on a Fishing Vessel (7.06) and Chief Engineer Officer and Second Engineer Officer on a Fishing Vessel (7.07), by Peru.

Validation of model courses

Revised model courses on Basic Training for Oil and Chemical Tanker Cargo Operations, Basic Training for Liquefied Gas Tanker Cargo Operations, Advanced Training for Oil Tanker Cargo Operations and Advanced Training for Liquefied Gas Tanker Cargo Operations

3.3 The Sub-Committee gave preliminary consideration to the draft revised model courses on Basic Training for Oil and Chemical Tanker Cargo Operations, Basic Training for Liquefied Gas Tanker Cargo Operations, Advanced Training for Oil Tanker Cargo Operations and Advanced Training for Liquefied Gas Tanker Cargo Operations (HTW 1/3/1, HTW 1/3/2, HTW 1/3/3 and HTW 1/3/6, respectively).

3.4 In the ensuing discussion, the following views were expressed:

- .1 it is important to ensure that the revised model courses reflect the content of the STCW Code;
- .2 the content of the model courses needs to be aligned with the knowledge, understanding and proficiency related to the competencies in the STCW Code;
- .3 the scope of the provisions in the STCW Code should be compared with the content of the model courses;
- .4 no extraneous material should be added to the model courses' content; and
- .5 the advanced courses reflect the supervisory nature of the Knowledge, Understanding and Proficiency Standards (KUPs) in the tables of competence, part A of the STCW Code.

3.5 After some discussion, the Sub-Committee agreed to refer documents HTW 1/3/1, HTW 1/3/2, HTW 1/3/3 and HTW 1/3/6 to Drafting Group 1 to be established on validation of model courses for finalization of the model courses, taking into account the urgent need for the model courses to be available to STCW Parties in order to implement the 2010 Manila Amendments to the STCW Convention and Code. The group was also tasked to compare the scope of the provisions in the STCW Code related to Basic Training for Oil and Chemical Tanker Cargo Operations, Basic Training for Liquefied Gas Tanker Cargo Operations, Advanced Training for Oil Tanker Cargo Operations and Advanced Training for Liquefied Gas Tanker Cargo Operations and the contents of the draft model courses as presented, with a view to their validation by the Sub-Committee.

Establishment of Drafting Group 1

3.6 The Sub-Committee established Drafting Group 1 under the chairmanship of Mr. George Edenfield (United States) and instructed it, taking into account decisions and comments in plenary and the urgent need for the model courses by STCW Parties to implement the 2010 Manila Amendments to the STCW Convention and Code, to consider documents HTW 1/3/1, HTW 1/3/2, HTW 1/3/3 and HTW 1/3/6 and:

- .1 compare the scope of the provisions in the STCW Code related to training in Basic Training for Oil and Chemical Tanker Cargo Operations, Advanced Training for Oil Tanker Cargo Operations, Basic Training for Liquefied Gas Tanker Cargo Operations and Advanced Training for Liquefied Gas Tanker Cargo Operations and the contents of the aforementioned draft model courses as presented, with a view to validation of the model courses by the Sub-Committee; and
- .2 submit its report on Thursday, 20 February 2014.

Revised model courses for General Operator's Certificate for GMDSS and Restricted Operator's Certificate for GMDSS

3.7 The Sub-Committee gave preliminary consideration to the draft revised model courses for General Operator's Certificate for GMDSS and Restricted Operator's Certificate for GMDSS (HTW 1/3/4 and HTW 1/3/5, respectively), which had been revised/updated consequent to the adoption of the 2010 Manila Amendments to the STCW Convention and Code.

3.8 In the ensuing discussion, the same views as those in paragraph 3.4 above were expressed.

3.9 After a brief discussion, and taking into account the urgent need for the model courses to be available to STCW Parties in order to implement the 2010 Manila Amendments to the STCW Convention and Code, the Sub-Committee referred documents HTW 1/3/4 and HTW 1/3/5 to Drafting Group 2 to be established for finalization of the model courses, with a view to validation of the above-mentioned model courses by the Sub-Committee.

Establishment of Drafting Group 2

3.10 The Sub-Committee established Drafting Group 2 under the chairmanship of Capt. Mahesh Yadav (India) and instructed it, taking into account decisions and comments in plenary and the urgent need for the model courses to be available to STCW Parties in order to implement the 2010 Manila Amendments to the STCW Convention and Code, to consider documents HTW 1/3/4 and HTW 1/3/5 and:

- .1 compare the scope of the provisions in the STCW Code related to training of General Operator's Certificate for GMDSS and Restricted Operator's Certificate for GMDSS and the contents of the draft model courses as presented, with a view to validation of the model courses by the Sub-Committee; and
- .2 submit its report on Thursday, 20 February 2014.

Revision of the maritime English model training course

3.11 The Sub-Committee considered a proposal by the International Maritime Lecturers Association (HTW 1/3/7) to revise model course 3.17 on Maritime English in order to meet the requirements of the 2010 Manila Amendments, and offered to revise this model course on behalf of the Organization.

3.12 The Sub-Committee accepted with appreciation the offer by the International Maritime Lecturers Association to revise model course 3.17 – Maritime English, and requested it to submit the revised model course to the Secretariat at an early date.

3.13 The Sub-Committee reiterated the decision of STW 43 that the model course should be reviewed by the course coordinator to ensure that it meets the knowledge, understanding and proficiency in the tables of competency in the STCW Code, prior to being submitted for validation by the Sub-Committee.

Reports of the drafting groups

3.14 On receipt of the reports of Drafting Group 1 (HTW 1/WP.5) and Drafting Group 2 (HTW 1/WP.6), the Sub-Committee approved them in general and took action as summarized in the following paragraphs.

3.15 Due to time constraints, the Sub-Committee noted that the group was unable to finalize the Instructor's Manual (Part D) of the model courses on Advanced Training for Oil Tanker Cargo Operations (HTW 1/3/3, annex) and Advanced Training for Liquefied Gas Tanker Cargo Operations (HTW 1/3/6, annex). Bearing in mind the urgent need for these model courses, the Sub-Committee agreed that this work be completed intersessionally and established a correspondence group under the coordination of the United States*.

3.16 Accordingly, the Sub-Committee instructed the Secretariat to forward the model courses referred to in paragraph 3.15 above to the correspondence group for finalization, and to submit them to HTW 2 for validation.

3.17 In addition, the Sub-Committee validated the model courses, as amended, on:

- .1 Basic Training for Oil and Chemical Tanker Cargo Operations;
- .2 Basic Training for Liquefied Gas Tanker Cargo Operations;
- .3 General Operator's Certificate for GMDSS; and
- .4 Restricted Operator's Certificate for GMDSS,

and instructed the Secretariat to finalize and publish them, as soon as possible.

3.18 The Sub-Committee recalled that validation of model courses by the Sub-Committee in this context meant that it found no grounds to object to their contents. In doing so, the Sub-Committee did not approve the documents and they could therefore not be regarded as official interpretations of the Convention.

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4 REPORTS ON UNLAWFUL PRACTICES ASSOCIATED WITH CERTIFICATES OF COMPETENCY

Reports on fraudulent certificates as reported to the Secretariat

4.1 The Sub-Committee noted the information provided by the Secretariat (HTW 1/4 and Add.1) detailing fraudulent certificates found on board ships during inspections or reportedly being used, as reported to the Secretariat for the year 2013, and urged Member Governments to report details of fraudulent certificates detected in the revised reporting format (STW 38/17, annex 1).

4.2 The Sub-Committee recalled that STW 44 had reiterated its invitation at STW 43 to Member Governments and international organizations to submit proposals on a strategy to address the problems associated with fraudulent certificates of competency to the next session.

4.3 In this context, the Sub-Committee, noting the large number of fraudulent certificates reported by Parties, urged Member Governments and international organizations to submit proposals for consideration at the next session.

4.4 After a brief discussion, the Sub-Committee urged Member Governments to provide the Secretariat with updated information to facilitate verification of certificates, and to respond in a timely manner to requests for verification of certificates.

Certification verification facility

4.5 The Sub-Committee also noted the oral information provided by the Secretariat that the certification verification facility through the IMO website had been used 10,722 times during the year 2013.

5 DEVELOPMENT OF GUIDANCE FOR THE IMPLEMENTATION OF THE 2010 MANILA AMENDMENTS

5.1 The Sub-Committee recalled that MSC 89 had agreed to include, in the 2012-2013 biennial agenda of the STW Sub-Committee and in the provisional agenda for STW 43, a planned output on "Development of guidance for the implementation of the 2010 Manila Amendments", with a target completion year of 2014.

Reduction of administrative burdens for the implementation of STCW Convention

5.2 China (HTW 1/5) provided information on its analysis of articles IV(1)(2) and VIII(3) of the STCW Convention, and proposed the development of a new GISIS module for Member States to upload their national legal instruments and any relevant information required by the STCW Convention and Code.

5.3 In the ensuing discussion, views were expressed that:

- .1 all measures that help to reduce Member States' and the Secretariat's administrative burdens should be explored;
- .2 the development of a GISIS module should be supported;
- .3 the integrity and security of the GISIS module related to the information reported should be maintained;
- .4 not all the information reported should be made accessible to everyone;

- .5 some of the reporting requirements were obsolete and should be deleted;
- .6 uncomplicated and direct means of reporting information should be facilitated;
- .7 the responsibility to ensure that information uploaded remains valid should not result in increasing the administrative burden;
- .8 there was difficulty in receiving responses, in particular by small island States from other STCW Parties for information to execute undertakings in accordance with regulation I/10, and this increased the administrative burden for Parties;
- .9 national laws could be reported to the Secretariat's GISIS module through national web links;
- .10 the intent of Assembly resolution A.1074(28) with regard to reporting requirements should be supported; and
- .11 there was no need to amend articles IV and VIII of the STCW Convention.

5.4 After an in-depth discussion, the Sub-Committee referred the document to Working Group 1 to be established, for detailed consideration and to advise the Sub-Committee, as appropriate, in particular, to ascertain:

- .1 the information required for reporting by Parties; and
- .2 if the administrative burden would be reduced.

Necessity for the development of guidelines for onboard ECDIS familiarization training

5.5 The Republic of Korea (HTW 1/5/1) highlighted the current status of, and problems with, ECDIS familiarization training and the need for developing guidelines for onboard ECDIS familiarization training as part of the effective and efficient implementation of ECDIS training.

5.6 In the ensuing discussion, the following views were expressed:

- .1 although there was support for effective ECDIS training, there was no need for any additional training;
- .2 regulation I/14 of the STCW Convention and section 6 of the ISM Code provided a sufficient basis for companies to provide required familiarization training to seafarers;
- .3 familiarization training was vessel-specific and could be carried out on board using training manuals provided by equipment manufacturers;
- .4 onboard ECDIS familiarization training for effective and efficient implementation of ECDIS training could be resolved by Administrations;
- .5 industry had developed guidance as best practices related to familiarization training for companies; and
- .6 although there was some concern regarding gaps in mandatory training requirements and the guidance as set out in STCW.7/Circ.18, the industry guidance was sufficient and no further type-specific training was required.

5.7 After an in-depth discussion, the Sub-Committee decided not to take any further action on this proposal.

Guidance on security-related training and certificates required under regulation VI/6 of the STCW Convention 1978, as amended

5.8 Singapore (HTW 1/5/2) identified the current difficulties faced by the shipping community in implementing the provisions of regulation VI/6 of the STCW Convention and proposed the development of guidance for the implementation of these provisions.

5.9 The Philippines (HTW 1/5/3) proposed the development of guidance to extend the deadline for issuing the necessary security-related training and certification to seafarers required under regulation VI/6 of the STCW Convention 1978, as amended.

5.10 The International Chamber of Shipping (ICS) and the International Shipping Federation (ISF) (HTW 1/5/4) highlighted concerns relating to the implementation of regulation VI/6 by STCW Parties and proposed consideration of the possibility of an extended "grace period" with respect to inspections by port State control (PSC) authorities.

5.11 In the ensuing discussion, the following views were expressed:

- .1 it was an obligation of the Parties to ensure compliance;
- .2 there was no provision in the STCW Convention to provide for any grace period for implementation of the requirements of section A-VI/6;
- .3 Parties should expedite measures to address training and certification;
- .4 the most pragmatic approach should be taken to address this issue;
- .5 Parties should review their efforts for the implementation of the requirements of the 2010 Manila Amendments and bring any difficulties to the attention of the next session of the Sub-Committee;
- .6 it should be ascertained if the problem lies with providing training or issuing certification;
- .7 ship security officer training was of a higher level than training in security awareness and training for seafarers with designated security duties;
- .8 seafarers who had completed training and certification as ship security officer pursuant to section A-VI/5, should not be required to undergo any further training and certification under section A-VI/6;
- .9 the lack of certification required under section VI/6 of the 2010 Manila Amendments had not adversely impacted on security on board ships;
- .10 the deadline for implementation of the provisions of section VI/6 could not be relaxed, but guidelines could be provided for port State control officers to apply flexibility during inspections to avoid detention of ships; and
- .11 guidance should be developed:

- .1 providing clarification in the application of the provisions of section A-VI/5; and
- .2 for port State control officers to recognize the difficulties encountered in implementing section A-VI/6 and to take them into account during inspections until 1 July 2015.

5.12 After an in-depth discussion, the Sub-Committee referred the documents to Working Group 1 for detailed consideration and preparation of draft guidance for the implementation of the provisions of regulations VI/5 and VI/6, for consideration by the Sub-Committee.

Colour vision

5.13 The Sub-Committee noted with appreciation information provided in document HTW 1/INF.3 by the International Maritime Health Association (IMHA) related to the experts' workshop held in Japan in January 2014, with a view to reviewing additional test methods related to seafarers' colour vision testing standards.

5.14 The IMHA observer provided an update on the outcome of the workshop held in Japan. The workshop recognized the availability of computer-based tests for colour vision testing. However, the workshop had recommended that until the research on the level of colour vision deficiency which was compatible with safe navigational look-out was completed, along with the revision of the relevant standard by the International Commission on Illumination (CIE), the present guidance set out in STCW 7/Circ.20 should be retained.

Other issues

5.15 The Sub-Committee noted with appreciation the information provided by the International Maritime Lecturers Association (IMLA) (HTW 1/INF.5) relating to the construction of the IMLA ePlatform, which aims to share and exchange MET teaching resources for the implementation of the requirements of the 2010 Manila Amendments to STCW Convention and Code.

Establishment of the working group

5.16 The Sub-Committee established Working Group 1 under the chairmanship of Ms. Marina Angsell (Sweden) and instructed it, taking into account the comments and decisions made in the plenary, to:

- .1 consider document HTW 1/5 (China) to evaluate:
 - .1 the information that is required to be reported; and
 - .2 if the administrative burden would be reduced,and advise the Sub-Committee, as appropriate;
- .2 consider documents HTW 1/5/2 (Singapore), HTW 1/5/3 (the Philippines) and HTW 1/5/4 (ICS and ISF) and develop guidance for port State control officers on security-related training and certificates required under regulation VI/6, for consideration by the Sub-Committee with a view to approval by MSC 93;
- .3 consider document HTW 1/5/2 (Singapore) and develop guidance for port State control officers clarifying training and certification requirements for ship security officers required under section VI/5, for consideration by the Sub-Committee with a view to approval by MSC 93;

- .4 consider document STW 42/3/1 (Secretariat) and review the list of model courses that would need to be revised/updated consequent to the adoption of the 2010 Manila Amendments to the STCW Convention and STCW Code, and identify the courses that need revision/updating to facilitate implementation of the requirements of the 2010 Manila Amendments; and
- .5 submit its report on Thursday, 20 February 2014.

Report of the Working Group 1

5.17 Having considered the report of the working group (HTW 1/WP.3), the Sub-Committee approved it in general and took action as described in the following paragraphs.

Reduction of administrative burdens for the implementation of STCW Convention

5.18 The Sub-Committee recalled resolution A.1074(28) on *Notification and circulation through the Global Integrated Shipping Information System (GISIS)* and agreed to recommend the use of GISIS for reporting the information as an efficient tool to fulfil their obligations as Contracting Governments of the STCW Convention and Code.

5.19 The Sub-Committee also agreed that it would be convenient to use web-links as an alternative to uploading documents, and that the access rights in GISIS must correspond with the recipient of the information as specified in the STCW Convention and Code.

Guidance for port State control officers on security-related training and certificates required under regulation VI/6

5.20 Bearing in mind the urgent need for providing this guidance to port State control officers, the Sub-Committee approved STCW.7/Circ.21 on Advice for port State control officers, recognized organizations and recognized security organizations on action to be taken in cases where seafarers do not carry certification on security-related training, as set out in annex 1, and instructed the Secretariat to issue it immediately and invited MSC 93 to endorse the action taken. The Sub-Committee also instructed the Secretariat to also forward this circular to the III Sub-Committee for information.

Guidance for port State control officers clarifying training and certification requirements for ship security officers required under section VI/5

5.21 Bearing in mind the urgent need for providing this guidance to port State control officers, the Sub-Committee approved STCW.7/Circ.22 on Advice for port State control officers, recognized organizations and recognized security organizations clarifying training and certification requirements for ship security officers and seafarers with designated security duties, as set out in annex 2, and instructed the Secretariat to issue it immediately, and invited MSC 93 to endorse the action taken. The Sub-Committee also instructed the Secretariat to also forward this circular to the III Sub-Committee for information.

5.22 In this context, the ICS observer made a statement, as set out in annex 9, on the promulgation of instructions by the Paris MoU on Port State Control to its Member State port State control authorities related to the issuing of deficiencies for the absence of a Certificate of Proficiency for security awareness training, and on the issue of what effect any IMO guidance will have on their subsequent port State control actions, which raises very significant concerns for ICS.

5.23 The Sub-Committee, taking account of the need for further guidance on implementation of the 2010 Manila Amendments, invited the Committee to extend the target completion date for this output till the end of the transitional arrangements, i.e. to 2017.

6 FOLLOW-UP ACTION TO THE STCW-F CONFERENCE RESOLUTIONS 6 AND 7

6.1 The Sub-Committee recalled that:

- .1 STW 34, in view of the need for the Sub-Committee to provide clarifications on the STCW-F Convention provisions to ensure its uniform implementation, had invited the Committee to include a new work programme item, with a low priority, on "Clarification of STCW-F Convention provisions and follow-up action to the associated Conference resolutions"; and
- .2 the 1995 STCW-F Convention had entered into force on 29 September 2012.

6.2 The Sub-Committee, noting that no documents had been submitted for consideration at this session, agreed to defer further consideration to HTW 2.

6.3 In this context, the delegation of Japan made a statement, as set out in annex 11, on the necessity of a comprehensive review of the STCW-F Convention. A number of delegations, whilst supporting the statement of Japan, expressed the opinion that this should not discourage the ratification of the STCW-F Convention by other interested Member States at the earliest opportunity.

7 DEVELOPMENT OF GUIDELINES FOR WING-IN-GROUND CRAFT

7.1 The Sub-Committee recalled that MSC 90 had considered document MSC 90/25/10 (Republic of Korea), proposing to revise the *Interim Guidelines for Wing-In-Ground (WIG) craft* (MSC/Circ.1162), and instructed the STW Sub-Committee to consider the issue, taking into account document MSC 90/25/10, under its existing output "Development of guidelines for wing-in-ground craft".

7.2 The Sub-Committee also recalled that at STW 44, the Republic of Korea had informed the Sub-Committee that it had made efforts to amend the *Interim Guidelines for Wing-In-Ground (WIG) craft* through trials, tests and commercialization, however, production of WIG craft had been delayed, consequently affecting the trial-run schedules. Therefore, it had not been possible to submit a proposal for training requirements for officers on WIG craft in time for consideration by the Sub-Committee at that session. Accordingly, STW 44 had agreed to defer further consideration to this session and invited Member States and interested international organizations to submit relevant proposals for consideration.

7.3 The Sub-Committee noted that no documents had been submitted for consideration or referred to the Sub-Committee by any other technical body of the Organization for review at this session under this agenda item.

7.4 The Sub-Committee noted further that the Republic of Korea had informed the Secretariat that, due to delays in the production of WIG craft, it had been unable to submit draft revised training requirements for consideration by the Sub-Committee. It hoped that when the trial run of WIG craft was successfully completed in the near future, discussion on the revision of training requirements for officers on WIG craft in relation to MSC/Circ.1162 could resume.

7.5 In the ensuing discussion, the Sub-Committee, in considering whether this output could be moved to the post-biennial agenda, noted that this output was coordinated by the Sub-Committee on Ship Design and Construction and agreed to retain it on the agenda of the Sub-Committee.

7.6 In light of the foregoing, the Sub-Committee agreed to defer further consideration to HTW 2.

8 ROLE OF THE HUMAN ELEMENT

Outcome of MEPC 65, MSC 92 and NAV 59

8.1 The Sub-Committee noted that no substantive documents had been submitted under this agenda item for consideration at this session.

8.2 The Sub-Committee also noted that MEPC 65 had noted that there were no documents submitted on the role of the human element to that session of the Committee. However, in view of the agenda of STW (now renamed HTW) Sub-Committee containing items of relevance to the work of the Committee, MEPC 65 had agreed to keep the item on its agenda in order to consider any human element-related issues and the outcome of the HTW Sub-Committee on the matter, as appropriate.

Fatigue risk management system

8.3 The Sub-Committee noted with appreciation the information contained in document HTW 1/INF.2 (Australia) relating to a human element strategy plan that Australia will be adopting in the context of the development of a fatigue risk management system in Australian shipping.

Safety culture

8.4 The Sub-Committee noted with appreciation the information contained in document HTW 1/INF.4 (Australia) relating to research that Australia was undertaking over a three-year period (2013 to 2016) on safety culture, which aimed to examine the predictors and outcomes of safety culture.

8.5 The delegation of South Africa recalled its statement at the twenty-eighth session of the Assembly, related to an incident of harassment of women seafarers and reiterated that working on board ships was challenging for women and that ways should be explored to make the shipboard environment more conducive to women.

8.6 In this context, the Sub-Committee, recognizing the challenges faced by women on board ships and noting that this issue is the subject of a resolution that was due to be discussed at the ILO soon, agreed that the challenges faced by women on board ships should be addressed in the most appropriate manner.

9 DEVELOPMENT OF GUIDANCE FOR PERSONNEL INVOLVED WITH TUG-BARGE OPERATIONS

9.1 The Sub-Committee recalled that MSC 90 had included in the 2012-2013 biennial agenda of the STW Sub-Committee and in the provisional agenda for STW 44 an unplanned output on "Development of guidance for personnel involved with tug-barge operations", with a target completion year of 2014, in association with the DE Sub-Committee.

9.2 The Sub-Committee recalled also that at STW 44, due to wide-ranging opinions, the Sub-Committee was unable to develop the appropriate guidance, and invited interested Member Governments and international organizations to submit more detailed and comprehensive proposals for consideration to this session.

9.3 The Republic of Korea and Malaysia (HTW 1/9) proposed guidance regarding the training of personnel in charge of, or involved in, tug-barge operations for the consideration of the Sub-Committee.

9.4 In the ensuing discussion, the following views were expressed:

- .1 there may be duplication with STCW Convention requirements and other guidance;
- .2 the added value of the proposed guidelines was unclear;
- .3 the scope of the proposal was different to the original proposal agreed by the Committee;
- .4 familiarization training duplicated the existing requirements pursuant to regulation I/14 of the STCW Convention and section 6 of the ISM Code; and
- .5 the proposed guidance was too vague and might not meet the required objective.

9.5 After an in-depth discussion, taking the above-mentioned views into account, the Sub-Committee decided not to take any further action to develop guidance regarding the training of personnel in charge of, or involved in, tug-barge operations, and agreed to inform MSC 93 accordingly and to delete this output from the biennial agenda when considering agenda item 18.

10 REVISION OF GUIDANCE FOR MODEL COURSE DEVELOPMENT, UPDATING AND VALIDATION PROCESSES

10.1 The Sub-Committee recalled that MSC 91 had included in the post-biennial agenda of the Committee, an output on "Revision of the guidance for model course development, updating and validation processes", with two sessions needed to complete the item, assigning the STW (now HTW) Sub-Committee as the coordinating organ.

Application scope

10.2 China (HTW 1/10) proposed amendments to the application scope related to the *Guidance for model course development, updating and validation processes*, which should also include model courses developed to facilitate the implementation of conventions other than the STCW Convention.

10.3 In the ensuing discussion, the following views were expressed:

- .1 there was no need for separate processes for STCW-related model courses and for other model courses;
- .2 there was no need to have a validation panel but there was a need to have a group of interested Parties;

- .3 a more flexible and direct approach could be taken in developing model courses; and
- .4 terms of reference for each model course should be prepared for the course developers.

10.4 After a brief discussion, the Sub-Committee referred the document to Working Group 1 for detailed consideration.

Principles and criteria

10.5 China (HTW 1/10/1) proposed principles and criteria to validate new or revised IMO model courses, which could be used to assess whether model courses to be reviewed comply with the requirements of the STCW Convention and the minimum standards of competence as set out in the STCW Code.

10.6 In the ensuing discussion, the view was expressed that criteria to effectively conduct the review should be included.

10.7 After a brief discussion, the Sub-Committee referred the document to Working Group 1 for detailed consideration.

Procedures and guidelines

10.8 The United States (HTW 1/10/2) expressed the view that there were major shortcomings in the existing process for development and validation of the courses (STW 17/11, annex 4) and the procedure for validating such courses (STW 17/11, annex 5), and that referral of the model courses back to the courses' developers was a manifestation of these shortcomings. In order to address the shortcomings and to ensure consistency, an overarching philosophy should be developed and followed when developing new model courses or revising existing model courses. Furthermore, in order to support the development, amendment and validation processes, there was a need to develop:

- .1 a model course template;
- .2 general guidelines for course developers; and
- .3 specific instructions for individual model course development.

10.9 In the ensuing discussion, the following views were expressed:

- .1 there were concerns that there were no mandatory requirements in existence to observe and adhere to;
- .2 model courses were only meant to provide guidance to Parties to develop their own programmes;
- .3 it was difficult to achieve consensus in a large group of developers with diverse views;
- .4 as courses were for guidance only, they could not be considered as an official interpretation of the STCW Convention;
- .5 concerns were expressed that groups that developed or revised model courses were not sufficiently inclusive;
- .6 instead of providing guidance, model courses have become prescriptive;

- .7 validation of model courses by the Organization provided a benchmark for development of training programmes;
- .8 requirements of the STCW Convention and Code and not the model courses were the benchmark for seafarers' training;
- .9 there was insufficient understanding by some Administrations relating to the status of validation of model courses by the Organization;
- .10 careful consideration should be given to revising the process;
- .11 there was a need to develop a philosophy for a framework for the development of model courses; and
- .12 the meaning of validation by the Organization should be revisited in the context of developing model courses.

10.10 After an in-depth discussion, the Sub-Committee referred the document to Working Group 1 for detailed consideration.

Composition of validation group

10.11 IMLA (HTW 1/10/3) proposed the adjustment of the present composition of the validation group to ensure well-balanced and course-specific qualification and competence requirements for the persons involved in validation.

10.12 In the ensuing discussion, the following views were expressed:

- .1 the retention of a validation panel could not be supported; and
- .2 there was a need to take a balanced approach when deciding on the need for a validation group.

10.13 After some discussion, the Sub-Committee decided not to refer the document to the working group but instructed the working group that a balanced approach was required.

Instructions to the working group

10.14 The Sub-Committee instructed Working Group 1, taking into account comments and decisions in the plenary to:

- .1 consider the information contained in documents HTW 1/10, HTW 1/10/1, HTW 1/10/2 and HTW 1/10/3 and develop draft revised Guidelines for model course development, updating and validation processes, for consideration by the Sub-Committee with a view to approval by the Committee; and
- .2 submit its report on 20 February 2014.

Report of the Working Group 1

10.15 On receipt of the report of working group (HTW 1/WP.3), the Sub-Committee approved it in general and took action as summarized in the following paragraphs.

10.16 The Sub-Committee noted the progress relating to the preparation of revised guidance for model course development, updating and validation processes and invited Member Governments and international organizations to submit comments and proposals to HTW 2.

10.17 The Sub-Committee further noted the prioritized list of model courses that needed to be revised/updated consequent to the adoption of the 2010 Manila Amendments to the STCW Convention and Code.

10.18 The Sub-Committee accepted with appreciation the offer by the delegation of Australia to update IMO model course 1.21 on Personal Safety and Social Responsibilities.

11 DEVELOPMENT OF A MANDATORY CODE FOR SHIPS OPERATING IN POLAR WATERS

11.1 The Sub-Committee recalled that:

- .1 MSC 90 had concurred with DE 56's referral of the appropriate chapters of the draft Polar Code to COMSAR 16, FP 56, NAV 58, SLF 55 and STW 43, together with relevant explanatory comments (DE 56/WP.4, annex 2), for consideration and advice to DE 57, as appropriate; and
- .2 MSC 91 had agreed to structure the draft Polar Code by having a general part, a part on safety measures and a part on pollution prevention measures so that the Code could be adopted under the relevant applicable IMO instruments and specific maritime safety and pollution prevention requirements could be amended independently.

11.2 The Sub-Committee also recalled that STW 44 had agreed that chapter 13 of the Polar Code should make reference to the appropriate provisions of the STCW Convention and Code, and that the appropriate instrument to include the training and certification provisions for officers and crew on board ships operating in polar waters was chapter V of the STCW Convention and Code. In this context, MSC 92 had agreed with the conclusion of the Sub-Committee and instructed the Secretariat to inform DE 58 (SDC 1) accordingly.

Training requirements for officers and crew on board ships operating in polar waters

11.3 Argentina (HTW 1/11) provided information on proposals related to basic training and advanced training for masters and officers on board vessels operating in polar waters, with a view to their inclusion in chapter V of the STCW Convention and amended training requirements in chapter V of part A of the STCW Code.

11.4 Norway (HTW 1/11/1) proposed training requirements for officers and ratings on board ships operating in polar waters for inclusion in the STCW Convention and Code.

11.5 In the ensuing discussion, the following views were expressed:

- .1 clarification was required on the scope of application in terms of the types of ship to which the requirements would apply, and to whom the training should be provided;
- .2 a two-tiered training structure was preferred;
- .3 for the advanced training, the appropriate seagoing experience required should provide for flexibility in achieving this experience;
- .4 it might be premature to develop training requirements before the scope of the Polar Code had been finalized;

- .5 the KUPs for the proposed training needed to be considered in terms of who on board required the necessary training, and in this respect duplication of requirements in chapters II and III should be avoided; and
- .6 the proposal contained in document HTW 1/11/1 (Norway) was considered the more appropriate as the basis for discussion, and the proposals in document HTW 1/11 (Argentina) should be taken into account in the deliberations of the working group:

11.6 In this context, the delegation of the Russian Federation made a statement as set out in annex 12.

11.7 The Sub-Committee accepted with appreciation the offer by the delegation of Chile relating to an Antarctic Waters Navigation Course, currently conducted by the Maritime Education and Training Centre (CIMAR), which is part of the Chilean Maritime Authority. Chile informed that this course is conducted for the benefit of merchant navy officers, coastguard services and foreign navies which operate in Antarctic waters, and one of the participants in this course was the "Antarctic Tourist Operators International Association" (IAATO).

11.8 After an in-depth discussion, the Sub-Committee referred the above documents to Working Group 2 for detailed consideration and to develop draft training for officers and crew on board ships operating in polar waters for inclusion in chapter V of the STCW Convention and Code.

Guidance on training requirements for personnel on board ships operating in polar waters

11.9 China (HTW 1/11/2) proposed amendments to section B-V/g of the STCW Code related to Guidance regarding training of masters and officers for ships operating in polar waters, which might be used as interim guidance for training requirements for personnel on board ships operating in polar waters before the draft Polar Code is developed or finalized.

11.10 The Sub-Committee referred the above document to Working Group 2 for detailed consideration and to advise the Sub-Committee, as appropriate.

Outcome of SDC 1

11.11 The Sub-Committee, having considered the request of SDC 1 (HTW 1/11/3) to review chapter 13 of the draft Polar Code, expressed the following views:

- .1 the training requirements/regulations should comply with the functional requirements for the qualifications of the master, mates and officers in charge of a navigational watch in the alternative proposal by Canada in respect of draft chapter 13 (see HTW 1/11/3, annex, pages 4 to 5), which merited further consideration;
- .2 the draft text of the functional requirements in chapter 13 should reflect the more generic text developed by STW 44 in paragraph 5.2.2 of STW 44/WP.3; and
- .3 any proposed ice advisor in draft chapter 13 should meet the training requirements and the hours of rest provisions of the STCW Convention, as well as the hours of work requirement of the Maritime Labour Convention, 2006.

11.12 After an in-depth discussion, the Sub-Committee agreed to refer the document to Working Group 2 for detailed consideration, taking into account the alternative proposal by Canada in respect of draft chapter 13 together with paragraph 5.2.2 of STW 44/WP.3 as the basis for discussion, with a view to finalizing the text of chapter 13 for inclusion in the draft Polar Code.

Establishment of the working group

11.13 The Sub-Committee established Working Group 2 under the chairmanship of Mr. Nicholas Makar (Marshall Islands) and instructed it, taking into account decisions and comments in the plenary, to:

- .1 consider document HTW 1/11/3 using the alternative proposal from Canada therein, together with paragraph 5.2.2 of document STW 44/WP.3, as the basis for discussion, with a view to finalizing the draft text of chapter 13 for inclusion in the Polar Code;
- .2 consider document HTW 1/11/1, and taking into account document HTW 1/11, develop draft training requirements for officers and crew on board ships operating in polar waters for inclusion in chapter V of the STCW Convention and Code;
- .3 consider document HTW 1/11/2 and advise the Sub-Committee, as appropriate; and
- .4 submit its report on 20 February 2014.

Report of the Working Group 2

11.14 Having considered the report of the working group (HTW 1/WP.4), the Sub-Committee approved it in general and took action as summarized in the following paragraphs.

Training requirements for officers and crew on board ships operating in polar waters

11.15 The Sub-Committee noted the comments of the group relating to the draft amendments to chapter V of the STCW Convention and Code on training requirements for officers and crew on board ships operating in polar waters and the draft chapter 13 of the Polar Code and, in particular, that:

- .1 basic and advance training requirements for masters, chief mates and officers in charge of a navigational watch on board ships should be defined in chapter V of the STCW Convention and Code (i.e. two-tier approach); and
- .2 the application framework for training requirements should be defined under chapter 13 of the Polar Code.

11.16 The Sub-Committee also noted the progress made in the preparation of draft amendments to the STCW Convention and part A of the STCW Code relating to training requirements for officers and crew on board ships operating in polar waters, with minor modifications, as set out in document HTW 1/WP.4/Rev.1, annex 1, and invited interested Member Governments and international organizations to submit comments and proposals to HTW 2.

11.17 The Sub-Committee finalized the draft text of chapter 13 for inclusion in the Polar Code, as set out in annex 3, and invited the Committee to approve it for inclusion in the Polar Code.

Guidance on training requirements for personnel on board ships operating in polar waters

11.18 The Sub-Committee noted the views of the group on the proposed amendments to section B-V/g of the STCW Code related to training of masters and officers for ships operating in polar waters and, in particular, agreed that it was premature to consider the development of such guidance at this stage.

12 REVIEW AND MODERNIZATION OF THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

12.1 The Sub-Committee recalled that MSC 90 had included in the 2012-2013 biennial agenda of the COMSAR, NAV and STW Sub-Committees and provisional agendas for COMSAR 17 and STW 44 an unplanned output on "Review and modernization of the Global Maritime Distress and Safety System (GMDSS)", with a target completion year of 2017, assigning the COMSAR Sub-Committee as the coordinating organ, in association with the NAV and STW Sub-Committees.

12.2 The Sub-Committee, noting that no documents had been submitted for consideration or referred to the Sub-Committee by COMSAR 17 for review, deferred further consideration pending further input/referral from NCSR 1 to HTW 2.

13 PROPOSED REVIEW OF STCW PASSENGER SHIP-SPECIFIC SAFETY TRAINING

13.1 The Sub-Committee recalled that MSC 91:

- .1 reconvened the Working Group on Passenger Ship Safety and instructed it to consider the proposal in document MSC 91/19/7 and advise the Committee on whether an unplanned output on passenger ship safety should be included in the biennial agenda of the STW Sub-Committee and provisional agenda for STW 44; and
- .2 having received the report of the working group (MSC 91/WP.8), included an output on "Passenger ship training" in the post-biennial agenda of the Committee, with two sessions needed to complete the item, and instructed STW 44 to include this item in the provisional agenda of STW 45 (now renamed HTW 1).

13.2 The United States (HTW 1/13), in light of significant industry changes and in order to ensure consistency with the structure of the STCW Convention and Code, and as a proactive approach to passenger ship safety, proposed draft amendments to the STCW Convention and Code which provided revised training requirements for passenger ships.

13.3 ITF (HTW 1/13/1) provided comments on the proposal by the United States (HTW 1/13).

13.4 In the ensuing discussion, the following views were expressed:

- .1 there was support for any measures for the enhancement of safety training on passenger ships;
- .2 there needs to be a clear understanding to whom the training applied;
- .3 certain elements of the proposed training may already be addressed by existing requirements; and
- .4 any resulting amendments to the STCW Convention and Code should be appropriately introduced.

13.5 After some discussion, the Sub-Committee instructed Working Group 2, taking into account comments and decisions in the plenary, to:

- .1 consider, in detail, information contained in documents HTW 1/13, HTW 1/13/Corr.1 and HTW 1/13/1 and prepare draft amendments to the STCW Convention and Code providing revised training requirements for passenger ships, for consideration by the Sub-Committee; and
- .2 submit its report on 20 February 2014.

Report of Working Group 2

13.6 Having considered the report of the working group (HTW 1/WP.4), the Sub-Committee approved it in general and took action as summarized in the following paragraphs.

13.7 The Sub-Committee noted that, owing to time constraints, the working group could not fully consider the proposed amendments to chapter V of the STCW Convention and Code related to revised training requirements for passenger ships.

13.8 In order to complete the work within the target completion date of 2015 for this output, the Sub-Committee established a correspondence group coordinated by the United States,* and instructed it, taking into account documents HTW 1/13 and Corr.1 (United States) and HTW 1/13/1 (ITF), as well as views expressed in the plenary (paragraph 13.4 above), to:

- .1 prepare draft amendments to chapter V of the STCW Convention and Code providing revised training requirements for passenger ship-specific safety training; and
- .2 submit its report to HTW 2.

13.9 In this context, the Sub-Committee invited interested Member Governments and international organizations to contribute to the work of the correspondence group with a view to finalization at HTW 2.

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14 TRAINING IN HOT WORK PROCEDURES ON CRUDE OIL TANKERS

14.1 The Sub-Committee recalled that MSC 91 had agreed recommendations emanating from the FSA study on crude oil tankers to be further considered by relevant sub-committees, in particular instructing the STW Sub-Committee to consider those recommendations related to training on hot work procedures (MSC 91/22, paragraph 16.15.5), and included in the post-biennial agenda of the Committee an output on "Training in hot work procedures on crude oil tankers", with one session needed to complete the item, assigning the STW Sub-Committee as the coordinating organ, in association with the FP Sub-Committee as and when requested by the STW Sub-Committee.

14.2 The Sub-Committee recalled that a number of issues in Risk Control Option 8 related to hot work procedures have been addressed in section A-V/1 under the 2010 Manila Amendments to the STCW Convention and Code.

14.3 The Sub-Committee, noting that no documents had been submitted for consideration at this session, deferred further consideration to HTW 2.

15 DEVELOP GUIDELINES FOR SHIPOWNERS AND SEAFARERS FOR PROPER IMPLEMENTATION OF RELEVANT IMO INSTRUMENTS IN RELATION TO THE CARRIAGE OF DANGEROUS GOODS IN PACKAGED FORM BY SEA

15.1 The Sub-Committee recalled that MSC 92 had included in the 2014-2015 biennial agenda of the HTW Sub-Committee and the provisional agenda for HTW 1 an output on "Development of guidelines for shipowners and seafarers for proper implementation of relevant IMO instruments in relation to the carriage of dangerous goods in packaged form by sea", with a target completion year of 2015, assigning the HTW Sub-Committee as the coordinating organ, in association with the CCC Sub-Committee as and when requested by the HTW Sub-Committee (MSC 92/26, paragraph 23.9).

15.2 Australia et al. (HTW 1/15) proposed draft *Guidelines for the implementation of IMO instruments in relation to the carriage of dangerous goods in packaged form by sea*, aimed at those organizations responsible for the provision of suitable training for personnel involved with the transport of dangerous goods in packaged form by sea in order to ensure that the requirements of existing IMO instruments are met.

15.3 In the ensuing discussion, the following views were expressed:

- .1 this was already addressed adequately in the STCW Convention and Code, the IMDG Code, other IMO instruments and the Model Course 1.10;
- .2 the problems related more to land-based issues than those on board ships;
- .3 the proposed guidelines only provided specific references to the provisions of existing instruments and guidelines;
- .4 whilst there was general support for the development of the work, the draft as presented required a significant amount of work before it could be finalized.

15.4 After some discussion, the Sub-Committee agreed that it was premature to forward the draft to the CCC Sub-Committee, and consequently invited the co-sponsors of the proposal and other interested Member Governments and international organizations to submit a revised draft for consideration by the Sub-Committee at its next session.

16 DEVELOPMENT OF A GLOBALLY CONSISTENT FORMAT FOR THE CERTIFICATE OF TRAINING AND EDUCATION ISSUED UNDER THE STCW CONVENTION

16.1 The Sub-Committee recalled that MSC 92 had included in the 2014-2015 biennial agenda of the HTW Sub-Committee and the provisional agenda for HTW 1 an output on "Development of a globally consistent format for the certificate of training and education issued under the STCW Convention", with a target completion year of 2015.

16.2 The Republic of Korea (HTW 1/16) proposed a format of training certificates which should include the details of training completed and list training with reference to the STCW Code as a minimum requirement.

16.3 In the ensuing discussion, the following views were expressed:

- .1 the STCW Convention already addressed the content and format of certificates of competency and certificates of proficiency;
- .2 there would be a possibility of an increase in the administrative burden and a financial burden on seafarers;
- .3 the proposed format would not necessarily assist in preventing forgery; and
- .4 it could provide another certificate that port State control officers would request to be inspected.

16.4 After a brief discussion, the Sub-Committee decided not to take any further action and agreed to inform MSC 93 accordingly and delete this output from the biennial agenda when considering agenda item 18.

16.5 In this context, the Sub-Committee expressed concern that new planned/unplanned outputs had been included in the agenda of the Sub-Committee which, after detailed consideration, did not merit any further action or output as the issues were either already adequately addressed by existing regulations or not considered necessary at this time. This, in the opinion of the Sub-Committee, resulted in disappointment for the proponents of such planned/unplanned outputs for which they had put in considerable amount of time and resources. To this end, the Sub-Committee agreed that Member States should consider a more robust approach during the initial stages of output approval in order that expectations could be more accurately managed and invited the Committee to take note of these views of the Sub-Committee and decide as appropriate.

17 DEVELOPMENT OF THE INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR LOW-FLASHPOINT FUELS (IGF CODE)

17.1 The Sub-Committee recalled that STW 44:

- .1 agreed to make reference to the appropriate provisions of the STCW Convention and Code in chapter 18 of the IGF Code, and that the appropriate instrument to include the training and certification provisions for the IGF Code was chapter V of the STCW Convention and Code;
- .2 established a correspondence group, coordinated by the United States, to develop training and certification requirements for seafarers for ships using gases or other low-flashpoint fuels; and

- .3 noted that the current title of chapter V of the STCW Convention and Code might need to be amended in future to reflect the possible training and certification requirements related to both the Polar and IGF Codes.

17.2 The Sub-Committee further recalled that MSC 92 had concurred with the view of STW 44, and instructed the Secretariat to inform DSC (CCC 1) accordingly.

17.3 The United States (HTW 1/17) reported the outcome of the work of the correspondence group related to training and certification requirements for seafarers on board ships subject to the International Code of safety for ships using gases or other low-flashpoint fuels (IGF Code).

17.4 Singapore (HTW 1/17/1) provided information related to the training and certification requirements for personnel serving on board ships which deliver liquefied natural gas (LNG) as bunkers, as well as for personnel serving on ships using LNG as fuel.

17.5 ITF (HTW 1/17/2) commented on the report of the correspondence group (document HTW 1/17) and emphasized that the training should be of a level equivalent to that required for personnel serving on ships to which the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) applies. In addition, consideration should be given to the specific challenges related to different types of ship, as well as the different types of gas used as fuel.

17.6 The Marshall Islands (HTW 1/17/3), commenting on the report of the correspondence group, highlighted the need for transitional training requirements to accommodate the projected growth of gas-fuelled vessels and identified inconsistency in the draft texts.

17.7 In the ensuing discussion, the following views were expressed:

- .1 there were concerns regarding the availability of trained seafarers to man and operate ships using gases or other low-flashpoint fuels;
- .2 there was a need for transitional arrangements for seafarers' training to accommodate the projected growth of gas-fuelled vessels;
- .3 training provisions should be included in chapter V of the STCW Code for engineers with experience in operating ships using gases or other low-flashpoint fuels;
- .4 experience on vessels operating in accordance with the provisions of the IGC Code could solve some problems;
- .5 it was better to include the training requirements for engineers in chapter III;
- .6 the application scope of the IGF Code was yet to be defined and hence there was a need to be cautious when developing the training requirements;
- .7 the draft provisions in part A and part B of the STCW Code needed to be reviewed to ensure they are aligned and consistent;
- .8 although requirements for familiarization training were covered by regulation I/14, some aspects required to be specifically included;

- .9 training requirements should be included in chapter V of the STCW Convention and Code as decided by STW 44 and endorsed by MSC 92;
- .10 interim guidance as proposed in annex 4 of the correspondence group report could be used until the entry into force of the IGF Code;
- .11 training requirements should focus on designated duties and immediate responsibilities; and
- .12 familiarization training could be carried out on board using shipboard equipment.

17.8 After an in-depth discussion, the Sub-Committee instructed Working Group 1, taking into account comments and decisions in the plenary to:

- .1 consider documents HTW 1/17, HTW 1/17/2 and HTW 1/17/3 and prepare:
 - .1 draft amendments to chapter V of the STCW Convention and Code relating to training and certification requirements for seafarers on board ships using gases or other low-flashpoint fuels;
 - .2 interim guidance on training for seafarers serving on ships using gases or other low-flashpoint fuels; and
- .2 submit its report on 20 February 2014.

17.9 In this regard, the delegation of the Cook Islands stated that taking into account the discussion in plenary, the working group should also reflect on the difficulties encountered in the implementation of STCW Convention regulation I/10 and identify what impediment there may be to Parties in responding and agreeing to requests for mutual recognition of certificates. It was not, however, deemed appropriate to include such a proposal in the group's terms of reference.

17.10 During the consideration of document HTW 1/17/1 (Singapore), the following views were expressed:

- .1 although training in bunkering procedures could be helpful, a competency for bunkering was not included in the STCW Convention and Code;
- .2 there might be a need to consider broadening the scope to include bunkering of all types of fuel;
- .3 there was a need to evaluate if the difficulties faced were related to vessels on international voyages or to those that operated in domestic waters;
- .4 although there might be a need for training in bunkering of liquefied gas, more information was required;
- .5 whilst bunkering is covered in chapter 8 of the IGF Code, bunker vessels are not covered, therefore, this training is not required under the IGF Code; and
- .6 there might be a need to have common training standards between vessels delivering and receiving LNG as fuel for bunkers.

17.11 After an in-depth discussion, the Sub-Committee decided not to take any further action on this proposal at the present moment and invited interested Member Governments to revisit it at a later stage, if considered necessary.

Report of Working Group

17.12 Having considered the report of the working group (HTW 1/WP.3), the Sub-Committee approved it, in general, and took action as summarized in the following paragraphs.

17.13 The Sub-Committee requested the Secretariat to inform CCC 1 that the draft amendments to the STCW Convention and Code did not include requirements on emergency exercises and drills, and to take this into account when considering Training and Operational requirements in part D of the draft IGF Code.

17.14 In this context, the delegation of France reminded the Sub-Committee that STW 44 (STW 44/19, paragraph 17.21) had noted the advantages and disadvantages identified for introducing the training and certification provisions for the draft IGF Code in its chapter 18 or, alternatively, in chapter V of the STCW Convention and Code, and had agreed to make reference to the appropriate provisions of the STCW Convention and Code in chapter 18 of the draft IGF Code, and had instructed the Secretariat to inform BLG 18 accordingly (STW 44/19, paragraph 17.22).

17.15 Accordingly, the Sub-Committee instructed the Secretariat to also inform CCC 1 to take into account in its consideration of chapter 18 of the draft IGF Code that STW 44 (STW 44/WP.3, paragraph 6.3.2) had agreed that the draft IGF Code should only contain in chapter 18 a reference to the appropriate provisions of the STCW Convention and Code, as follows:

"Companies shall ensure that [seafarers] on board ships using gases or other low-flashpoint fuels shall have completed training to attain the abilities that are appropriate to the capacity to be filled and duties and responsibilities to be taken up, taking into account the provisions given in the STCW Convention and Code, as amended."

17.16 The Sub-Committee agreed that a definition of the IGF Code should be included in chapter I of the STCW Convention.

17.17 The Sub-Committee endorsed draft amendments related to the IGF Code, to the STCW Convention as set out in annex 4, and to parts A and B of the STCW Code as set out in annexes 5 and 6, respectively, and instructed the Secretariat to prepare the associated draft MSC resolutions and the STCW Circular, which MSC 94 is invited to approve with a view to adoption at MSC 95.

17.18 The delegation of the United Kingdom expressed concern that the recommendations included an advanced level of firefighting for those serving on ships subject to the IGF Code, and that this seemed to be inconsistent with the requirements for liquid, chemical and gas tankers where no advanced level was required. Additionally, many of those who would require this training would have already undergone advanced training and, therefore, any further and unnecessary training for such seafarers should be avoided.

17.19 The delegation of Spain expressed concern with regard to HTW1/WP.3, annex 4, paragraph 8, that the current draft text recognized the validity of the experience on board a tanker carrying cargoes addressed by the IGF Code. However, this was not acceptable

because the experience should be only valid if the main propulsion machinery uses fuels subject to the IGF Code. It also stated that paragraph 2.2 of the proposed new section A-V/3 in the above-mentioned annex referred to *Advanced training for ships subject to the IGF Code*, and proposed that this text should also be inserted as a new sub-paragraph 1.3 in paragraph 1 related to *Basic training for ships subject to the IGF Code*, and to make reference to regulation V/3, paragraph 6. It informed the Sub-Committee that it would submit a document to the Committee for its consideration and action, as appropriate.

17.20 The Sub-Committee endorsed the *Interim Guidance on training for seafarers on board ships using gases or other low-flashpoint fuels*, as set out in annex 7, and invited the Committee to approve it.

18 BIENNIAL AGENDA AND PROVISIONAL AGENDA FOR HTW 2

General

Outcome of A 28

18.1 In considering matters related to the biennial agenda and provisional agenda, the Sub-Committee recalled that the Assembly, at its twenty-eighth session, approved the *Strategic plan for the Organization (for the six-year period 2014 to 2019)* (resolution A.1060(28)) and the *High-level Action Plan and priorities for the 2014-2015 biennium* (resolution A.1061(28)).

Biennial status report and proposed provisional agenda for HTW 2

18.2 Taking into account the progress made at the session and the instructions of MSC 92, the Sub-Committee prepared the biennial status report (HTW 1/WP.2, annex 1) and the proposed provisional agenda for HTW 2 (HTW 1/WP.2, annex 2), as set out in annexes 8 and 9, respectively, for consideration by MSC 93.

Working arrangements for the next session

18.3 The Sub-Committee agreed to establish, at its next session, working and drafting groups on the following subjects:

Working groups:

- .1 training matters;
- .2 role of the human element; and
- .3 [To be decided];

Drafting groups:

- .1 validation of model training courses; and
- .2 [To be decided];

Correspondence groups:

- .1 development of draft amendments to the STCW Convention and Code related to revised training requirements for passenger ships; and

- .2 finalization of model courses on Advanced Training for Oil Tanker Cargo Operations and Advanced Training for Liquefied Gas Tanker Cargo Operations,

whereby the Chairman, taking into account the submissions received on the respective subjects, would advise the Sub-Committee well in time before HTW 2 on the final selection of such groups.

Date of the next session

18.4 The Sub-Committee noted that the second session of the Sub-Committee has been tentatively scheduled to take place from 2 to 6 February 2015.

19 ELECTION OF THE CHAIRMAN AND VICE-CHAIRMAN FOR 2015

19.1 In accordance with the Rules of Procedure of the Maritime Safety Committee, the Sub-Committee unanimously re-elected Mr. Brad Groves (Australia) as Chairman and Ms. Mayte Medina (United States) as Vice-Chairman for the year 2015.

20 ANY OTHER BUSINESS

Guidelines on safety during abandon ship drills using lifeboats

20.1 The Sub-Committee recalled that MSC 92:

- .1 approved, in principle, the draft MSC circular on *Guidelines on safety during abandon ship drills using lifeboats*, for final approval at MSC 93 in conjunction with the adoption of the associated draft MSC resolution; and
- .2 considered document MSC 92/13/1 (ITF), and instructed this Sub-Committee to consider the above-mentioned Guidelines, taking into account the information contained in the above-mentioned document, so that any comments may be taken into account for their final approval at MSC 93.

20.2 ITF (HTW 1/20/2) expressed the opinion that the proposed *Guidelines on safety during abandoning ship drills using lifeboats*, contained in appendix 2 of the revised MSC.1/Circ.1206/Rev.1, should take into account all other guidance and amendments relevant to measures to prevent accidents with lifeboats, and that the Sub-Committee should provide advice to MSC 93 on the standardization of drills and the possibility of making the relevant guidelines mandatory, prior to the final approval of the aforesaid Guidelines.

20.3 In this context, the Sub-Committee noted that MSC 92 had approved, in principle, the draft MSC circular on *Guidelines on safety during abandon ship drills using lifeboats*, for final approval at MSC 93 in conjunction with the adoption of the associated draft MSC resolution.

20.4 In the ensuing discussion, the following views were expressed:

- .1 drills were covered by the SOLAS Convention and not in the STCW Convention;
- .2 drills were ship-specific and were the responsibility of shipowners under the safety management system;

- .3 there was no need for the relevant guidelines to be made mandatory;
- .4 there was no need to delay final approval of the draft MSC circular on *Guidelines on safety during abandon ship drills using lifeboats* at MSC 93;and
- .5 there may be benefit in consolidating and harmonizing all relevant guidance and this would need a detailed review, however, it was outside the scope of the Sub-Committee at this time.

20.5 The IFSMA observer supported the concerns of the ITF related to the *Guidelines on safety during abandon ship drills using lifeboats* and stated that despite guidance issued by the Organization (MSC.1/Circ.1206/Rev.1), the master was placed in a difficult position when managers ignored this guidance and instructed abandon ship drills to be conducted with fully loaded lifeboats, and this was of deep concern to shipmasters.

20.6 After some discussion, the Sub-Committee agreed to inform the Committee that with reference to the proposed *Guidelines on safety during abandon ship drills using lifeboats*:

- .1 there was no need to standardize drills;
- .2 at this point, there was no need to make the guidelines mandatory; and
- .3 interested Member Governments and international organizations were invited to submit proposals to the Committee for an unplanned output for the consolidation and harmonization of all relevant guidance.

Goal-based guidelines on the framework of requirements for ships' life-saving appliances

20.7 The Sub-Committee recalled that MSC 92 had noted that DE 57 had referred parts of the draft *Goal-based guidelines on the framework of requirements for ships' life-saving appliances* (DE 57/WP.5, annex 1) to the STW (HTW), COMSAR (NCSR) and FP (SSE) Sub-Committees for consideration, as appropriate.

20.8 The Sub-Committee had no comments on the functional requirements in Tier II of the draft *Goal-based guidelines on the framework of requirements for ships' life-saving appliances*, and instructed the Secretariat to inform the SSE Sub-Committee accordingly.

Development of an e-navigation strategy implementation plan

20.9 The Sub-Committee noted that NAV 59 had re-established the Correspondence Group on e-navigation under the coordination of Norway and instructed it, taking into account the revised joint plan of work for the COMSAR, NAV and STW Sub-Committees for the period 2012-2014, as approved by MSC 90, as well as decisions made, and comments and recommendations provided, at NAV 59, inter alia, to submit a report to HTW 1, if necessary, raising specific questions related to training aspects.

20.10 Norway (HTW 1/20/1) reported on the work of the e-navigation Correspondence Group (CG) related to human element and training issues along with the possible training implications of the introduction of e-navigation.

20.11 The Sub-Committee considered in detail the actions requested of it (HTW 1/20/1, paragraph 26).

20.12 In the ensuing discussion, the following views were expressed:

- .1 trainers in maritime universities and institutions should be familiar with training requirements;
- .2 Administrations kept their training providers updated;
- .3 it was premature to develop a module explaining the theory, operational advantages and techniques used for e-navigation until the finalization of the Strategy Implementation Plan; and
- .4 it was possible that Human Centred Design (HCD) may produce positive results. However, it was not yet clear that even if HCD was used, there would be certainty of any effects on either training or familiarization. Such effects would have to be evaluated as and when results, after the use of HCD, became available.

20.13 In light of the foregoing, the Sub-Committee noted the report in general and agreed that it was premature to consider any training requirements at this stage, pending the finalization of the e-navigation Strategy Implementation Plan.

Consideration of casualty reports

20.14 The Sub-Committee noted that MSC 92 had endorsed the decision of FSI 21 to forward the report on the incident of the Deepwater Horizon to the DE, FP and STW (SDC, SSE and HTW) Sub-Committees, together with the analyses and comments made by the correspondence group (FSI 21/5), for their consideration under the agenda item on "Any other business" and for them to advise MSC 93 on how best to proceed.

20.15 The Sub-Committee noted that the Marshall Islands and the United States had proposed a new post-biennial output for the Sub-Committees on Ship Design and Construction, Ship Systems and Equipment, and Human Element, Training and Watchkeeping to consider the need for amendments to the 2009 MODU Code, the LSA Code and MSC.1/Circ.1206/Rev.1 in light of the lessons learned from the explosion, fire, and sinking of the Mobile Offshore Drilling Unit (MODU) Deepwater Horizon in the Gulf of Mexico, which occurred from 20 to 22 April 2010.

20.16 In light of the foregoing, the Sub-Committee agreed that, pending the outcome of the decision of MSC 93 relating to the proposed new post-biennial output as mentioned above, it would be premature to provide comments to the Committee on the best way forward.

Dispensations issued under article VIII of the STCW Convention

20.17 The Sub-Committee noted information provided by the Secretariat (HTW 1/20) on the submissions made by the Parties in accordance with article VIII of the STCW Convention on dispensations granted by them in the years 2012 and 2013. The Sub-Committee also requested Member Governments to submit the information related to dispensations issued in the format, as set out in the annex to document HTW 1/20 and Add.1.

Any other issues

Information on simulators available for use in maritime training

20.18 The Sub-Committee noted that MSC 81 had approved MSC.1/Circ.1209 requesting Member Governments to provide information on simulators available for use in maritime training. The Secretariat had received information from several Member Governments and

added it to the GISIS database, which can be viewed by the public on a "read-only" basis. The Secretariat requested those Member Governments who have not provided information to do so, at an early date, in order to enable the Secretariat to update the information on the GISIS database.

Reports of independent evaluation pursuant to regulation I/8 of the STCW Convention and section A-I/8 of the STCW Code

20.19 The Sub-Committee reminded Member Governments of the requirement for the submission of the reports on independent evaluation pursuant to regulation I/8 of the STCW Convention and section A-I/8 of the STCW Code, which require a periodical independent evaluation of a Party's quality standards system to be conducted at intervals of not more than five years and the report of this evaluation to be communicated to the Secretary-General. In this context, the Sub-Committee urged STCW Parties to refer to MSC.1/Circ.1164/Rev.12, with a view to ensuring that reports on independent evaluation pursuant to regulation I/8 of the STCW Convention and section A-I/8 of the STCW Code are submitted to the Secretary-General in a timely manner.

Expressions of appreciation

20.20 The Sub-Committee expressed appreciation to the following delegates and observers, who had recently relinquished their duties, retired or were transferred to other duties or were about to, for their invaluable contribution to its work and wished them a long and happy retirement or, as the case might be, every success in their new duties:

- .1 Admiral Luiz Umberto de Mendonça (Brazil); and
- .2 Mr. Jorge Vargas Guerra (Peru).

21 ACTION REQUESTED OF THE COMMITTEE

21.1 The Maritime Safety Committee, at its ninety-third session, is invited to:

- .1 bearing in mind the urgent need for providing guidance to port State control officers, endorse the Sub-Committee's approval of:
 - .1 advice for port State control officers, recognized organizations and recognized security organizations on action to be taken in cases where seafarers do not carry certification required in accordance with regulation VI/6 of the STCW Convention and section A-VI/6, paragraphs 4 and 6 of the STCW Code after 1 January 2014 (STCW.7/Circ.21) (paragraph 5.20 and annex 1); and
 - .2 advice for port State control officers, recognized organizations and recognized security organizations clarifying training and certification requirements for ship security officers and seafarers with designated security duties (STCW. 7/ Circ.21) (paragraph 5.21 and annex 2);
- .2 taking into account the need for further guidance on implementation of the 2010 Manila Amendments, extend the target completion date of the output on "Development of guidance for the implementation of the 2010 Manila Amendments", till the end of the transitional arrangements, i.e. 2017 (paragraph 5.23);

- .3 endorse the Sub-Committee's decision that there was no need for further action related to the output "Development of guidance regarding training of personnel in charge of, or involved in tug-barge operations", and delete it from the biennial agenda of the Sub-Committee (paragraph 9.5);
 - .4 approve the draft text of chapter 13 for inclusion in the draft Polar Code (paragraph 11.17 and annex 3);
 - .5 endorse the Sub-Committee's decision that there was no need for any further action related to the output "Development of a globally consistent format for the certificate of training and education issued under the STCW Convention", and delete it from the biennial agenda of the Sub-Committee (paragraph 16.4);
 - .6 note the concerns expressed by the Sub-Committee regarding new planned/unplanned outputs that had been included in the Sub-Committee's agenda which, after detailed consideration, did not merit any further action or output as the issues were either already adequately addressed by existing regulations or not considered necessary (paragraph 16.5);
 - .7 approve the biennial status report of the Sub-Committee for the 2014-2015 biennium (paragraph 18.2 and annex 8); and
 - .8 approve the provisional agenda for HTW 2 (paragraph 18.2 and annex 9).
- 21.2 The Maritime Safety Committee, at its ninety-fourth session, is invited to:
- .1 concur with the Sub-Committee's recommendation on the use of GISIS for reporting the information as an efficient tool to fulfil their obligations as Contracting Governments of the STCW Convention and Code (paragraph 5.18);
 - .2 approve the draft amendments related to the IGF Code to the STCW Convention, part A and part B of the STCW Code, and the associated draft MSC resolutions and STCW Circular (paragraph 17.17 and annexes 4, 5 and 6);
 - .3 approve the *Interim Guidance on training for seafarers on board ships using gases or other low-flashpoint fuels* (paragraph 17.20 and annex 7); and
 - .4 approve the report in general.

ANNEX 1

ADVICE FOR PORT STATE CONTROL OFFICERS, RECOGNIZED ORGANIZATIONS AND RECOGNIZED SECURITY ORGANIZATIONS ON ACTION TO BE TAKEN IN CASES WHERE SEAFARERS DO NOT CARRY CERTIFICATION REQUIRED IN ACCORDANCE WITH REGULATION VI/6 OF THE STCW CONVENTION AND SECTION A-VI/6, PARAGRAPHS 4 AND 6 OF THE STCW CODE AFTER 1 JANUARY 2014

STCW.7/Circ.21
25 February 2014

INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW), 1978, AS AMENDED

Advice for port State control officers, recognized organizations and recognized security organizations on action to be taken in cases where seafarers do not carry certification required in accordance with regulation VI/6 of the STCW Convention and section A-VI/6, paragraphs 4 and 6 of the STCW Code after 1 January 2014

1 The Sub-Committee on Human Element, Training and Watchkeeping, at its first session (17 to 21 February 2014), reviewed progress with the implementation of certification requirements related to security-awareness training and training for seafarers with designated security duties, in accordance with regulation VI/6 of the STCW Convention and section A-VI/6, paragraphs 4 and 6 of the STCW Code by Parties.

2 The Sub-Committee noted that the transitional provision under section A-VI/6, for those seafarers who commenced an approved seagoing service prior to 1 January 2012 ended on 1 January 2014.

3 The Sub-Committee was concerned that, after the end of the transitional period on 1 January 2014, there may be practical difficulties for seafarers to obtain necessary security certification required in accordance with regulation VI/6 of the STCW Convention and section A-VI/6, paragraphs 4 and 6 of the STCW Code.

4 The Sub-Committee was particularly concerned about the fact that large numbers of seafarers were reportedly unable to have access to approved training courses or unable to be issued certification of security-related training in accordance with regulation VI/6 and section A-VI/6, paragraphs 4 and 6.

5 The Sub-Committee further noted the current difficulties faced by the shipping community in implementing the amended provisions of regulation VI/6 of the STCW Convention.

6 The Sub-Committee therefore urged all concerned, in particular STCW Parties and Administrations, to do their utmost to ensure that certificates on security awareness training and training for seafarers with designated security duties are issued, in accordance with the requirements of regulation VI/6 and section A-VI/6, as soon as possible.

7 The Sub-Committee recognized that seafarers on board ships may not yet hold certification in security awareness training or training on designated security duties, required by regulation VI/6 and section A-VI/6, paragraphs 4 and 6, and agreed that until 1 July 2015, in cases where a seafarer does not hold certification in security awareness training or training on designated security duties, in accordance with regulation VI/6 of the STCW Convention and section A-VI/6, paragraphs 4 and 6 of the STCW Code, it would be sufficient to accept compliance with section 13 of the International Ship and Port Facility Security (ISPS) Code.

8 The Sub-Committee urged port State control authorities to take the above factors into consideration when exercising control procedures in article X and regulation I/4 of the STCW Convention.

9 In this context, the Sub-Committee recommended that Administrations should inform their port State control authorities that, until 1 July 2015, even if a seafarer's certification with regard to the security awareness training or training for seafarers with designated security duties in regulation VI/6 of the STCW Convention, as amended, and section A-VI/6, paragraphs 4 and 6 of the STCW Code, is not in accordance with the STCW Convention, as amended, it would be sufficient to accept compliance with section 13 of the International Ship and Port Facility Security (ISPS) Code.

10 The Sub-Committee further recommended that Administrations should also inform recognized organizations and recognized security organizations issuing ISM Code and ISPS Code certification under International Convention of Safety of Life at Sea, 1974 (SOLAS), as amended, that, until 1 July 2015, if a seafarer's certification is not in accordance with regulation VI/6 of the STCW Convention, as amended, and section A-VI/6, paragraphs 4 and 6 of the STCW Code, it would be sufficient to accept compliance with section 13 of the International Ship and Port Facility Security (ISPS) Code.

11 Member Governments are invited to be guided accordingly and to bring the contents of this circular to the attention of all concerned, especially port State control officers and recognized organizations and recognized security organizations.

ANNEX 2

ADVICE FOR PORT STATE CONTROL OFFICERS, RECOGNIZED ORGANIZATIONS AND RECOGNIZED SECURITY ORGANIZATIONS CLARIFYING TRAINING AND CERTIFICATION REQUIREMENTS FOR SHIP SECURITY OFFICERS AND SEAFARERS WITH DESIGNATED SECURITY DUTIES

STCW.7/Circ.22
25 February 2014

INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW), 1978, AS AMENDED

Advice for port State control officers, recognized organizations and recognized security organizations clarifying training and certification requirements for ship security officers and seafarers with designated security duties

1 The Sub-Committee on Human Element, Training and Watchkeeping, at its first session (17 to 21 February 2014), noted with concern that officers who have completed training as ship security officer (SSO) meeting the competence requirements of section A-VI/5 are reportedly being required to provide evidence of having attended training in competency for security awareness and training for seafarers with designated security duties and obtain the associated certificates. Also, seafarers holding certificates for seafarers with designated security duties are reportedly being required to provide evidence of having training in security awareness.

2 The Sub-Committee noted that, in addition to security-related familiarization, the security-related training according to the STCW Convention and Code, leading to certification, consists of three levels of training: security-awareness training, training for seafarers with designated security duties and training for the SSO, with the training for SSO being the highest level. The Sub-Committee recognized that the training requirements for the three levels of security-related training were drafted so that the higher levels of training would include the competencies of the lower levels of training.

3 The Sub-Committee agreed that SSO training encompasses the competence requirements of section A-VI/6, and therefore, holders of SSO certificates should not be required to undergo further training and obtain certification under section A-VI/6 related to competency for security awareness and training for seafarers with designated security duties.

4 The Sub-Committee further agreed that training for seafarers with designated security duties encompasses the competence requirements of section A-VI/6, paragraph 6, and therefore, holders of certificates for seafarers with designated security duties according to regulation VI/6, paragraph 5, should not be required to undergo further training and obtain certification related to competency for security awareness.

5 Member Governments are invited to be guided accordingly and to bring the contents of this circular to the attention of all concerned, especially port State control officers, recognized organizations and recognized security organizations.

ANNEX 3

DRAFT POLAR CODE

CHAPTER 13 – MANNING AND TRAINING FAMILIARITY

13.1 Goal

13.1.1 The goal of this chapter is to ensure that ships are appropriately manned by adequately qualified, trained and experienced personnel.

13.2 Functional requirements

13.2.1 In order to achieve the goal set out in 13.1.1 above, the following functional requirement is embodied in the regulations of this chapter as appropriate:

- .1 Companies shall ensure that masters, chief mates and officers in charge of a navigational watch on board ships operating in polar waters shall have completed training to attain the abilities that are appropriate to the capacity to be filled and duties and responsibilities to be taken up, taking into account the provisions given in the STCW Convention and Code, as amended.

13.3 Requirements/regulations

13.3.1 In order to meet the functional requirements of 13.2.1 above while operating in polar waters, masters, chief mates and officers in charge of a navigational watch shall be qualified in accordance with chapter V of the STCW Convention and Code, as amended as follows:

Ice conditions	Tanker	Passenger	Other
Ice Free	Not applicable	Not applicable	Not applicable
Open waters	Basic training for master, chief mate and officers in charge of a navigational watch	Basic training for master, chief mate and officers in charge of a navigational watch	Not applicable
Above open water [Ice-coverage above 10%]	Advanced training for master and chief mate. Basic training for officers in charge of a navigational watch	Advanced training for master and chief mate. Basic training for officers in charge of a navigational watch	Advanced training for master and chief mate. Basic training for officers in charge of a navigational watch.

13.3.2 Every crew member shall be made familiar with the procedures and equipment contained or referenced in the Polar Water Operational Manual relevant to their assigned duties.

PART B OF THE POLAR CODE

[13.3.2 If a vessel carries specialist ice advisors then, he/she should be qualified in accordance with regulation II/1, II/2 or II/3 of chapter II of the STCW Convention as appropriate, and that have completed training for ships operating in polar waters at the appropriate level is on the bridge to provide advice.]

ANNEX 4

DRAFT AMENDMENTS TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978 – RELATED TO THE INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)

ANNEX [..]

**DRAFT RESOLUTION MSC ... (...)
(adopted on [... June 2015])**

ADOPTION OF AMENDMENTS TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW), 1978, AS AMENDED

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER article XII of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, concerning the procedures for amending the Convention,

HAVING CONSIDERED, at its [ninety-fourth] session, amendments to the Convention proposed and circulated in accordance with article XII(1)(a)(i) of the STCW Convention,

1 ADOPTS, in accordance with article XII(1)(a)(iv) of the STCW Convention, amendments to the STCW Convention, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article XII(1)(a)(vii)(2) of the STCW Convention, that the amendments to the STCW Convention shall be deemed to have been accepted on [1 July 2016], unless, prior to that date more than one third of Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping of ships of 100 gross register tons or more, have notified their objections to the amendments;

3 INVITES Parties to note that, in accordance with article XII(1)(a)(viii) of the STCW Convention, that the amendments to the STCW Convention, shall enter into force on [1 January 2017] upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, in conformity with article XII(1)(a)(v) to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to the STCW Convention;

5 FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization, which are not Parties to the Convention.

ANNEX

DRAFT AMENDMENTS TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978

CHAPTER V – SPECIAL TRAINING REQUIREMENTS FOR PERSONNEL ON CERTAIN TYPES OF SHIP

Insert new regulation V/3 after existing regulation V/2:

"Regulation V/3

Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on ships subject to the IGF Code

- 1 This regulation applies to masters, officers and ratings and other personnel serving on board ships subject to the IGF Code.
- 2 Prior to being assigned shipboard duties on board ships subject to the IGF Code, seafarers shall have completed the training required by paragraphs 4 to 7 below in accordance with their capacity, duties and responsibilities.
- 3 Seafarers who are required to be trained in accordance with paragraph 6 below shall, at intervals not exceeding five years, undertake appropriate refresher training or be required to provide evidence of having achieved the required standard of competence within the previous five years.
- 4 All seafarers serving on board ships subject to the IGF Code shall, prior to being assigned shipboard duties, receive appropriate ship and equipment specific familiarization as specified in regulation I/14.5.
- 5 Seafarers responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board ships subject to the IGF Code shall hold a certificate in basic training for service on ships subject to the IGF Code. Every candidate for a certificate in basic training for service on ships subject to the IGF Code shall have completed basic training in accordance with provisions of section A-V/3, paragraph 1 of the STCW Code.
- 6 Seafarers responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board ships subject to the IGF Code who have been qualified and certified according to regulation V/1-2, paragraphs 2 and 5, or regulation V/1-2, paragraphs 4 and 5 on liquefied gas tankers, are to be considered as having met the requirements specified in section A-V/3, paragraph 1 for basic training for service on ships subject to the IGF Code.
- 7 Masters, engineer officers and all personnel with immediate responsibility for the care and use of fuels and fuel systems on ships subject to the IGF Code shall hold a certificate in advanced training for service on ships subject to the IGF Code. Every candidate for a certificate in advanced training for service on ships subject to the IGF Code shall, while holding the Certificate of Proficiency described in paragraph 5, have;

- .1 completed approved advanced training for service on ships subject to the IGF Code and meet the standard of competence as specified in section A-V/3, paragraph 2 of the STCW Code; and
 - .2 completed at least one month of approved seagoing service that includes a minimum of three bunkering operations on board ships subject to the IGF Code. Two of the three bunkering operations may be replaced by approved simulator training on bunkering operations as part of the training in paragraph 1 above.
- 8 Masters, engineer officers and any person with immediate responsibility for the care and use of fuels on ships subject to the IGF Code who have been qualified and certified according to the standards of competence specified in section A-V/1-2, paragraph 2 for service on liquefied gas tankers are to be considered as having met the requirements specified in section A-V/3-2 for gas-fuelled ships, provided they have also met the requirements of paragraph 4, the bunkering requirements of paragraph 7.2 or have three cargo transfers, and have completed seagoing service of three months in the previous five years on board tanker carrying as cargo fuels addressed by the IGF Code.
- 9 Administrations shall ensure that a Certificate of Proficiency is issued to seafarers, who are qualified in accordance with paragraphs 5 or 7 as appropriate, or that an existing Certificate of Competency or Certificate of Proficiency is duly endorsed."

ANNEX 5

DRAFT AMENDMENTS TO PART A OF THE SEAFARERS TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) CODE – RELATED TO THE INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)

ANNEX [..]

**DRAFT RESOLUTION MSC ... [...]
(adopted on [... June 2015])**

**ADOPTION OF AMENDMENTS TO THE SEAFARERS' TRAINING,
CERTIFICATION AND WATCHKEEPING (STCW) CODE**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING FURTHER Article XII and regulation I/1.2.3 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, hereinafter referred to as "the Convention", concerning the procedures for amending part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code,

HAVING CONSIDERED, at its [ninety-fourth] session, amendments to part A of the STCW Code, proposed and circulated in accordance with article XII(1)(a)(i) of the Convention,

1 ADOPTS, in accordance with article XII(1)(a)(iv) of the Convention, amendments to the STCW Code, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article XII(1)(a)(vii)(2) of the Convention, that the said amendments to the STCW Code shall be deemed to have been accepted on [1 July 2016], unless, prior to that date, more than one third of Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping of ships of 100 gross tonnage or more, have notified their objections to the amendments;

3 INVITES Parties to the Convention to note that, in accordance with article XII(1)(a)(ix) of the Convention, the annexed amendments to the STCW Code shall enter into force on [1 January 2017] upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, in conformity with article XII(1)(a)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to the Convention;

5 FURTHER REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization, which are not Parties to the Convention.

ANNEX

**DRAFT AMENDMENT TO PART A OF THE SEAFARERS TRAINING,
CERTIFICATION AND WATCHKEEPING (STCW) CODE**

**CHAPTER V – SPECIAL TRAINING REQUIREMENTS FOR PERSONNEL ON CERTAIN
TYPES OF SHIP**

- 1 Insert new section A-V/3 after existing section A-V/2:

Section A-V/3

Mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on ships subject to the IGF Code

Basic training for ships subject to the IGF Code

1 Every candidate for certification in basic training for service on ships subject to the IGF Code shall:

- .1 have successfully completed the approved basic training required by regulation V/3, paragraph 5, in accordance with their capacity, duties and responsibilities as set out in table A-V/3-1; and
- .2 be required to provide evidence that the required standard of competence has been achieved in accordance with the methods and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/3-1.

Advanced training for ships subject to the IGF Code

2 Every candidate for certification in advanced training for service on ships subject to the IGF Code shall:

- .1 have successfully completed the approved advanced training required by regulation V/3, paragraph 7 in accordance with their capacity, duties and responsibilities as set out in table A-V/3-2; and
- .2 provide evidence that the required standard of competence has been achieved in accordance with the methods and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/3-2; or

have received appropriate training and certification according to the requirements for service on liquefied gas tankers as set out in regulation V/3, paragraph 8.

[Exemptions

3 The Administration may, in respect of ships of less than 500 gross tonnage, except for passenger ships, if it considers that a ship's size and the length or character of its voyage are such as to render the application of the full requirements of this section unreasonable or impracticable, exempt the seafarers on such a ship or class of ships from some of the requirements, bearing in mind the safety of people on board, the ship and property and the protection of the marine environment.]

Table A-V/3-1

Specification of minimum standard of competence in the basic training for ships subject to the IGF Code

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safe operation of a ship subject to the IGF Code	<p><i>Design and operational characteristics of ships subject to the IGF Code</i></p> <p>Basic knowledge of ships subject to the IGF Code, their fuel systems and fuel storage systems:</p> <ul style="list-style-type: none"> .1 fuels addressed by the IGF Code .2 types of fuel systems subject to the IGF Code .3 atmospheric, cryogenic or compressed storage of fuels on board ships subject to the IGF Code .4 general arrangement of fuel storage systems on board ships subject to the IGF Code .5 hazard zones and areas .6 typical fire safety plan .7 monitoring, control and safety systems aboard ships subject to the IGF Code. <p>Basic knowledge of fuels and fuel storage systems' operations on board ships subject to the IGF Code:</p> <ul style="list-style-type: none"> .1 piping systems and valves 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Communications within the area of responsibility are clear and effective</p> <p>Operations related to ship subject to the IGF Code are carried out in accordance with accepted principles and procedures to ensure safety of operations</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>.2 atmospheric, compressed or cryogenic storage</p> <p>.3 relief systems and protection screens</p> <p>.4 basic bunkering operations and bunkering systems</p> <p>.5 protection against cryogenic accidents</p> <p>.6 fuel leak monitoring and detection</p> <p>Basic knowledge of the physical properties of fuels on board ship subject to the IGF Code, including:</p> <p>.1 properties and characteristics</p> <p>.2 pressure and temperature, including vapour pressure/ temperature relationship</p> <p>Knowledge and understanding of safety requirements and safety management on board ships subject to the IGF Code</p>		
<p>Take precautions to prevent hazards on a ship subject to the IGF Code</p>	<p>Basic knowledge of the hazards associated with operations on ships subject to the IGF Code, including:</p> <p>.1 health hazards</p> <p>.2 environmental hazards</p> <p>.3 reactivity hazards</p> <p>.4 corrosion hazards</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p>	<p>Correctly identifies, on a SDS, relevant hazards to the ship and to personnel, and takes the appropriate actions in accordance with established procedures</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>.5 ignition, explosion and flammability hazards</p> <p>.6 sources of ignition</p> <p>.7 electrostatic hazards</p> <p>.8 toxicity hazards</p> <p>.9 vapour leaks and clouds</p> <p>.10 extremely low temperatures</p> <p>.11 pressure hazards</p> <p>.12 fuel batch differences</p> <p>Basics knowledge of hazard controls:</p> <p>.1 emptying, inerting, drying and monitoring techniques</p> <p>.2 anti-static measures</p> <p>.3 ventilation</p> <p>.4 segregation</p> <p>.5 inhibition</p> <p>.6 measures to prevent ignition, fire and explosion</p> <p>.7 atmospheric control</p> <p>.8 gas testing</p> <p>.9 protection against cryogenic damages (LNG)</p> <p>Understanding of fuel characteristics on ships subject to the IGF Code as found on a Safety Data Sheet (SDS)</p>	<p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>Identification and actions on becoming aware of a hazardous situation conform to established procedures in line with best practice</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Apply occupational health and safety precautions and measures</p>	<p>Awareness of function of gas-measuring instruments and similar equipment</p> <p>.1 gas testing</p> <p>Proper use of specialized safety equipment and protective devices, including:</p> <p>.1 breathing apparatus</p> <p>.2 protective clothing</p> <p>.3 resuscitators and equipment</p> <p>Basic knowledge of safe working practices and procedures in accordance with legislation and industry guidelines and personal shipboard safety relevant to ships subject to the IGF Code, including:</p> <p>.1 precautions to be taken before entering hazardous spaces and Ex zones</p> <p>.2 precautions to be taken before and during repair and maintenance work</p> <p>.3 safety measures for hot and cold work</p> <p>Basic knowledge of first aid with reference to a Safety Data Sheet (SDS)</p>	<p>Examination or assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times</p> <p>Appropriate safety and protective equipment is correctly used</p> <p>First aid do's and don'ts</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Carry out firefighting operations on a ship subject to the IGF Code</p>	<p>Fire organization and action to be taken on ships subject to the IGF Code</p> <p>Special hazards associated with fuel systems and fuel handling on ships subject to the IGF Code</p> <p>Firefighting agents and methods used to control and extinguish fires in conjunction with the different fuels found on board ships subject to the IGF Code</p> <p>Firefighting system operations</p>	<p>Practical exercises and instruction conducted under approved and truly realistic training conditions (e.g. Simulated shipboard conditions) and, whenever possible and practicable, in darkness</p>	<p>Initial actions and follow-up actions on becoming aware of an emergency conform with established practices and procedures</p> <p>Action taken on identifying muster signals is appropriate to the indicated emergency and complies with established procedures</p> <p>Clothing and equipment are appropriate to the nature of the firefighting operations</p> <p>The timing and sequence of individual actions are appropriate to the prevailing circumstances and conditions</p> <p>Extinguishment of fire is achieved using appropriate procedures techniques and firefighting agents</p>
<p>Respond to emergencies</p>	<p>Basic knowledge of emergency procedures, including emergency shutdown</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p>	<p>The type and impact of the emergency is promptly identified and the response actions conform to the emergency</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
		<p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>procedures and contingency plans</p>
<p>Take precautions to prevent pollution of the environment from the release of fuels found on ships subject to the IGF Code</p>	<p>Basic knowledge of measures to be taken in the event of leakage/spillage/venting of fuels from ships subject to the IGF Code, including the need to:</p> <p>.1 report relevant information to the responsible persons</p> <p>.2 awareness of shipboard spill/leakage/venting response procedures</p> <p>.3 awareness of appropriate personal protection when responding to a spill/leakage of fuels addressed by the IGF Code</p>	<p>Examination or assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>Procedures designed to safeguard the environment are observed at all times</p>

Table A-V/3-2

Specification of minimum standard of competence of advanced training for ships subject to the IGF Code

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Familiarity with physical and chemical properties of fuels aboard ships subject to the IGF Code	<p>Basic knowledge and understanding of simple chemistry and physics and the relevant definitions related to the safe bunkering and use of fuels used on board ships subject to the IGF Code, including:</p> <ul style="list-style-type: none"> .1 the chemical structure of different fuels used on board ships subject to the IGF Code .2 the properties and characteristics of fuels used on board ships subject to the IGF Code, including: <ul style="list-style-type: none"> .2.1 simple physical laws .2.2 states of matter .2.3 liquid and vapour densities .2.4 boil off and weathering of cryogenic fuels .2.5 compression and expansion of gases .2.6 critical pressure and temperature of gases 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Effective use is made of information resources for identification of properties and characteristics of fuels addressed by the IGF Code and their impact on safety, environmental protection and ship operation</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>.2.7 flashpoint, upper and lower flammable limits, auto-ignition temperature</p> <p>.2.8 saturated vapour pressure/ reference temperature</p> <p>.2.9 dewpoint and bubble point</p> <p>.2.10 hydrate formation</p> <p>.2.11 combustion properties: heating values</p> <p>.2.12 methane number/knocking</p> <p>.2.13 pollutant characteristics of fuels addressed by the IGF Code</p> <p>.3 the properties of single liquids</p> <p>.4 the nature and properties of solutions</p> <p>.5 thermodynamic units</p> <p>.6 basic thermodynamic laws and diagrams</p> <p>.7 properties of materials</p> <p>.8 effect of low temperature, including brittle fracture, for liquid cryogenic fuels</p>		

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	Understanding the information contained in a Safety Data Sheet (SDS) about fuels addressed by the IGF Code		
Operate controls of fuel related to propulsion plant and engineering systems and services and safety devices on ships subject to the IGF Code	<p>Operating principles of marine power plants Ships' auxiliary machinery</p> <p>Knowledge of marine engineering terms</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	Plant, auxiliary machinery and equipment is operated in accordance with technical specifications and within safe operating limits at all times
Ability to safely perform and monitor all operations related to the fuels used on board ships subject to the IGF Code	<p><i>Design and characteristics of ships subject to the IGF Code</i></p> <p>Knowledge of ship design, systems, and equipment found on ships subject to the IGF Code, including:</p> <p>.1 fuel systems for different propulsion engines</p> <p>.2 general arrangement and construction</p> <p>.3 fuel storage systems on board ships subject to the IGF Code, including materials of construction and insulation</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>Communications are clear, understood and</p> <p>Successful vessel operations using fuels addressed by the IGF Code are carried out in a safe manner, taking into account ship designs, systems and equipment</p> <p>Pumping operations are carried out in accordance with accepted principles and procedures and are relevant to the type of fuel</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>.4 fuel-handling equipment and instrumentations on board ships:</p> <p>.4.1 fuel pumps and pumping arrangements.</p> <p>.4.2 fuel pipelines and</p> <p>.4.3 expansion devices</p> <p>.4.4 flame screens</p> <p>.4.5 temperature monitoring systems</p> <p>.4.6 fuel tank level-gauging systems</p> <p>.4.7 tank pressure monitoring and control systems</p> <p>.5 cryogenic fuel tanks temperature and pressure maintenance</p> <p>.6 fuel system atmosphere control systems (inert gas, nitrogen), including storage, generation and distribution</p> <p>.7 toxic and flammable gas-detecting systems</p> <p>.8 fuel Emergency Shut Down system (ESD)</p> <p>Knowledge of fuel system theory and characteristics, including types of fuel system</p>		<p>Operations are planned, risk is managed and carried out in accordance with accepted principles and procedures to ensure safety of operations and avoid pollution of the marine environment</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>pumps and their safe operation on board ships subject to the IGF Code</p> <p>.1 low pressure pumps</p> <p>.2 high pressure pumps</p> <p>.3 vaporizers</p> <p>.4 heaters</p> <p>.5 pressure build-up units</p> <p>Knowledge of safe procedures and checklists for taking fuel tanks in and out of service, including:</p> <p>.1 inerting</p> <p>.2 cooling down</p> <p>.3 initial loading</p> <p>.4 pressure control</p> <p>.5 heating of fuel</p> <p>.6 emptying systems</p>		
<p>Plan and monitor safe bunkering, stowage and securing of the fuel on board ships subject to the IGF Code</p>	<p>General knowledge of ships subject to the IGF Code</p> <p>Ability to use all data available on board related to bunkering, storage and securing of fuels addressed by the IGF Code</p> <p>Ability to establish clear and concise communications and between the ship and the terminal, truck or the</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved simulator training</p> <p>.3 approved training programme</p>	<p>Fuel quality and quantity is determined taking into account the current conditions and necessary corrective safe measures are taken</p> <p>Procedures for monitoring safety systems to ensure that all alarms are detected promptly and acted upon in accordance with</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>bunker- supply ship</p> <p>Knowledge of safety and emergency procedures for operation of machinery, fuel- and control systems for ships subject to the IGF Code</p> <p>Proficiency in the operation of bunkering systems on board ships subject to the IGF Code including:</p> <ul style="list-style-type: none"> .1 bunkering procedures .2 emergency procedures; .3 ship-shore/ship-ship interface .4 prevention of rollover <p>Proficiency to perform fuel-system measurements and calculations, including:</p> <ul style="list-style-type: none"> .1 maximum fill quantity .2 On Board Quantity (OBQ) .3 Minimum Remain On Board (ROB) .4 fuel consumption calculations <p>Ability to ensure the safe management of bunkering and other IGF Code fuel related operations concurrent with other onboard operations, both in port and at sea</p>	<p>.4 approved laboratory equipment training or witnessing bunker operation</p>	<p>established procedures</p> <p>Operations are planned and carried out in accordance with fuel transfer manuals and procedures to ensure safety of operations and avoid spill damages and pollution of the environment</p> <p>Personnel are allocated duties and informed of procedures and standards of work to be followed, in a manner appropriate to the individuals concerned and in accordance with safe working procedures</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Take precautions to prevent pollution of the environment from the release of fuels from ships subject to the IGF Code</p>	<p>Knowledge of the effects of pollution on human and environment</p> <p>Knowledge of measures to be taken in the event of spillage/leakage/venting</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>Procedures designed to safeguard the environment are observed at all times</p>
<p>Monitor and control compliance with legislative requirements</p>	<p>Knowledge and understanding of relevant provisions of the International Convention for the Prevention of Pollution from Ships (MARPOL) and other relevant IMO instruments, industry guidelines and port regulations as commonly applied</p> <p>Proficiency in the use of the IGF Code and related documents</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training</p>	<p>The handling of fuels on board ships subject to the IGF Code complies with relevant IMO instruments and established industrial standards and codes of safe working practices</p> <p>Operations are planned and performed in conformity with approved procedures and legislative requirements</p>
<p>Take precautions to prevent hazards</p>	<p>Knowledge and understanding of the hazards and control measures associated with fuel system operations on board ships subject to the IGF Code, including:</p> <p>.1 flammability</p> <p>.2 explosion</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service</p> <p>.2 approved training ship experience</p>	<p>Relevant hazards to the ship and to personnel associated with operations on board ships subject to the IGF Code are correctly identified and proper control measures are taken</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>.3 toxicity</p> <p>.4 reactivity</p> <p>.5 corrosivity</p> <p>.6 health hazards</p> <p>.7 inert gas composition</p> <p>.8 electrostatic hazards</p> <p>.9 pressurized gases</p> <p>.10 low temperature</p> <p>Proficiency to calibrate and use monitoring and fuel detection systems, instruments and equipment on board ships subject to the IGF Code</p> <p>Knowledge and understanding of dangers of non-compliance with relevant rules/regulations</p> <p>Knowledge and understanding of risks assessment method analysis on board ships subject to the IGF Code</p> <p>Ability to elaborate and develop risks analysis related to risks on board ships subject to the IGF Code</p> <p>Ability to elaborate and develop safety plan and safety instructions for ships subject to the IGF Code</p> <p>Knowledge of hot work, enclosed spaces and tank entry including permitting procedures</p>	<p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>Use of flammable and toxic gas-detection devices are in accordance with manuals and good practice</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Apply occupational health and safety precautions and measures on board a ship subject to the IGF Code</p>	<p>Proper use of safety equipment and protective devices, including:</p> <ul style="list-style-type: none"> .1 breathing apparatus and evacuating equipment .2 protective clothing and equipment .3 resuscitators .4 rescue and escape equipment <p>Knowledge of safe working practices and procedures in accordance with legislation and industry guidelines and personal shipboard safety including:</p> <ul style="list-style-type: none"> .1 precautions to be taken before, during and after repair and maintenance work on fuel systems addressed in the IGF Code .2 electrical safety (ref to IEC 600079-17) .3 ship/shore safety checklist <p>Basic knowledge of first aid with reference to a Safety Data Sheets (SDS) for fuels addressed by the IGF Code</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Appropriate safety and protective equipment is correctly used</p> <p>Procedures designed to safeguard personnel and the ship are observed at all times</p> <p>Working practices are in accordance with legislative requirements, codes of practice, permits to work and environmental concerns</p> <p>First aid do's and don'ts</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Knowledge of the prevention, control and firefighting and extinguishing systems on board ships subject to the IGF Code</p>	<p>Knowledge of the methods and firefighting appliances to detect, control and extinguish fires of fuels addressed by the IGF Code</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>The type and scale of the problem is promptly identified, and initial actions conform with the emergency procedures for fuels addressed by the IGF Code</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the fuels addressed by the IGF Code</p>

ANNEX 6

DRAFT AMENDMENTS TO PART B OF THE SEAFARERS' TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) CODE – RELATED TO THE INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)

DRAFT STCW.6 CIRCULAR

STCW.6/Circ.[..]

DRAFT AMENDMENTS TO PART B OF THE SEAFARERS' TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) CODE

1 The Maritime Safety Committee, at its [ninety-fifth session (..June 2015)], adopted amendments to part B of the STCW Code as follows:

Section B-V/3

Guidance regarding the training and qualifications of masters, officers, ratings and other personnel on ships subject to the IGF Code

2 In section B-V, the following text is inserted at the end of the existing section B-V/2:

"PERSON WITH IMMEDIATE RESPONSIBILITY

1 The term "person with immediate responsibility" as used in paragraphs 6 and 7 of regulation V/3 means a person being in a decision-making capacity with respect handling of fuel addressed by the IGF Code or other fuel-related operations.

PROOF OF QUALIFICATION

2 The master of every ship subject to the IGF Code should ensure that the officer or the person with immediate responsibility for the fuel on board possesses the appropriate certificate, issued or endorsed or validated as required by regulation V/3, and has had adequate recent practical experience on board an appropriate type of ship to permit that officer or person to safely perform the duties assigned.

GUIDANCE REGARDING SEAGOING SERVICE

3 The purpose of qualifying shipboard service is to provide training and knowledge for the safe use of fuels addressed by the IGF Code.

4 To satisfy the experience appropriate to their duties on the ship on which they serve as referred to in regulation V/3, onboard training should:

.1 emphasize practical "hands on experience" and be related to the employment of the seafarer, i.e. the training of deck and engineering departments may be different;

- .2 be under the supervision of personnel qualified and experienced in the handling, characteristics and safety procedures of the fuels being used by the ship;
 - .3 be on board a ship carrying fuels relative to the Certificate of Proficiency/Endorsement being sought and should be such that the specialized equipment is brought into operation for the use of the fuels addressed by the IGF Code; and
- 5 The onboard training programme must in no way affect the safe running or the seaworthiness of the ship."
- [3 The amendments will enter into force on 1 January 2017].
- 4 STCW Parties and all others concerned are invited to note the above and take action as appropriate.

ANNEX 7

INTERIM GUIDANCE ON TRAINING FOR SEAFARERS ON SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS

STCW.7/Circ.[..]
[.. December 2014]
Original: ENGLISH

INTERIM GUIDANCE ON TRAINING FOR SEAFARERS ON SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS

- 1 The Sub-Committee on Human Element, Training and Watchkeeping at its first session (17 to 21 February 2014), noting that the Sub-Committee on Standards of Training and Watchkeeping, at its forty-fourth session, had agreed that the appropriate instrument to include training and certification provisions for personnel on ships using gases or other low-flashpoint fuels was chapter V of the STCW Convention and Code, developed *Interim Guidance on training for seafarers on ships using gases or other low-flashpoint fuels* given in the annex.
- 2 The Maritime Safety Committee, at its [ninety-fourth session (17 to 21 November 2014)], approved this Interim Guidance pending the entry into force of the International Code of Safety for ships using gases or other low-flashpoint fuels (IGF Code).
- 3 Member Governments are invited to bring the Interim Guidance to the attention of all concerned.

ANNEX

INTERIM GUIDANCE ON TRAINING FOR SEAFARERS ON SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS

All seafarers serving on board ships subject to the IGF Code should, prior to being assigned shipboard duties, receive appropriate ship and equipment specific familiarization as specified in regulation I/14.5.

In addition, seafarers employed on ships within the scope of the IGF Code should receive appropriate training on the risks and emergency procedures associated with fuels addressed by the IGF Code, in accordance with their duties and responsibilities. On that basis, the following training levels have been identified:

- .1 basic training for seafarers responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board ships subject to the IGF Code; and
- .2 advanced training for the masters, engineer officers and all personnel with immediate responsibility for the care and use of fuels and fuel systems on ships subject to the IGF Code.

TRAINING REQUIREMENTS

1 General

1.1 Prior to being assigned duties on board a ship using fuels addressed by the IGF Code, all seafarers should receive appropriate training in accordance with this section.

1.2 The Administration may, in respect of ships of less than 500 gross tonnage, except for passenger ships, if it considers that a ship's size and the length or character of its voyage are such as to render the application of the full requirements of this section unreasonable or impracticable, exempt the seafarers on such a ship or class of ships from some of the requirements, bearing in mind the safety of people on board, the ship and property and the protection of the marine environment.

1.3 Seafarers responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board ships subject to the IGF Code should receive basic training or instruction in accordance with paragraph 2.1 and should meet the standard of competence specified therein.

1.4 Masters, engineer officers and all personnel with immediate responsibility for the care and use of fuels and fuel systems on ships subject to the IGF Code should receive advanced training in accordance with paragraph 2.2 and should meet the standard of competence specified therein.

1.5 Basic and advanced training should be given by qualified personnel experienced in the handling and characteristics of the fuels used and the safety procedures involved.

1.6 It is important to emphasize the need to take account of risk analyses. All risk analyses carried out should be made available to participants during training.

2 STANDARDS OF COMPETENCE

2.1 Standard of competence for basic training

2.1.1 Seafarers responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board ships subject to the IGF Code should, before being assigned to shipboard duties:

2.1.1.1 receive basic training or instruction as determined by the Administration on the use of fuel so as to:

2.1.1.1.1 contribute to the safe operation of a ship subject to the IGF Code;

2.1.1.1.2 take precautions to prevent hazards on a ship subject to the IGF Code;

2.1.1.1.3 apply occupational health and safety precautions and measures;

2.1.1.1.4 carry out firefighting operations on a ship subject to the IGF Code;

2.1.1.1.5 respond to emergencies; and

2.1.1.1.6 take precautions to prevent pollution of the environment from the release of fuels found on ships subject to the IGF Code;

2.1.1.2 be required to provide evidence of having achieved the required standard of competence to undertake their duties and responsibilities through:

2.1.1.2.1 demonstration of competence in accordance with the methods and criteria for evaluating competence determined by the Administration; and

2.1.1.2.2 examination or continuous assessment as part of a training programme determined by the Administration.

2.1.2 Documentary evidence should be issued indicating that the holder has attended the basic training required under the IGF Code.

2.1.3 Seafarers responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board ships subject to the IGF Code who have been qualified and certified according to the standards of competence specified in section A-V/1-2, paragraphs 1 and 2 for service on liquefied gas tankers, are to be considered as having met the requirements specified in this subsection, provided they have also met the requirements of regulation I/14 of the STCW Convention.

2.2 Standard of competence for advanced training

2.2.1 Masters, engineer officers and any person with immediate responsibility for the care and use of fuels addressed by the IGF Code serving on board ships using fuels addressed by the IGF Code should, before being assigned to shipboard duties:

2.2.1.1 receive advanced training as determined by the Administration on the use of fuels addressed by the IGF Code so as to:

- 2.2.1.1.1 be familiar with physical and chemical properties of fuels aboard ships subject to the IGF Code;
 - 2.2.1.1.2 operate controls of fuel related to propulsion plant and engineering systems and services and safety devices on ships subject to the IGF Code;
 - 2.2.1.1.3 be able to safely perform and monitor all operations related to the fuels used on board ships subject to the IGF Code;
 - 2.2.1.1.4 plan and monitor safe bunkering, stowage and securing of the fuel on board ships subject to the IGF Code;
 - 2.2.1.1.5 take precautions to prevent pollution of the environment from the release of fuels from ships subject to the IGF Code;
 - 2.2.1.1.6 monitor and control compliance with legislative requirements;
 - 2.2.1.1.7 take precautions to prevent hazards;
 - 2.2.1.1.8 apply occupational health and safety precautions and measures on board ships subject to the IGF Code; and
 - 2.2.1.1.9 have knowledge of the prevention , control and firefighting and extinguishing systems on board ships subject to the IGF Code;
- 2.2.1.2 be required to provide evidence of having achieved the required standard of competence to undertake their duties and responsibilities through:
- 2.2.1.2.1 demonstration of competence in accordance with the methods and criteria for evaluating competence determined by the Administration; and
 - 2.2.1.2.2 examination or continuous assessment as part of a training programme determined by the Administration.
- 2.2.1.3 Documentary evidence should be issued by the Administration indicating that the holder has attended the advanced training required under the IGF Code.
- 2.2.1.4 Masters, engineer officers and any person with immediate responsibility for the care and use of fuels on ships subject to the IGF Code who have been qualified and certified according to the standards of competence specified in section A-V/1-2-2 of the STCW Code for service on liquefied gas tankers are to be considered as having met the requirements specified in this subsection, provided they have also met the requirements of regulation I/14 of the STCW Convention, and have completed sea going service of three months in the previous five years on board tanker carrying as cargo fuels addressed by the IGF Code.

3 EMERGENCY EXERCISES

3.1 Emergency exercises on board ships using gas as fuel should be conducted at regular intervals. The response and safety system for hazard and accident control should be reviewed and tested.

ANNEX 8

BIENNIAL STATUS REPORT OF THE SUB-COMMITTEE FOR THE 2014-2015 BIENNIUM AND OUTPUTS ON THE COMMITTEE'S POST-BIENNIAL AGENDA THAT FALL UNDER THE PURVIEW OF THE SUB-COMMITTEE

Sub-Committee on Human Element, Training and Watchkeeping (HTW)								
Planned output number	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
2.0.1.1	Provisions to ensure the integrity and Uniform implementation of the 1969 TM Convention	2014	MSC	SDC	HTW	Completed		
5.2.1.2	Development of international code of safety for ships using gases or other low-flashpoint fuels (IGF Code)	2014	MSC	CCC	HTW	Completed		HTW 1/21, Section 17
Notes: Draft amendments to the STCW Convention and Code forwarded to MSC for approval								
5.2.1.3	Review of general cargo ship safety	2015	MSC	SDC	III / HTW / NCSR	Completed		STW 44/19, section 15
Notes: The work on this output from the Sub-Committee's perspective has been completed.								
5.2.1.15	Mandatory Code for ships operating in polar waters	2015	MSC / MEPC	SDC	HTW / PPR / SDC / SSE / NCSR	In progress		HTW 1/21, Section 11
Notes: Comments on chapter 13 of the Code forwarded to MSC 93. Work on non-SOLAS ships to begin at SDC 2.								
5.2.1.16	Non-mandatory instrument on regulations for non-convention ships	2015	MSC	III	HTW / PPR / SDC / SSE / NCSR	In progress		
5.2.1.20	Follow-up action to the STCW-F Conference resolutions 6 and 7	2015	MSC		HTW	In progress		HTW 1/21, Section 6

5.2.1.23	Guidelines for wing-in-ground craft	2015	MSC	SDC	HTW / SSE / NCSR	In progress		HTW 1/21, Section 7
Notes: The work from the Sub-Committee's perspective on this output has been deferred, pending completion of trials by the Republic of Korea.								
5.2.2.1	Guidance for the implementation of the 2010 Manila Amendments	2014 [2017]	MSC		HTW	Completed [In progress]		HTW 1/21, Section 5
5.2.2.2	Review of STCW passenger ship specific safety training	2015	MSC		HTW	In progress		HTW 1/21, Section 13
5.2.2.3	Validated model training courses	Continuous	MSC		HTW	In progress		HTW 1/21, Section 3
5.2.2.4	Reports on unlawful practices associated with certificates of competency	Annual	MSC		HTW	In progress		HTW 1/21, Section 4
5.2.2.6	Revised guidelines for model course development, updating and validation processes	2015	MSC		HTW	In progress		HTW 1/21, Section 10
5.2.2.7	Training in hot-work procedures on crude oil tankers	2015	MSC	HTW	SSE	In progress		HTW 1/21, Section 8
5.2.2.8	Guidance for personnel involved with tug-barge operations	2014	MSC	HTW	SDC	Completed		HTW 1/21, Section 9
5.2.2.9	Guidelines for shipowners and seafarers for implementation of relevant IMO instruments in relation to the carriage of dangerous goods in packaged form by sea	2015	MSC		HTW	In progress		HTW 1/21, Section 15
Notes: The work on this output from the Sub-Committee's perspective has been completed.								
5.2.2.10	A globally consistent format for the certificate of training and education issued under the STCW Convention	2015	MSC		HTW	Completed		HTW 1/21, Section 16

5.2.3.2	Measures to prevent loss of containers	2014	MSC	CCC	HTW / SDC	In progress		
5.2.5.2	First outline of the detailed review of the Global Maritime Distress and Safety System (GMDSS)	2015	MSC	NCSR	HTW	In progress		HTW 1/21, Section 12
5.2.6.1	E-navigation strategy implementation plan	2015	MSC	NCSR	HTW	In progress		HTW 1/21, Section 20
12.1.2.1	Analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations	Annual	MSC / MEPC	III	HTW / PPR / SDC / SSE / NCSR	In progress		HTW 1/21, Section 20

ITEMS ON THE COMMITTEE'S POST-BIENNIAL AGENDA THAT FALL UNDER THE PURVIEW OF THE SUB-COMMITTEE

MARITIME SAFETY COMMITTEE (MSC)								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Timescale (sessions)	Remarks
Number	Reference to Strategic Direction	Reference to High-level Actions	Description					
	5.2	5.2.2	Guidance for the implementation of the 2010 Manila Amendments	MSC		HTW	3	MSC 89/25, paragraph 22.41 HTW 1/21, Section 5

ANNEX 9

DRAFT PROVISIONAL AGENDA FOR HTW 2

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Validated model training courses (5.2.2.3)
 - 4 Reports on unlawful practices associated with certificates of competency (5.2.2.4)
 - 5 Revised guidelines for model course development, updating and validation processes (5.2.2.6)
 - 6 [Development of guidance for the implementation of the 2010 Manila Amendments]
 - 7 Follow-up action to the STCW-F Conference resolutions 6 and 7 (5.2.1.20)
 - 8 Guidelines for wing-in-ground craft (5.2.1.23)
 - 9 Role of the human element
 - 10 Mandatory Code for ships operating in polar waters (5.2.1.15)
 - 11 Review of STCW passenger ship specific safety training (5.2.2.2)
 - 12 Training in hot-work procedures on crude oil tankers (5.2.2.7)
 - 13 First outline of the detailed review of the Global Maritime Distress and Safety System (GMDSS) (5.2.5.2)
 - 14 E-navigation strategy implementation plan (5.2.6.1)
 - 15 Guidelines for shipowners and seafarers for implementation of relevant IMO instruments in relation to the carriage of dangerous goods in packaged form by sea (5.2.2.9)
 - 16 Non-mandatory instrument on regulations for non-convention ships (5.2.1.16)
 - 17 Biennial agenda and provisional agenda for HTW 3
 - 18 Election of Chairman and Vice-Chairman for 2016
 - 19 Any other business
 - 20 Report to the Maritime Safety Committee

ANNEX 10

Statement by ICS

Related to security training under regulation VI

Thank you Chairman,

ICS is grateful for the discussion and the circulars produced for port State control this week on the problem associated with the issuance of certificates of proficiency for security awareness training. A problem that we have underlined is not of the shipowner's making.

Toward the end of last year, ICS wrote to all of the world's port State control MoUs drawing attention to this anomaly, to the fact that IMO would discuss the matter this week and asking the MoUs to show pragmatism and understanding that the matter was out of the hands of shipowners.

On Monday this week the Paris MoU responded to ICS that, notwithstanding ICS's request, its member State PSC authorities will issue deficiencies for the absence of a Certificate of Proficiency for security awareness training. This arrangement has been put in place coincident with this week's HTW meeting. This action raises very significant concern for ICS as it is completely unclear what effect any guidance developed by this Sub-Committee will have on the subsequent actions of Port State control.

In particular, it should be noted that a deficiency will be issued for the lack of a certificate, even in cases where the training has been undertaken and documentary evidence can be provided. As a result the port State control record of the Ship, the Company and the flag State will be adversely affected by the failure of a certificate issuing authority to comply with certification requirements.

ICS urges the Sub-Committee to consider the significance of this issue and to make it clear that any IMO guidance for Port State Control needs to be recognized by Port State Control authorities. It does not seem that this will be the case with the Paris MoU.

We therefore respectfully suggest that it is increasingly important that an enforcement grace period is given very serious consideration.

Such an enforcement grace period would be complementary to the guidance developed this week, and could apply in cases where evidence of compliance with the requirements can be demonstrated but where a certificate has not yet been issued.

We request that this statement is included in the report.

Thank you.

ANNEX 11

Statement by Japan

The necessity for a comprehensive review of the 1995 STCW-F Convention

Japan would like to take this opportunity to make a comment on the need to undertake a comprehensive review of the STCW-F Convention.

In relation to agenda item 6, Japan has reviewed our national legislation in respect of ratification of the STCW-F Convention. In the process of our study, we are confronted with some difficulties brought about by the time-lag problems of the STCW-F Convention. We note that almost 20 years have passed since its adoption in 1995 and no amendments have been made since then, while recognizing the STCW-F Convention already entered into force in 2012.

As a result of our study, we have reached the opinion that it would be necessary to review the convention to adapt to the current maritime and fishing society.

When looking at the technical instrument on the fishing vessel, the Torremolinos Convention adopted in 1977 was superseded by the 1993 Torremolinos protocol. As the Convention had not entered into force at the moment, IMO began reviewing the options available to address the lack of sufficient ratifications to the 1993 Torremolinos Protocol in order to bring this important treaty into force. Eventually, the Cape Town Agreement was adopted to enhance the ratification of the Convention.

Also, the STCW convention undertook a comprehensive review to incorporate the recent and current conditions. Consequently, the Manila Amendments were adopted in 2010.

Accordingly, we have come to believe that there should also be a need for the STCW-F Convention to have a comprehensive review, to adapt itself to the current situation. We are convinced that we can expect the comprehensive review to identify problems of the time-lag and to lead us to find solutions for them. With conducting that review, the possible updated STCW-F Convention would become much more fitted to the current condition surrounding fishing vessels. As a State having a large number of fishing vessels engaged in global waters, Japan puts a grave importance on the STCW-F Convention, which is to enhance safety of fishing vessels and protection of marine environment. We are keen to updating the convention, and would like to give a full consideration towards ratification in the process of a comprehensive review.

In conclusion, Japan would like to reiterate a necessity of a comprehensive review of the STCW-F convention, and would make an appropriate submission to MSC for a new unplanned output. We once again would like to highlight the following points:

Almost 20 years have passed since its adoption in 1995 and no amendments have been made since then.

The other relevant conventions, the STCW Convention and the Torremolinos Convention undertook a comprehensive review and already updated.

Japan wishes its view to be shared with other delegations at HTW.

Thank you.

ANNEX 12

Statement by the Russian Federation

Crew training and certification for ships operating in polar waters

Thank you, Mr Chairman.

The Russian Federation would like to thank the delegations that made submissions on this agenda item.

Matters of are paramount for safety of navigation and as such require thorough analysis and consideration.

Taking into account the discussion of draft chapter 13 of the Polar Code during the past SDC 1, expressed opinions and emerging disagreements, bearing in mind the time of completion and adoption of the Polar Code (2014) and with reference to the certain opinions expressed at previous STW 44, in particular, paragraph 13.14 of the Sub-Committee report, where delegations noted that the process of developing training and certification requirements in the STCW Convention and Code for ships operating in polar waters could start immediately once the draft Polar Code was mature or finalized, our delegation is of the opinion that before chapter 13 of the Polar Code has been finalized and approved by MSC, any related amendments to the STCW Convention and discussion of this matter at the moment will be premature, where hastiness can cause seriously negative consequences.

We consider it desirable to establish a transitional period during which seafarers training requirements should be reflected in the Code; later on, in the process of its application and accumulating experience, it will be possible to develop the relevant amendments to the STCW Convention. This approach has been successfully applied in developing requirements for training and certification of ship crews in relation to the ISPS Code.

We also think that additional training for crew members of ships operating in polar waters shall include both theoretical and sound practical elements in the form of the proven work experience.

At this stage, the Russian Federation thinks it necessary to distinguish the two categories for the purposes of training: i.e. ice navigators and other crew members. For ice navigators, main focus shall be put not only on the theoretical training and preparation, but first of all on the practical experience of independent navigation in polar waters, that could serve as a basis for certification. Clear criteria shall be defined of the number of hours in the stated period of time that will be recognized as such practical experience.

On board a ship operating in polar waters there should be an adequate number of certified ice navigators so that, where necessary, a 24-hour watch in polar waters could be performed; the minimum number of people shall be defined by the work and rest requirements in the Maritime Labour Convention and STCW Convention, 1978, as amended.

Other crew members including ratings, in the proposed transitional period, should receive training on board and be familiarized with the necessary information on navigation in polar waters. A shipping company should provide such basic training for each seafarer through the relevant instructions (Company's safety management system) and other regulatory documents on board (e.g. Polar Water Operation Manual).

Thank you, Mr. Chairman; we would like our intervention to be included into the final report of the Sub-Committee.