



The International Maritime Lecturers Association (IMLA)

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Report of IMO STW 43 Session

The 43rd session of the IMO's Standards of Training and Watchkeeping Subcommittee meeting (STW 43) was held from 30th April to 4th May, 2012.

Main Topics

- Validation of model training courses (Agenda 3)
- Unlawful practices associated with certificates of competency (Agenda 4)
- Casualty analysis (Agenda 5)
- Development of an e-navigation strategy implementation plan (Agenda 6)
- Development of training standards for recovery systems (Agenda 7)
- Preparation of guidelines for the implementation of the medical standards of the 2010 Manila amendments (Agenda 8)
- Development of guidance for the implementation of the 2010 Manila amendments (Agenda 9)
- Role of the human element (Agenda 10)



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1. Introduction

IMLA attended the 43rd session of the IMO's Standards of Training and Watchkeeping Subcommittee meeting (STW 43) held from 30 April to 4 May 2012 in London of the United Kingdom under the Chairmanship of Rear Admiral Peter Brady (Jamaica). Below is the summary of outcome of the main agenda discussed.

2. Validation of model training courses (Agenda 3)

2.1 The updated information provided by the Secretariat (STW 43/3) on the status of production of model courses and the progress made with their translation into French and Spanish was noted.

2.2 The following four model courses, as amended, were validated and instructed to be finalized and published as soon as possible:

- Operational use of Electronic Chart Display and Information Systems (ECDIS);
- Security awareness training for seafarers with designated security duties, and Security awareness training for all seafarers;
- Ship Security Officer; and
- Training the Simulator Trainer and Assessor.

2.3 The following three model courses, as amended, were agreed to refer to the coordinators to further revise the courses to reflect closely the requirements of the 2010 Manila Amendments and to forward them to the IMO within a timeline of two months and publish them at an early date:

- Master and Chief Mate;
- Chief Engineer Officer and Second Engineer Officer; and
- Officer in charge of an Engineering Watch.

2.4 Other model courses under development/being updated were also noted to be reviewed by the coordinators to ensure that they meet the knowledge, understanding and proficiency in the tables of competency in the STCW Code prior to being submitted for validation.

3. Unlawful practices associated with certificates of competency (Agenda 4)

3.1 The information of detailing fraudulent certificates found on board ships during inspections or reportedly being used, as reported to the IMO for the years 2010 and 2011 was noted, and it was also urged that Member Governments should report

details of fraudulent certificates detected in the revised reporting format.

3.2 The information that MSC 89 agreed to place the information relating to fraudulent certificates detected/found on board ships during inspections or reportedly being used, on the IMO public website to assist all concerned in ensuring that no seafarer serving on board



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ships was holding fraudulent certificates of competency was also recalled.

3.3 It was also urged that Member Governments should provide the IMO updated information regarding contact points and URLs to facilitate verification of certificates and to respond in a timely manner to request for verification of certificates.

3.4 The oral information that the certification/verification facility through the IMO website had been used 10,722 times during the year 2011 was noted.

4. Casualty analysis (Agenda 5)

4.1 No documents have been either submitted for consideration or referred to the Sub-Committee by either the FSI Sub-Committee or any other technical body of the Organization for review, and consequently agreed to defer further consideration of the item to STW 44.

5. Development of an e-navigation strategy implementation plan (Agenda 6)

5.1 As e-navigation is still under development, it was agreed that it was premature to define Computer-Based Training (CBT) requirements for training related to e-navigation at that stage.

5.2 It was agreed to delete the gap related to the current training regime for shipboard users and type specific systems, taking into account that the issue could be reviewed in the future after progressing further the development of e-navigation solutions.

5.3 The final draft list of gaps relevant to training (STW 43/WP.3/Rev.1, annex) was endorsed and instructed to forward it to NAV 58, for final consideration.

6. Development of training standards for recovery systems (Agenda 7)

6.1 The information that MSC 81 had assigned a high-priority item on "Development of training standards for recovery systems" in the Sub-Committee's work programme was recalled.

6.2 The information that DE 56 (STW 43/2/2 (part)) has completed its work related to the provisions for recovery capability for all types of ships (DE 56/WP.6) and prepared an amendment to SOLAS regulation III/17-1 was noted.

6.3 It was agreed that as the minimum standards of competence in survival craft and rescue boats other than fast rescue boats and minimum standards of competence in fast rescue boats in the STCW Code adequately addressed the requirements of the Guidelines developed by DE 56, there was no need to develop additional training.



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7. Preparation of guidelines for the implementation of the medical standards of the 2010 Manila amendments (Agenda 8)

7.1 The revised Guidelines on Medical Examination of Seafarers was endorsed, and the Committee invited to approve this revised Guidelines.

8. Development of guidance for the implementation of the 2010 Manila amendments (Agenda 9)

8.1 A planned output on "Development of guidance for the implementation of the 2010 Manila Amendments" agreed by MSC 89 with a target completion year of 2014 was recalled.

8.2 It was agreed that there are no need to develop the guidance for officers in charge of a navigational watch on ships of 500 gross tonnage or more relating to VTS procedures and the guidance on the application of paragraph 3 of section A-VIII/1 relating to the division of the hours of rest for all persons who were assigned duty as officer in charge of a watch or a rating forming part of a watch and those who undertake designated safety, prevention of pollution and security duties.

8.3 It was agreed to defer, to its next session, further consideration of Guidance on Colour Vision for Seafarers and instructed the Secretariat to contact the Commission Internationale de l'Eclairage (CEI), with a view to updating the CIE International Recommendations for Colour Vision Requirements for Transport (CIE-143-2001 standard).

8.4 The information relating to Industry-developed Best Practice ECDIS Training Guidance, relating to the updated "On Board Training Record Books" and relating to action taken by South Africa to implement the 2010 Manila Amendments was noted with appreciation.

8.5 The following four draft circulars were endorsed and invited Committee to be approved:

Draft revised circular on Procedures regarding the consideration of information communicated in accordance with article IV and regulation I/7 of the STCW Convention and section A-I/7 of the STCW Code;

Draft revised circular on Guidance on the preparation, reporting and review of independent evaluations and steps taken to implement mandatory amendments required by regulations I/7 and I/8 of the STCW Convention, and sections A-I/7 and A-I/8 of the STCW Code (MSC.1/Circ.997/Rev.1);

Draft revised circular on Guidance on arrangements between parties to allow for recognition of certificates under regulation I/10 of the STCW Convention (MSC.1/Circ.950/Rev.1); and

Draft STCW.7 circular providing guidance on Electronic Chart Display and Information System (ECDIS) Training.



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9. Role of the human element (Agenda 10)

9.1 The following three items were agreed in principle, with a view to finalization at STW 44 and subsequent approval by the Committee:

- Draft amendments to the International Safety Management (ISM) Code;
- Draft revised Guidelines on implementation of the ISM Code by Administrations; and
- Draft revised Guidelines for the operational implementation of the ISM Code by Companies (MSC-MEPC.7/Circ.5).

9.2 It was agreed in principle, with a view to finalization at STW 44 and subsequent approval by the Committee, to draft amendments to the Guidelines for the structure of an integrated system of Contingency planning for shipboard emergencies (Resolution A.852(20)).

9.3 It was noted that a detailed consideration of the draft Guidelines for the reactivation of the Shipboard Management Certificate following an operational interruption of the SMS due to lay-up over a certain period, and that consideration also of health and safety aspects relating to those individuals remaining on board during any out-of-service period should be addressed at STW 44.

9.4 The FSI Sub-Committee was invited to consider document STW 43/10/5 in conjunction with its work on matters related to the List of codes, recommendations, guidelines and other safety- and security-related non-mandatory instruments (MSC.1/Circ.1371), with a view to including upcoming rules and regulations, and categorization according to ship types.

9.5 It was agreed to recommend to the Committee that guidelines on safety when transferring persons at sea should be developed.

10. Others

10.1 It was noted that the next session (STW 44) focusing on the following provisional agenda with the planned establishments of three working groups i.e. development of an e-navigation strategy implementation plan, development of guidance for the implementation of the 2010 Manila amendments, and role of the Human Element, and one drafting group pertaining to validation of model training courses is scheduled to take place from 13 to 17 May 2013 in London of the United Kingdom:

- Opening of the session
- Adoption of the agenda
- Decisions of other IMO bodies
- Validation of model training courses
- Unlawful practices associated with certificates of competency
- Casualty analysis
- Development of an e-navigation strategy implementation plan
- Development of guidance for the implementation of the 2010 Manila Amendments
- Promotion of the implementation of the 1995 STCW-F Convention
- Development of guidelines for wing-in-ground craft



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Role of the human element
Biennial agenda and provisional agenda for STW 45
Election of Chairman and Vice-Chairman for 2014
Any other business
Report to the Maritime Safety Committee

10.2 Mr. Bradley Groves (Australia) and Mrs. Mayte Medina (United States) were unanimously elected as Chairman and Vice-Chairman for the year 2013 of the STW Sub-Committee, respectively.

10.3 It was noted that there is no need for the additional training requirements for masters and crew members assigned to operate stability computers on passenger ships, and relating to the use of protective equipment and emergency procedures for personnel serving on liquefied gas carriers.

10.4 The matters of development of a mandatory Code for ships operating in Polar waters, and International Code of safety for ships using gas or other low-flashpoint fuels (IGF Code) with properties similar to liquefied natural gas (IGF Code) were requested to be considered in detail on, and agreed to defer its consideration to STW 44.

10.5 It was noted that training requirements relating to entry into enclosed spaces aboard ships are adequately covered by chapters II, III, V and VI of the STCW Code, hence, no further amendments were required to the draft amendments to SOLAS regulation III/19.

10.6 It was endorsed, in principle, for the draft amendments to the International Convention on Standards of Training, Certification and Watchkeeping, 1978, as amended and the Seafarers' Training, Certification and Watchkeeping Code to make the IMO Instruments Implementation Code (III Code) and auditing mandatory, together with any amendment to appendix 1 of resolution A.974(24) on Framework and Procedures for the Voluntary IMO Member State Audit Scheme, and invited the Committee to approve them.

Contact ylchen@shmtu.edu.cn for further information or documents if necessary.