

SUB-COMMITTEE ON HUMAN ELEMENT,
TRAINING AND WATCHKEEPING
6th session
Agenda item 12

HTW 6/12/6
8 March 2019
Original: ENGLISH
Pre-session public release:

ANY OTHER BUSINESS

Comments on document HTW 6/12/3

Submitted by ITF

SUMMARY

Executive summary: This document provides comments on document HTW 6/12/3 (ICS) calling for a comprehensive review of the STCW Convention and Code

Strategic direction, if applicable: 1

Output: Not applicable

Action to be taken: Paragraph 7

Related document: STCW/CONF.2/32

Introduction

1 This document is submitted in accordance with paragraph 6.12.5 of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.1), and provides comments on document HTW 6/12/3.

2 The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, was reviewed in 1995 and again in 2010. Since the 2010 Manila Amendments, there have been further amendments adopted in 2015 and 2016.

3 The Conference of the Parties that adopted the 2010 Manila Amendments also adopted other resolutions, including resolution 15 on "Future amendments and review of the STCW Convention and Code", which:

"RECOMMENDS FURTHER that a comprehensive review of the STCW Convention and Code should, as far as possible, be carried out every ten years to address any inconsistencies identified in the interim; and to ensure that they are up to date with emerging technologies."

4 Noting that it is nearly 10 years since the adoption of the 2010 Manila Amendments, and recalling the positive response when concerns were raised in the early 1990s, ICS considered it once again necessary to share the concerns of shipowners and operators, with a view to ensuring that appropriate and timely action is taken by the Organization.

Discussion

5 The ITF agrees that there should be a comprehensive review of the STCW Convention and Code, but is not in full agreement with ICS as to why there is a problem in producing competent seafarers for an industry with wide-ranging needs. First, we should remember that the STCW Convention and Code only apply minimum standards, and model courses are available for guidance only. If the modern maritime industry requires higher standards in specific areas, it is the companies' responsibility to provide for additional training.

Proposal for consideration

6 Should the call for a comprehensive review by ICS be agreed upon, ITF would expect that a review establish a convention and code appropriate for the ever evolving modern industry and:

- .1 recognize that experience is an integral part of competency along with knowledge and skills;
- .2 acknowledge the responsibilities of shipowners and managers in the training of seafarers;
- .3 identify the skill set required for the seafarer of the future;
- .4 integrate the training of shore-side ship controllers into an overall maritime career path;
- .5 ensure that, for the highly automated ships, there are clear standards of automation established for training purposes;
- .6 recognize the needs of the human element when interacting with automation; and
- .7 ensure that new amendments are introduced with an adequate transitional timeframe and in a clear, comprehensive and understandable manner.

Action requested of the Sub-Committee

7 The Sub-Committee is invited to consider the information above, in particular the comments in paragraph 6, and take action, as appropriate.
