

## Report of HTW 6

Sub-committee on Human element, Training and Watchkeeping

29<sup>th</sup> April – 03<sup>th</sup> May 2019

International Maritime Organization (IMO), London headquarters

### ITF delegation

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Sub-Committee on Human element, Training and Watchkeeping (HTW) deals with issues regarding human in the maritime, in particular education and training, validation IMO Model Courses and certification. HTW is essential for the ITF hence its decisions affect a great deal on the maritime workers' career path, development as well as social aspects. At this session, matters considered were:

- New IMO Model Courses on IGF Code<sup>1</sup> training;
- Amendments to the *List of certificates or documentary evidence required under the STCW Convention (STCW Code B-1/2 table<sup>2</sup>)* ;
- Comprehensive review of STCW-F<sup>3</sup> Convention and Code;
- Development of medical examination guidelines of fishing vessel personnel;
- Development of a new joint ILO/IMO medical guide for ships;
- Role of the human element; and
- Use of seafarers' electronic certificates and documents.

Three WGs and one DG were established at this session. Outcomes of each Group, approved by plenary, are elaborated.

<sup>1</sup>IGF Code: International Code of Safety for Ship Using Gases or Other Low-flashpoint Fuels. With the introduction of new fuels in shipping, IMO developed a new instrument for ships using gases or other low-flashpoint fuels.

<sup>2</sup>STCW Code table B-1/2 provides certificates and documents required for seafarers sailing onboard at particular positions.

<sup>3</sup>STCW-F Convention: The International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995



### **Working Group on the Comprehensive Review of the 1995 STCW-F Convention**

STCW-F, 1995 entered into force in 2012. In order to enhance the safety of fishing vessels, seafarers' competences are fundamental. A work plan to revise the Convention and develop new STCW-F Code commenced, the target year of completion in 2021. The ITF cosponsored submissions on; 1) the mandatory minimum requirements for chief engineer officers and second engineer officers and 2) the basic safety training.

There has been a need for standardised medical examination guidelines for fishing vessel personnel. At this session, International Labour Organization (ILO) and IMO established an informal working group.

#### **Outcomes of the Group**

1. During HTW 6 in WG on a comprehensive review of STCW-F Convention, a majority of member States considered to mandate all standards in more stringent manner.
2. Text of the revised Annex, a new Code A and Code B provisions similar to the STCW is to be completed by the HTW 8 in late 2021 and adopted by the MSC. New revised Convention and Code will be then probably adopted on Diplomatic conference in Japan in 2022. The same reduction rate and the early adoption in 2022.
3. It was agreed to hold a joint ILO/IMO meeting to adopt *Guidelines on medical examinations for fishers* in late 2021.

#### **Correspondence group and further work**

1. The ITF has long been dealing with in this agenda. A CG has been re-established for the comprehensive revision of the STCW-F.
2. The ITF was invited to a joint group meeting on International Medical Guide for Ships (IMGS) with shipowners' representatives. The joint group aims to create a new user-friendly industry guide, building on the content of existing Danish Medical Guide, 2016 and other relevant publications.
3. In the light of the IMGS meeting, the focus will be more on seafarers' perspective. Launching the new Guide will be referred to the STCW and MLC, consequently.

### **Working Group on Certification and Training Matters**

STCW not only requires minimum standards for seafarers' working onboard, but also provides positions by levels of responsibilities – management, operational and support level - and corresponding certificates and documents seafarers have to hold to serve in a ship.

STCW Code Table B-I/2 was revised at this session to minimise the common confusion in the industry, in particular, the Administrations.

Many ITF affiliates liaised pragmatic problems due to lack of recognition of *Electro-technical officer* (ETO) in IMO regulations. In addition, in the Convention Regulation I/1 *Definitions and clarifications* nor in the Code, a definition of High Voltage is missing notwithstanding the mandatory requirements under STCW Code Table A-III/6 *Mandatory minimum requirements for certification of electro-technical officers*. The ITF submitted a paper to address these issues.

Recognition of ETO at operational level was endorsed in plenary as well as the missing definition of high voltage. The WG considered how to proceed the inclusion and final definition text.



### Outcomes of the Group

1. The amendment to the STCW Code A-I/1 is:  
*Definitions and clarifications*  
*.3 Operational level means the level of responsibility associated with:*  
*.3.1 serving as officer in charge of a navigational or engineering watch or as designated duty engineer for periodically unmanned machinery spaces or as electro-technical officer or as radio operator on board a seagoing ship.*
2. The Group agreed that the following definition of High Voltage to be included to STCW Code:  
*High-voltage means an AC or DC voltage in excess of 1,000 volts.*
3. The Group completed the section 16 of the draft *Interim Guidelines for the safety of ships using methyl/ethyl alcohol as fuel*. Section 16 is about *Training, drills and emergency exercises*.
4. The Group reviewed the draft amendments to appendices 8 and 11 of the *Procedures for Port State Control, 2017* on the Guidelines for Port State Control Officers (PSCOs) on the ISM Code and the Guidelines for PSCOs on certification of seafarers, manning and hours of rest.

### Correspondence group and further work

1. Cruise Lines International Association (CLIA) expressed concerns that placing ETO in the operational level might have unforeseen consequential restrictions for senior ETOs currently serving on ships in a management position. The Group noted that this was a training issue, not manning.
2. There was extensive discussion about AC vs. DC, as a result of training. Consequently, member States should submit proposals for a new output to SSE 7, to be forwarded to MSC 102. The final definition is going to be put in STCW Convention Regulation I/1.

### Working Group on Model Training Courses

At this session, two Model Courses relating to the IGF Code were validated: 1) *Advanced training for masters, officers, ratings and other personnel on ships subject to the International Code of Safety for Ship Using Gases or Other Low-flashpoint Fuels (IGF Code)* and 2) *Basic training for masters, officers, ratings and other personnel on ships subject to the IGF Code*.

Model Courses 1.13 *Elementary first aid*, 1.14 *Medical first aid* and 1.15 *Medical care* will not be updated before a new International Guidance will be developed as a recommendation for medical examinations on ships. MSC and MEPC adopted amendments to the Manual, now the terms of training can be specified.

The Group also considered what IMO Model Courses could be converted to e-learning courses.

### Outcomes of the Group

1. The two IMO Model Courses on IGF Code were approved by the Sub-committee.
2. It was postponed the approval of revised Model Course on *passenger safety, cargo safety and hull integrity training* and revised Model Course on *Advanced training in Fire fighting* due to serious concerns which need to be addressed.
3. Taking into account, the timeline of Regular Scoping Exercise (RSE) on the use of Marine Autonomous Surface Ship (MASS), consideration on the conversion to e-learning courses is better off to be progressed afterwards.



### **Correspondence group and further work**

1. Regarding a Model Course on *Advanced fire fighting (AFF)*, the main purpose of this training is to provide seafarers with practical experience in fire control and fire fighting teams management. It is important to reproduce the conditions of smoke propagation. It is critical to provide hands-on training in a controlled environment. Especially important – fires due to the burning of spilled liquids. Thus, the draft revised Model Course should include practical training on scenarios reflecting the real environment using carbonation and liquid fuel fires.
2. The CG will also consider the use of taxonomy of action verbs in the development of IMO Model Courses.
3. IMO Model Courses on security are deferred to HTW 8.

### **Action point**

The ITF made five submissions to HTW 6 on the comprehensive review of STCW-F, the role of Human Element, amendments to STCW Convention and Code and 2020 comprehensive review of STCW. Further work of STCW-F revision and medical examination guidelines will be continued as well as the role of Human Element, the introduction of the definition of *High Voltage* to STCW Convention Regulation I/1. The ITF delegation takes a great deal of consideration on 2020 comprehensive review of STCW.

The predominance of this Sub-committee is highly recognised at the ITF. However, the ITF affiliated unions and members should also note that the IMO work are highly interlinked. In other words, the above agendas will be undertaken in cooperation with other Committees and Sub-committees.

\*Aforementioned IMO documents can be provided if requested.