

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

HTW 1/WP.1  
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**DRAFT REPORT TO THE MARITIME SAFETY COMMITTEE**

**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, [Associate Members of IMO; by representatives from United Nations and specialized agencies;] 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/Pages/Default.aspx>

**Chairman's remarks**

1.4 In responding, the Chairman thanked the delegations on his election to chair of the first session of the HTW Sub-Committee, and 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 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.[...].

## **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;

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- .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 that:

- .1 it was important to ensure that the revised model courses reflected 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 KUPs in part A.

3.5 After some discussion, the Sub-Committee referred 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 by STCW Parties to implement the 2010 Manila Amendments to the STCW Convention and Code, for detailed consideration and 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 by STCW Parties 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 by STCW Parties 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 to meet the requirements following 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 them 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 report of Drafting Group 1 (HTW 1/WP.6) and Drafting Group 2 (HTW 1/WP.7), the Sub-Committee approved them in general, and took action as summarized in the following paragraphs:

*[to be prepared by the Secretariat in consultation with the Chairman after the session, based on the group's report and the actions requested therein, taking into account the decisions taken by the Sub-Committee during subsequent discussions]*

3.15 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.

## **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 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 that was required to be reported by Parties; and
- .2 if the administrative burden would be reduced.

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 that:

- .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 the issuance of the necessary security-related training and certification to seafarers required under regulation VI/6 of the STCW Convention 1978, as amended.

5.10 ICS and ISF (HTW 1/5/4) highlighted concerns relating to the implementation of regulation VI/6 by STCW Parties and proposed the 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 that:

- .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 seafarer with designated security duty;
- .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 be relaxed, but guidelines could be provided to 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 (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 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 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 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 2010 Manila Amendments; and
- .5 submit its report on Thursday, 20 February 2014.

## **Report of the working group**

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:

*[to be prepared by the Secretariat in consultation with the Chairman after the session, based on the group's report and the actions requested therein, taking into account the decisions taken by the Sub-Committee during subsequent discussions]*

## **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, 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 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 [...] 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 of 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 for them 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 either 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 to the production of WIG craft they had been unable to submit draft revised training requirements for consideration by the Sub-Committee. They 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, when considering as to 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 that the agenda of STW (now renamed HTW) Sub-Committee contained items of relevance to the work of the Committee, MEPC 65 had agreed to keep the item in its agenda 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 strategic plan that Australia will be adopting in 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 related to an incident of harassment of women seafarers at the twenty-eighth session of the Assembly, 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 that:

- .1 there may be duplication with STCW Convention requirements and other guidance;
- .2 the added value of the proposed guidelines were 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 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, and 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 that:

- .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 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, an overarching philosophy should be developed and followed when developing new model courses or revising existing model courses to ensure consistency. 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 individual model course development specific instructions.

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

- .1 there were concerns that there were no mandatory requirements to follow;
- .2 model courses were only 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 model courses instead of providing guidance 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 to develop model courses; and
- .12 revisit the meaning of validation by the Organization 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 a 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 that:

- .1 the retention of a validation panel could not be supported; and
- .2 there was need to take a balanced approach to decide the need for, or whether there was 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**

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:

*[to be prepared by the Secretariat in consultation with the Chairman after the session, based on the group's report and the actions requested therein, taking into account the decisions taken by the Sub-Committee during subsequent discussions]*

## **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 that:

- .1 clarification was required on the scope of application in terms of the types of ships to which this applied, 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 that 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 [...].

11.7 The delegation of Chile offered to develop an IMO model course on advanced training in operation of ships in polar waters, and the Sub-Committee accepted with appreciation the offer by Chile.

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, 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 draft chapter 13 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 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 draft chapter 13 together with paragraph 5.2.2 of STW 44/WP.3 as the basis for discussion with a view to finalize 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. Nicolas 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 finalize 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**

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:

*[to be prepared by the Secretariat in consultation with the Chairman after the session, based on the group's report and the actions requested therein, taking into account the decisions taken by the Sub-Committee during subsequent discussions]*

## **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 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 and 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 to ensure consistency with the structure of the STCW Convention and Code, 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 that:

- .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 the working group**

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:

*[to be prepared by the Secretariat in consultation with the Chairman after the session, based on the group's report and the actions requested therein, taking into account the decisions taken by the Sub-Committee during subsequent discussions]*

## **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 the hot work procedures have been addressed in section A-V/1 by the adoption of 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, 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 to personnel involved with the transport of dangerous goods in packaged form by sea to ensure that the requirements of existing IMO instruments are met.

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

- .1 this was already addressed adequately in the STCW Convention and Code, IMDG Code, other IMO instruments and in 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 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 of training with reference to the STCW Code as a minimum requirement.

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

- .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;
- .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 these views of the Sub-Committee and decide as appropriate.

## **17 DEVELOPMENT OF THE INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR LOW FLASH-POINT 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 the Polar and IGF Codes.

17.2 The Sub-Committee further recalled that MSC 92 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 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 International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) vessels. In addition, consideration should be given to the specific challenges related to different types of ships as well as the different types of gases 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 that:

- .1 there were concerns regarding the availability of trained seafarers to man and operate ships using gases or 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 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 need 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 CG report could be used until the entry into force of the IGF Code;
- .11 training requirements should focus on designated duties and immediate responsibility; 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 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.

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

- .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 fuels;
- .3 there was a need to evaluate if the difficulties faced were related to vessels on international voyages or those that operated in domestic waters;
- .4 although there might be a need for training in bunkering of liquefied gas, more information was required; and

- .5 whilst bunkering is covered in chapter 8 of the IGF Code, bunker vessels are not, therefore this training is not required under the IGF Code.

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

### **Report of the 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:

*[to be prepared by the Secretariat in consultation with the Chairman after the session, based on the group's report and the actions requested therein, taking into account the decisions taken by the Sub-Committee during subsequent discussions]*

## **[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 [...] and [...], 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:

*[to be completed by the Secretariat after the session]*

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 draft 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 in a lifeboat*, 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 that:

- .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;.
- .5 there may be benefit in consolidating and harmonizing all relevant guidance and this would need a detailed review, however, it was out of 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* 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 ship masters.

20.6 After some discussion, the Sub-Committee agreed to inform the Committee that with reference to the draft *Guidelines on Safety during Abandon Ship Drills*:

- .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 a proposal 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 MSC 92 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 framework of requirements for ships' life-saving appliances*, and instructed the Secretariat to inform the SDC Sub-Committee accordingly.

### **Development of an e-navigation strategy implementation plan**

20.9 The Sub-Committee noted that NAV 59 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 with 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 that:

- .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 HCD may produce positive results. However, it was not yet clear that even if HCD was used, there was a certainty of any effect 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, at this stage, any training requirements pending the finalization of the e-navigation Strategy Implementation Plan.

#### **Consideration of casualty reports**

20.14 The Sub-Committee noted that MSC 92 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, from 20 to 22 April 2010.

20.16 In light of the foregoing, the Sub-Committee agreed 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 has 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, 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 of independent evaluation pursuant to regulation I/8 of the STCW Convention and section A-I/8 of the STCW Code, which requires a periodical independent evaluation of a Party's quality standards system to be conducted at intervals of not more than five years and for 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 of 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:

*[to be added by the Secretariat]*

### **21 ACTION REQUESTED OF THE COMMITTEES**

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

*[to be prepared by the Secretariat in consultation with the Chairman after the meeting]*

21.2 The Maritime Safety Committee, at its ninety-fourth session, is invited to:

*[to be prepared by the Secretariat in consultation with the Chairman after the meeting]*

[21.3 The Marine Environment Protection Committee, at its sixty-sixth session, is invited to:]

*[to be prepared by the Secretariat in consultation with the Chairman after the meeting]*

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### **ANNEXES**

*[to be prepared by the Secretariat after the session]*

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