

## Report of ISWG-STCW-F

Intersessional working group on STCW-F Convention  
10<sup>th</sup> – 12<sup>th</sup> February 2020  
International Maritime Organization (IMO), London headquarters

### ITF delegation

ITF Secretariat  
- Seafarers, Fisheries and Inland Navigation

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International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F), 1995 provides standards for fishing vessel personnel to enhance safety at sea, marine environmental protection and sustainability of marine resources.

The revision of the Convention and Code is envisaged to be completed in 2021 (the eighth session of the Sub-Committee on Human element, Training and Watchkeeping). The intersessional working group was established, this session as the 1<sup>st</sup>, to finalise provisions of Chapter III of the STCW-F Convention and Code, Basic training for all fishing vessel personnel.

A submission of the ITF with Japan and New Zealand was the basis of this meeting.

### Outcome of the meeting

1. A new Chapter III/1 of the STCW-F Convention and corresponding section in part A of the Code consist of two parts *Basic training* and *Onboard Safety familiarization training*. Basic training is to gain theoretical, technical and practical knowledge relating to safety and competences before being assigned onboard. Whereas onboard safety familiarisation training is for the personnel to be familiar with shipboard environment and the ship specific system to carry out his/her duties safe.
2. The new Chapter III/1 and A-III is for all personnel onboard fishing vessels.



3. Section B-III/1 *Guidance regarding mandatory requirements for basic training for all fishing vessel personnel* was drafted.

4. According to the STCW-F Convention, *Deck-hand* means a member of the vessel's crew other than the skipper or an officer (paragraph 1 of Annex to the STCW-F Resolution 4). In order to enshrine the robust career progression until management level - skipper, *Advanced Fishing Deck-hand* was agreed to be introduced as recommendation, in Section B-III/1. The differences are level of knowledge and competences to pursue to be an officer with watchkeeping duty.

5. Regarding *Exemptions*, training requirements in Chapter III/1 of STCW-F and Section A-III/1 could be exempted for personnel in vessels:

- less than 24 meters in length; and/or
- operating in the coastal State's limited water.

In short, it is up to the Administration to decide whom to exempt.

6. In terms of safe working practices, the *ILO Code of Practice on Accident prevention on board ship at sea and in port* will continuously be able to be used for training personnel on fishing vessels.

#### **Further work**

1. New Sections B-II/a and B-II/b of the STCW Code *Guidance on training of deck-hand and advanced deck-hand fishing vessels crew on fishing vessels of 24 m in length and over* will be finalised.

2. Fishing vessels are not under the scope of the International Safety Management (ISM) Code, thus quality assurance mechanism of such practice onboard needs to be considered.

3. Recommendatory (Section B of the Code) education and training provisions are going to be continuously developed. The ITF is part of the process and endeavours to project the most collective scenario.

4. The term "Certificate of Proficiency" is expected to be defined in the Convention.

5. There might be a diplomatic conference in 2022 after the adoption of the revised Convention and Code at the IMO Maritime Safety Committee at 104<sup>th</sup> session, in 2021.

#### **Acton point**

With the growing interests and concerns towards fishing vessels, there have been an increasing number of IMO's endeavours in particular enhancing safety measures for fishing vessels. The ITF represents nearly 75,000 workers of global fisheries industry. The revision of the STCW-F Convention and Codes will enable to secure jobs and help improve working and living conditions. However, we should bear in mind that such prospective change will come if we have ownership in our education and training.

\*Aforementioned IMO documents can be provided if requested.