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## HUMAN ELEMENT, TRAINING AND WATCHKEEPING

### Commenting document on outcome of HTW 7

Submitted by Bahamas, France and ITF

#### SUMMARY

*Executive summary:* This document comments on the report of HTW 7 (HTW 7/16). The authors want to highlight some crew training gaps in the provisions of the draft International Safety Code for Ships carrying Industrial Personnel.

*Strategic direction, if applicable:* 2

*Output:* 2.4

*Action to be taken:* Paragraph 16

*Related documents:* SDC 6/13; SDC 7/16 and HTW 7/16

#### Introduction

1 This document is submitted in accordance with the provisions of 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.2) and provides comments on document HTW 7/16, paragraph 2.4, focusing on the fact that the crews of IP ships should receive training on crowd management.

#### Background

2 The Sub-Committee on Ship Design and Construction (SDC), at its sixth session (4 to 8 February 2019), established the Correspondence Group on Carriage of more than 12 Industrial Personnel (IP) on board Vessels engaged on International Voyages, with the terms of reference set out in document SDC 6/13, paragraph 6.29. The outcome of its work is provided in the report of the Correspondence Group (SDC 7/6/1).

3 Document SDC 6/6/2, submitted by China, proposed that crews on ships subject to the IP Code should be required to receive special training, such as STCW crowd and crisis management training and human behaviour training.

4 In its report (SDC 6/13) the SDC Sub-Committee "agreed that this matter might require further consideration" and "concurred that the issue of a threshold value of people on board IP ships might need to be further considered by the Working Group in regard to specialized training for crews of such ships". The SDC Sub-Committee did not take any explicit decision on this issue and did not transfer the matter to the MSC or HTW Sub-Committee.

5 The Report of the Correspondence Group on Carriage of more than 12 Industrial Personnel (IP) on board Vessels engaged on International Voyages, submitted by Norway (SDC 7/6/1), established, in paragraph 12, that some members expressed the need for the involvement of the expertise of the HTW Sub-Committee on industrial personnel, in particular to establish where training is needed and where instructions are sufficient. The Group agreed that this was a matter for the HTW Sub-Committee to decide.

6 Document SDC 7/6/2 (China) commented on document SDC 7/6/1, paragraphs 12 and 13, highlighting concerns on the evacuation of personnel due to the large number of people and the limited space at embarkation stations.

7 In paragraph 6.11 of document SDC 7/16, the Report to the Maritime Safety Committee, the SDC Sub-Committee decided that "HTW 7 should only be requested to provide advice and input on matters pertaining to training and related issues under its remit with respect to industrial personnel if the Sub-Committee had specific questions that could be directed to the HTW Sub-Committee".

8 In paragraph 2.4 of the Report to the Maritime Safety Committee, HTW 7 noted the concerns expressed by the delegation of France, supported by the Bahamas and ITF, that some crew training gaps in the provisions of the draft International Code of Safety for Ships Carrying Industrial Personnel might impact maritime safety. Views were also expressed in paragraph 2.5 that the HTW Sub-Committee should be involved in all matters where training requirements were under consideration since this was within the remit of the Sub-Committee while it was noted in paragraph 2.4.1 that it had not been requested by the SDC Sub-Committee, nor instructed by the Committee, to consider this matter.

## **Discussion**

9 Paragraph 5 of the draft International Code of Safety for Ships Carrying Industrial Personnel (SDC 7/6/1) states that "The International Code of Safety for Ships Carrying Industrial Personnel has been developed to supplement existing IMO instruments in order to meet the demand from the offshore and energy sectors and overcome these difficulties. The Code, in addition to the cargo ship requirements in SOLAS regulations, provides an international standard of safety for ships carrying industrial personnel which will facilitate safe carriage and safe personnel transfer by addressing additional risks connected to such operations".

10 The functional requirements of this Code are very clear regarding the aptitude of industrial personnel, both from a medical point of view and in terms of safety training. However, no requirements exist about the crew members and neither the Maritime Safety Committee nor the HTW Sub-Committee had been consulted on this important issue.

11 Ships with an IP certificate can embark a large number of people on board. In case of an emergency such as abandoning ship, the crew have to take initial actions promptly and coordinate response effort. Abandoning a ship with only crew or with crew and a significant number of people may not require the same procedure, skills, or equipment.

12 In this type of situation, many people who are not part of the crew may interfere with the proceedings and emergency actions required from the crew. The crew may indeed need to assemble the large number of people and ensure that any evacuation is done in an orderly manner.

13 Master, officers, and ratings on board such vessels do not necessarily have the competency, training and experience to manage a large group of people in case of an emergency.

### **Proposal**

14 Considering paragraphs 9 to 11 and taking into account the risk of an emergency situation with a large number of people on board, it would be appropriate for seafarers of an IP certified ship to meet similar minimum requirements for the crew's training on passenger ships as provided in the STCW Code, chapter V, section A-V/2, paragraph 3, "Crowd management training".

15 The Sub-Committee on Human Element, Training and Watchkeeping (HTW) deals with the human side of shipping, including training and certification. The co-sponsors are of the opinion that the expertise of the HTW Sub-Committee should be requested by this Committee to provide a proposal for making appropriate training mandatory for crews of IP certified ships in order to be able to manage IP personnel in an emergency situation.

### **Action requested of the Committee**

16 The Committee is invited to consider the proposals in paragraphs 14 and 15 above and take action as appropriate.

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