

SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
42nd session
Agenda item 14

STW 42/14
3 February 2011
Original: ENGLISH

REPORT TO THE MARITIME SAFETY COMMITTEE

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1 GENERAL

1.1 The Sub-Committee on Standards of Training and Watchkeeping (STW) held its forty-second session from 24 to 28 January 2011 under the chairmanship of Rear Admiral Peter Brady (Jamaica).

1.2 The session was attended by representatives from the following countries:

ALGERIA	KIRIBATI
ANTIGUA AND BARBUDA	LATVIA
ARGENTINA	LIBERIA
AUSTRALIA	LIBYAN ARAB JAMAHIRIYA
AZERBAIJAN	LUXEMBOURG
BAHAMAS	MALAYSIA
BANGLADESH	MALTA
BELGIUM	MARSHALL ISLANDS
BELIZE	MEXICO
BRAZIL	MOROCCO
CANADA	NETHERLANDS
CHILE	NIGERIA
CHINA	NORWAY
COLOMBIA	PANAMA
COOK ISLANDS	PERU
CUBA	PHILIPPINES
CYPRUS	POLAND
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA	PORTUGAL
DENMARK	REPUBLIC OF KOREA
DOMINICA	ROMANIA
DOMINICAN REPUBLIC	RUSSIAN FEDERATION
ECUADOR	SAINT KITTS AND NEVIS
EGYPT	SAUDI ARABIA
ESTONIA	SINGAPORE
FINLAND	SOUTH AFRICA
FRANCE	SPAIN
GEORGIA	SWEDEN
GERMANY	SYRIAN ARAB REPUBLIC
GHANA	THAILAND
GREECE	TRINIDAD AND TOBAGO
ICELAND	TURKEY
INDIA	TUVALU
INDONESIA	UKRAINE
IRAN (ISLAMIC REPUBLIC OF)	UNITED KINGDOM
IRELAND	UNITED STATES
ISRAEL	URUGUAY
ITALY	VANUATU
JAMAICA	VENEZUELA (BOLIVARIAN REPUBLIC OF)
JAPAN	

and the following Associate Members of IMO:

FAROEES
HONG KONG, CHINA

1.3 The following specialized agencies and intergovernmental and non-governmental organizations were also represented:

EUROPEAN COMMISSION (EC)
INTERNATIONAL MOBILE SATELLITE ORGANIZATION (IMSO)
INTERNATIONAL CHAMBER OF SHIPPING (ICS)
INTERNATIONAL SHIPPING FEDERATION (ISF)
INTERNATIONAL UNION OF MARINE INSURANCE (IUMI)
INTERNATIONAL ASSOCIATION OF MARINE AIDS TO NAVIGATION AND
LIGHTHOUSE AUTHORITIES (IALA)
INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)
COMITÉ INTERNATIONAL RADIO-MARITIME (CIRM)
BIMCO
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF)
INTERNATIONAL MARITIME PILOTS' ASSOCIATION (IMPA)
INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS (IADC)
INTERNATIONAL COUNCIL OF MARINE INDUSTRY ASSOCIATIONS (ICOMIA)
INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATIONS (IFSMA)
INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS
(INTERTANKO)
CRUISE LINES INTERNATIONAL ASSOCIATION (CLIA)
INTERNATIONAL MARITIME LECTURERS ASSOCIATION (IMLA)
THE INSTITUTE OF MARINE ENGINEERING, SCIENCE AND TECHNOLOGY
(IMarEST)
INTERNATIONAL SHIP MANAGERS' ASSOCIATION (INTERMANAGER)
INTERNATIONAL PARCEL TANKERS ASSOCIATION (IPTA)
THE INTERNATIONAL MARINE CONTRACTORS ASSOCIATION (IMCA)
INTERNATIONAL HARBOUR MASTERS' ASSOCIATION (IHMA)
INTERNATIONAL ASSOCIATION OF MARITIME UNIVERSITIES (IAMU)
GLOBAL MARITIME EDUCATION AND TRAINING ASSOCIATION (GlobalMET)
THE NAUTICAL INSTITUTE (NI)

Secretary-General's opening address

1.4 The Secretary-General welcomed the participants and delivered his opening address, the full text of which is reproduced in document STW 42/INF.7.

Chairman's remarks

1.5 In response, the Chairman thanked the Secretary-General for his assessment provided on the achievements resulting from the Organization's efforts throughout last year and, in particular, in relation to that year's World Maritime Day theme of the **Year of the Seafarer**. He further expressed the opinion that seafarers around the world were definitely appreciating the efforts taken by the Organization for their safety and well-being. He also thanked the Secretary-General for the information related to the proposed seminar/workshop on piracy scheduled to be held on 26 January 2011.

Rescue of chemical tanker "Samho Jewelry"

1.6 The delegation of the Republic of Korea provided an oral statement relating to the operation carried out by their Navy leading to the rescue of chemical tanker **Samho Jewelry** along with all its crew members, which had been hijacked by pirates. They expressed appreciation to Oman, the United States and other IMO Members who one way or another had provided support for the operation.

Adoption of the agenda and related matters

1.7 The Sub-Committee adopted the agenda (STW 42/1 and Corr.1) and agreed, in general, that the work of the Sub-Committee should be guided by the annotations to the provisional agenda and the timetable (STW 42/1/1), as amended. The agenda of the session, including a list of documents submitted under each agenda item, is given in STW 42/INF.8.

2 DECISIONS OF OTHER IMO BODIES

OUTCOME OF THE EIGHTY-SEVENTH AND EIGHTY-EIGHTH SESSIONS OF THE MARITIME SAFETY COMMITTEE

2.1 The Sub-Committee was informed (STW 42/2 and Add.1) of the decisions and comments pertaining to its work at the Committee's eighty-seventh and eighty-eighth sessions and took action thereon as under the relevant agenda items.

Communication of information

2.2 The Sub-Committee noted, in particular, that the Committee had received the Secretary-General's report on three STCW Parties pursuant to STCW regulation I/7; confirmed that the procedures for assessment of information had been followed correctly in respect of those Parties, and issued MSC/Circ.1163/Rev.5 and Rev.6 on Parties to the STCW Convention confirmed by the Committee at its eighty-seventh and eighty-eighth sessions respectively as having demonstrated to be giving "full and complete effect" to the relevant provisions of the STCW Convention, as amended.

2.3 The Committee had also received the Secretary-General's reports on 37 STCW Parties and one Associate Member of IMO pursuant to STCW regulation I/8; confirmed that the procedures for assessment of information had been followed correctly and issued MSC/Circ.1164/Rev.8 on Promulgation of information related to reports of independent evaluation submitted by Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrated that Parties are giving full and complete effect to the relevant provisions of the Convention.

Approval of competent persons

2.4 The Sub-Committee noted that the Committee had approved additional competent persons nominated by Governments, as listed in the annex to MSC/Circ.797/Rev.19.

Draft Assembly resolution on Principles of safe manning and draft amended text of SOLAS regulation V/14

2.5 The Sub-Committee noted that MSC 88 had approved:

- .1 the draft Assembly resolution on Principles of minimum safe manning for submission to A 27 with a view to adoption; and
- .2 the associated draft amendments to SOLAS regulation V/14 with a view to adoption at MSC 90.

Matters related to the Migration Plan for the implementation of the Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization

2.6 The Sub-Committee noted that MSC 87 had recalled that the Migration Plan relating to the Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization, as set out in annex 2 to document MSC 87/23, prepared by the *Ad Hoc* Council's Working Group on the Strategic Plan to facilitate implementation of resolution A.1013(26), had been developed with a view towards achieving full implementation of the aforementioned Guidelines by the beginning of the 2012-2013 biennium.

Sub-Committees' proposals for the biennial agenda for the 2012-2013 biennium

2.7 The Sub-Committee noted that in considering the actions that could be taken by the subsidiary bodies, MSC 87 had agreed that the subsidiary bodies should prepare their respective biennial agendas for the next biennium at their forthcoming sessions, in accordance with the revised Guidelines, taking into account that:

- .1 outputs selected for the biennial agenda should be phrased in SMART terms; and
- .2 where the target completion year for a specific output goes beyond that 2012-2013 biennium, an interim output should be placed in the biennial agenda with a target completion year of 2012 or 2013, as appropriate, and a related output should be placed in the Committee's post-biennial agenda with the anticipated completion year,

and requested the Secretariat, in consultation with the Chairmen, to prepare the initial proposals for consideration by the sub-committees accordingly.

Committees' proposals for the High-level Action Plan for the 2012-2013 biennium

2.8 The Sub-Committee noted that MSC 87, recognizing the need for achieving full implementation of the Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization by the beginning of the 2012-2013 biennium, had agreed to finalize its proposals for the High-level Action Plan for the 2012-2013 biennium, based on the revised Guidelines, for consideration at MSC 89, taking into account the proposed biennial agendas prepared by the sub-committees, for submission to C 106.

New GISIS module on Organizational Planning

2.9 The Sub-Committee noted that MSC 87 had noted information on the development of a new Global Integrated Shipping Information System (GISIS) module on Organizational Planning by the Secretariat to support the new strategic planning process, in accordance with paragraph 2.2.4 of the Migration Plan, and that the new GISIS module would be fully operational by 1 January 2012 and that all Chairmen, Vice-Chairmen and the Secretariat would have access to the new database for planning purposes. In this context, MSC 87 had reaffirmed that the new module should be developed at no extra cost to the Organization. The Committee requested the Secretariat to provide all relevant IMO bodies with the same information.

Limiting the number of pages per document and per meeting

2.10 The Sub-Committee was informed that MSC 88 had noted the agreement by C 104 that:

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- .1 it was not desirable or practicable to establish arbitrary limits on the number of pages for meetings;
 - .2 however, all concerned should be made continuously aware of the financial and environmental impact of the volume of documentation generated by IMO meetings and should limit, to the greatest possible extent, the number of pages of documents submitted to such meetings;
 - .3 to encourage such action, documents, other than information documents, which contain more than 20 pages should not be translated into all working languages in their entirety. They should include, for translation purposes, a summary of the document not longer than four pages, with the technical content submitted as an annex in the language needed by working groups (e.g., English); and
 - .4 the foregoing provision should be included in the Guidelines on the organization and method of work of the Council and Committees.

REPORT ON THE 2010 CONFERENCE OF PARTIES TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978

2.11 The Sub-Committee noted (MSC 88/2/4) that the 2010 Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, had been held in Manila, the Philippines, from 21 to 25 June 2010 and elected Mr. N.F. Ferrer of the Philippines as the President of the Conference, Adm. Peter Brady of Jamaica as Chairman of the Committee of the Whole, Ms. M. Medina of the United States as the Chairman of the Drafting Committee and Mr. L. Chichinadze of Georgia as the Chairman of the Credentials Committee.

2.12 The Sub-Committee also noted that the Conference had unanimously adopted the Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, and the Seafarers' Training, Certification and Watchkeeping (STCW) Code.

2.13 The Sub-Committee further noted that the Conference had also adopted the following associated resolutions:

- .1 Resolution 3: on Expression of appreciation to the host Government;
- .2 Resolution 4: on Transitional provisions and early implementation;
- .3 Resolution 5: on Verification of certificates of competency and endorsements;
- .4 Resolution 6: on Standards of training and certification and ships' manning levels;
- .5 Resolution 7: on Promotion of technical knowledge, skills and professionalism of seafarers;
- .6 Resolution 8: on Development of guidelines to implement international standards of medical fitness for seafarers;
- .7 Resolution 9: on Revision of existing model courses published by the International Maritime Organization and development of new model courses;

- .8 Resolution 10: on Promotion of technical co-operation;
- .9 Resolution 11: on Measures to ensure the competency of masters and officers of ships operating in polar waters;
- .10 Resolution 12: on Attracting new entrants to, and retaining seafarers in, the maritime profession;
- .11 Resolution 13: on Accommodation for trainees;
- .12 Resolution 14: on Promotion of the participation of women in the maritime industry;
- .13 Resolution 15: on Future amendments and review of the STCW Convention and Code;
- .14 Resolution 16: on the Contribution of the International Labour Organization;
- .15 Resolution 17: on the Role of the World Maritime University, the IMO International Maritime Law Institute and the International Maritime Safety, Security and Environment Academy (IMSSEA) in promoting enhanced maritime standards;
- .16 Resolution 18: on the Year of the Seafarer; and
- .17 Resolution 19: on the Day of the Seafarer.

2.14 The Sub-Committee also noted that, in accordance with article XII(1)(a)(vii) of the Convention, the amendments adopted by the Conference shall be deemed to have been accepted on 1 July 2011, unless, prior to that date, more than one-third of Parties to the Convention or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping of ships of 100 gross register tons or more have notified the Secretary-General that they object to the amendments. Furthermore, in accordance with article XII(1)(a)(ix) of the Convention, the said amendments shall enter into force on 1 January 2012 upon being deemed to have been accepted on 1 July 2011.

DECISIONS OF SUB-COMMITTEES

2.15 The Sub-Committee was also informed (STW 42/2/2) of the decisions and comments pertaining to its work of FP 54, DE 53, FSI 18, NAV 56 and DSC 15 and took action thereon as reported under the relevant agenda items.

3 VALIDATION OF MODEL TRAINING COURSES

3.1 The Sub-Committee noted the information provided by the Secretariat (STW 42/3) on the status of production of model courses and the progress made with their translation into French and Spanish. According to updated information provided by the Secretariat, 35 model courses had been translated into French and 38 model courses into Spanish. Of these translated model courses, 32 had been published in French and 35 in Spanish. The rest were in the process of production and would be available shortly. The translation of the other courses was being undertaken in a phased manner as previously reported.

Review of model courses to be reviewed/updated consequent to the adoption of the Manila Amendments to the STCW Convention and Code

3.2 The Sub-Committee recalled that STW 40 had identified model courses expected to be revised consequent to the completion of the comprehensive review of the STCW Convention and Code and prepared a proposed plan for review/revision, as set out in annex 2 to document STW 40/WP.5.

3.3 The Sub-Committee noted that consequent to the adoption of the Manila Amendments to the STCW Convention and Code, the Secretariat had reviewed the plan prepared by STW 40 and updated it (STW 42/3/1). In addition, the Secretariat had also identified new model courses that would be needed to be developed to facilitate the implementation of the aforesaid amendments.

3.4 In the ensuing discussions, the following views were expressed:

- .1 in light of the outcome of the World Radio Conference 2007, model courses 1.25 and 1.26 relating to General Operator's Certificate for the GMDSS and Restricted Operator's Certificate for the GMDSS respectively would need to be revised and updated;
- .2 in addition to the revision of the tanker model courses there was a need to amend the titles to reflect the decisions of the Manila Conference; and
- .3 new model courses related to Able Seafarer (Deck), Able Seafarer (Engine), and Able Seafarer (Electro-Technical) would need to be developed.

3.5 The delegation of Germany offered to revise model courses 1.25 and 1.26 and submit them to the Secretariat for circulation to the validation panel for their comments.

3.6 The delegation of India informed the Sub-Committee that they were in the process of developing a model course related to the training of Electro-Technical Officers. In this context, the delegation of Poland offered to coordinate with India the development of this course, which would be submitted to the Sub-Committee for validation in due course.

3.7 The delegation of the United States informed the Sub-Committee that they were in the process of developing model courses related to Security awareness training for all seafarers and Security training for seafarers with designated security duties and would be submitting them to the Secretariat shortly for circulation to the validation panel for their comments. In addition, they also had revised model course 1.27 – Operational Use of Electronic Chart Display and Information Systems (ECDIS), which was now being finalized following the receipt of the comments from the validation panel. Furthermore, model course 3.19 – Ship Security Officer was being updated to include the additional provisions relating to piracy pursuant to the Manila Amendments.

3.8 The Sub-Committee noted with appreciation the information provided by GlobalMET (STW 42/INF.6) relating to the review and revision of model courses pursuant to the Manila Amendments to the STCW Convention and Code currently being undertaken, in collaboration with the International Association of Maritime Institutes (IAMI), the International Association of Maritime Universities (IAMU), the International Maritime Lecturers' Association (IMLA) and the International Maritime Simulation Forum (IMSF).

3.9 In light of the foregoing, the Sub-Committee agreed that:

- .1 Germany would revise model courses 1.25 and 1.26 relating to General Operator's Certificate and Restricted Operator's Certificate;
- .2 India, in coordination with Poland, would develop a model course related to Electro-Technical Officers;
- .3 the United States would develop model courses relating to Security awareness training for all seafarers and Security training for seafarers with designated security duties;
- .4 the Secretariat would modify the titles of the tanker model courses when revising these courses;
- .5 the Secretariat would take steps to develop model courses related to Able Seafarer (Deck), Able Seafarer (Engine) and Able Seafarer (Electro-Technical); and
- .6 the United States would revise model course 3.19 relating to Ship Security Officer.

Validation of new model courses

3.10 The Sub-Committee gave preliminary consideration to the draft model course on marine environmental awareness (STW 42/3/2).

3.11 The delegation of the United Kingdom, supported by others, expressed the view that a stand-alone course was not the only way to provide this training. It could be included in the normal training process leading to the issue of a certificate of competency which would then avoid the need for another mandatory course.

3.12 The delegation of the United States, supported by others, expressed concern that this course went beyond creating awareness and competency requirements of basic safety training, as set out in the Manila Amendments to the STCW Convention and Code.

3.13 A large number of delegations supported the proposed model course. However, some delegations were concerned about some of its contents and entry standards.

3.14 After some discussion, the Sub-Committee referred it to the drafting group to be established to consider and comment on the text.

Establishment of a drafting group

3.15 The Sub-Committee established a drafting group and instructed it, taking into account the comments made in plenary, to:

- .1 consider and comment, as appropriate, on the text of the draft model course set out in the annex to document STW 42/3/2; and
- .2 report to plenary on Thursday, 27 January 2011.

Report of the drafting group

3.16 On receipt of the report of the drafting group (STW 42/WP.5), the Sub-Committee validated the model course, as set out in the annex to document STW 42/3/2 and amended by the group, and instructed the Secretariat to finalize and publish it as soon as possible.

3.17 The Sub-Committee recalled that validation of model courses by the Sub-Committee in this context meant that it found no grounds to object to their contents. In doing so, the Sub-Committee did not approve the document and, it could therefore, not be regarded as an official interpretation of the Convention.

4 UNLAWFUL PRACTICES ASSOCIATED WITH CERTIFICATES OF COMPETENCY

Reports on fraudulent certificates as reported to the Secretariat

4.1 The Sub-Committee noted the information provided by the Secretariat (STW 42/4), detailing fraudulent certificates found on board ships during inspections or reportedly being used, as reported to the Secretariat for the year 2009, and urged Member Governments to report details of fraudulent certificates detected in the revised reporting format (STW 38/17, annex 1).

4.2 In this context, the delegation of the Bahamas, supported by others, expressed the view that the information relating to fraudulent certificates should be placed on the public website to assist all concerned to ensure that no seafarers serving on board their ships were holding fraudulent certificates of competency. Furthermore, there was also a need for a strategy to address this ongoing problem.

4.3 After a brief discussion, the Sub-Committee:

- .1 agreed to request the Committee to agree to placing the information relating to fraudulent certificates of competency detected on the public website; and
- .2 invited Member Governments and international organizations to submit proposals on a strategy to address the problem of fraudulent certificates of competency.

4.4 The delegation of the Philippines informed the Sub-Committee on the steps taken by their Administration to address this issue.

Certification verification facility

4.5 The Sub-Committee also noted the oral information provided by the Secretariat that the certification verification facility through the IMO website had been used 14,212 times during the year 2010.

5 CASUALTY ANALYSIS

5.1 The Sub-Committee recalled that MSC 77 (MSC 77/26, paragraph 18.10) had decided that the item on "Casualty analysis" should remain on the work programme of the sub-committees. This decision was reaffirmed by MSC 78 (MSC 78/26, paragraph 24.8).

5.2 The Sub-Committee noted that, at this session, no documents had been either submitted for consideration or referred to it 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 43.

6 DEVELOPMENT OF AN E-NAVIGATION STRATEGY IMPLEMENTATION PLAN

6.1 The Sub-Committee recalled that MSC 86, having considered document MSC 86/23/4 (Secretariat), proposing a joint plan of work for the COMSAR, NAV and STW Sub-Committees for the period 2009-2012 for the implementation of the e-navigation strategy, had approved the joint plan for NAV 55 to set in motion the coordinated and planned development of an e-navigation strategy implementation plan, in co-operation with the COMSAR and STW Sub-Committees.

6.2 The Sub-Committee noted that NAV 56 (STW 42/2/2 (part)) had established a correspondence group to progress the work intersessionally under the coordination of Norway and instructed it to raise specific questions, if required, that should be addressed by the STW Sub-Committee.

6.3 Norway (STW 42/6) advised that, as instructed by NAV 56, the Correspondence Group (CG) had identified nine training-related questions that needed to be addressed by the Sub-Committee towards the development of an e-navigation strategy implementation plan.

6.4 The United Kingdom (STW 42/6/1) commenting on the report of the CG, expressed the opinion that there was scope to include the functional elements to achieve a broader outcome and that the Sub-Committee should consider a functional approach with the aim of helping shipboard users in adapting to an e-navigation environment.

Inherent reliability risks

6.5 In the ensuing discussion, a large number of delegations and international organizations spoke on the issue and expressed the following views:

- .1 it was premature to consider the issues until a clear understanding of the concept of e-navigation had been developed;
- .2 e-navigation should focus on user needs on board;
- .3 the development towards a general lack of basic seamanship on board was of concern and emphasis should therefore be placed on the first principles of navigation;
- .4 reliability issues will continue to exist irrespective of technological developments and a standardized mode (S-mode) of presentation for navigational displays would increase safety;
- .5 the present structure of the STCW Convention and Code already addressed risks and reliability issues; and
- .6 experience of the aviation industry should be taken into account in this context.

6.6 After an in-depth discussion on this issue, the Sub-Committee agreed that:

- .1 e-navigation was a reality which had to be taken into account;
- .2 STCW Convention provisions already addressed risks and reliability issues;

- .3 seamanship skills, without overreliance on technology, were essential;
- .4 experience of the aviation industry with this issue could be taken into account when deciding on this issue,

and the working group should take these points into account when finalizing its responses to this particular question.

Standardization of bridge design

6.7 In the ensuing discussion on this issue, the following views were expressed:

- .1 although the standardization of bridge design was a positive and desirable step, it was not clear how this could be achieved;
- .2 the standardization of bridge design was within the remit of the NAV and COMSAR Sub-Committees and should be addressed by them;
- .3 the development of S-modes and standard operating procedures for equipment would probably be the way forward; and
- .4 training should focus on detecting operational anomalies.

6.8 After some discussions, the Sub-Committee agreed that development of S-modes and standard operating procedures for equipment would be a welcome development in this context, whilst standardization of bridge design layout would be difficult to accomplish. The working group should give further consideration to these issues.

Maritime English

6.9 The Sub-Committee recalled that adequate knowledge of the English language was essential to enable the officer to:

- .1 use charts and other nautical publications;
- .2 understand meteorological information and messages relating to ship's safety and operations;
- .3 communicate with other ships, coast stations and VTS centres; and
- .4 perform the officer's duties with a multilingual crew, including the ability to use and understand the IMO Standard Marine Communication Phrases (SMCP).

This was already included in the Knowledge, Understanding and Proficiency requirements in Table A-II/1 (Specifications of minimum standard of competence for officer in charge of a navigational watch of 500 GT or more). In this context, the Organization had also developed a model course on Maritime English.

6.10 Furthermore, the Sub-Committee also recognized that it might be necessary at a later stage for amending the SMCP, as appropriate.

Standardized mode for navigation displays

6.11 In the ensuing debate on this topic, there was general support for the development of a common standardized mode for navigation displays. However, it was recognized that while this might not necessarily improve the competency of seafarers, it would facilitate training and improve operational safety.

6.12 After some discussion, the Sub-Committee agreed that this was a welcome step which could reduce the familiarization time for seafarers and should be considered further by the working group.

Navigating navigator and the monitoring navigator scenarios

6.13 In the ensuing discussions, a large number of delegations spoke on the issue and expressed the following views:

- .1 presently the "navigating navigator" was the preferred scenario;
- .2 there was already a requirement for formal assessment of skills and competences on completion of training programmes leading to the issue of a certificate of competency; and
- .3 some aspects of monitoring was already being practised by the navigating navigator, but monitoring only by electronic means was not only premature but also not desirable.

6.14 After an in-depth discussion, the Sub-Committee agreed that the navigators' own skills would remain essential for the safe navigation of the ship, and the bridge team would be the main backup for the safe functioning of the ship. Presently, there was already a requirement for formal assessment of skills and competences on completion of training programmes leading to the issue of a certificate of competency. It would not be advisable to be totally reliant on systems where the navigator only monitors the system displays and the indicators of the system's normal functionality or resilience. Such a scenario could result in a total or considerable loss of navigator's skills and professional judgement.

Competence of maritime instructors

6.15 The Sub-Committee recognized that regulation I/6 and sections A-I/6 and B-I/6 already provided for qualifications of instructors and assessors for the particular types and levels of training or assessment of competence of seafarers either on board or ashore. Furthermore, the Organization had also developed a model course on Train-the-Trainer. In light of the foregoing, the Sub-Committee agreed that there was no need to make any further amendments to these provisions.

Type specific familiarization training

6.16 The Sub-Committee agreed that there was no need to amend the STCW Convention and Code in this context, as it already provided for familiarization training within the existing provisions. Furthermore, regulation I/14.1.5 of the STCW Convention required that every company should ensure that seafarers, on being assigned to any of its ships, were familiarized with their specific duties and with all ship arrangements, installations, equipment, procedures and ship characteristics that were relevant to their routine and emergency duties.

Training for shore-based personnel

6.17 The Sub-Committee noted that the Organization had adopted in this context Assembly resolutions A.857(20) on Guidelines for Vessel Traffic Services and includes guidance on recruitment, qualification of VTS operators and A.960(23) on Recommendations on training and certification and on operational procedures for maritime pilots, other than deep sea pilots, which addressed this issue adequately.

6.18 A large number of delegations did not support any amendments to existing training requirements for pilots and VTS operators. A number of delegations were of the view that the Organization should take a proactive approach to enhance the ship-shore interface. It was also recognized that training for pilots and VTS operators did not fall within the purview of the STCW Convention and Code.

6.19 Hence, the Sub-Committee agreed that at this stage, no further action was deemed necessary.

6.20 The IALA observer informed the Sub-Committee that there was already a recommendation from IALA – Recommendation V103 – dealing with training of VTS personnel together with model courses. When necessary, IALA would update those model courses. The Organization was supporting these recommendations, as set out in resolution A.857(20) relating to the application of SOLAS regulation V/12 on Vessel Traffic Services.

Future amendments to the STCW Convention and Code

6.21 The Sub-Committee recalled that the STCW Convention and Code had just been comprehensively revised by the Manila Conference. The Conference had also adopted resolution 15 which, *inter alia*, recommended that significant and extensive amendments to the STCW Convention and Code should, as far as possible, be developed and adopted on a five-yearly cycle. Bearing in mind this recommendation of the Conference, the next cycle of amendments to the STCW Convention and Code would be due in 2015. Furthermore, the transitional provisions of the Manila Amendments would be applicable until 1 January 2017.

6.22 The Sub-Committee agreed that this recommended amendment cycle needed to be adhered to when considering any further revisions.

6.23 In light of the discussions, as set out in paragraphs 6.5 to 6.21 above, the Sub-Committee referred documents STW 42/6 and STW 42/6/1 for detailed consideration of the questions set out in paragraphs 18.1, 18.2 and 18.4 of document STW 42/6 by the working group to be established under this agenda item.

Establishment of the working group

6.24 The Sub-Committee established a working group to consider the development of an e-navigation strategy implementation plan with the following terms of reference:

Taking into account the comments and decisions made in plenary and documents STW 42/6 and STW 42/6/1, the working group should:

- .1 taking into account a functional approach on user needs to e-navigation, consider those questions referred to it by plenary (paragraphs 18.1, 18.2 and 18.4 of document STW 42/6) and provide the appropriate inputs to the Correspondence Group with a view to finalization of its consolidated report to NAV 57; and
- .2 submit its report to plenary on Thursday, 27 January 2011.

Report of the working group

6.25 On receipt of the report of the working group (STW 42/WP.3), the Sub-Committee took action as summarized in the ensuing paragraphs.

6.26 The delegation of the Bahamas, supported by others, commenting on paragraph 3.9 of the report of the working group, expressed the opinion that the use of S-modes for navigation displays would facilitate the use of equipment, assist in the familiarization process for pilots and new officers and generally enhance navigational safety. They emphasized that such a development would neither freeze innovation nor prevent the progress of new technologies.

6.27 The delegation of the Netherlands, supported by others, proposed that paragraph 3.3.1 be modified to read "the provisions of the STCW Convention and Code, including the transitional provisions of the Manila Amendments, focused on skills and already addressed risks and reliability issues on the use of specific equipment".

6.28 The delegation of Germany, in commenting on paragraph 3.2.1 of the working group report, was of the view that e-navigation, as a whole, was still under development and only some elements of e-navigation were presently a reality, which had to be taken into account.

6.29 The Sub-Committee concurred with the views expressed in paragraphs 6.26 to 6.28 above.

6.30 The delegation of Italy expressed the view that the need for an "e-navigation" project should be supported, as a useful and indispensable system for seafarers, which would result in the enhancement of safety, security and protection of the marine ecosystem. Furthermore, it was premature to analyse reliability risks of the project without knowing which equipment would form part of e-navigation, however, in the meantime, the development of S-modes for equipment should be considered. In this respect, it would be essential to:

- .1 develop a draft model course on e-navigation;
- .2 establish a common S-mode for navigation screens and displays to be used in an S-mode Integrated Bridge System (IBS);
- .3 develop a simulator that gives the possibility to test the output of an IBS main area of a standard bridge, including at least, at this stage, the interface between Integrated Navigation System (INS) and engine automation; and
- .4 commence the testing of regular user-friendly and easy communication of data in a common format through the use of simulators, so as to assess the simplicity and workability of the system.

6.31 The Sub-Committee approved the report, in general, and endorsed the inputs (STW 42/WP.3, paragraphs 3.2 to 3.10) given to the three questions raised by the CG established by NAV 56 (STW 42/6, paragraphs 18.1, 18.2 and 18.4) referred to the working group, as amended by the comments made in, and endorsed by plenary (paragraphs 6.26 to 6.28).

6.32 The Sub-Committee further instructed the Secretariat to transmit the report of the working group (STW 42/WP.3) including the text of the Sub-Committee's report as detailed in paragraphs 6.1 to 6.31 above to the Chairman of the Correspondence Group on e-navigation, with a view to finalization of its consolidated report to NAV 57.

7 REVISION OF THE RECOMMENDATIONS FOR ENTERING ENCLOSED SPACES ABOARD SHIPS

7.1 The Sub-Committee recalled that:

- .1 MSC 85 had considered a proposal by DSC 13, suggesting to review and revise, as necessary, the specific provisions of the Recommendations for entering enclosed spaces aboard ships (resolution A.864(20)) and, following a discussion on the need to expand the scope of the work to cover other ship types, agreed to include, in the work programmes of the BLG, DSC, FP and STW Sub-Committees and the provisional agenda for DSC 14 and STW 42, a high-priority item on "Revision of the Recommendations for entering enclosed spaces aboard ships", with a target completion date of 2010, assigning the DSC Sub-Committee as coordinator; and
- .2 STW 41 had noted that DSC 14 had only just commenced its work relating to amending resolution A.864(20) by establishing a correspondence group to progress the matter intersessionally. Accordingly, the Sub-Committee had agreed that it was premature for it to provide its advice without being able to review any details of the amended resolution A.864(20) which was under preparation by the correspondence group established by DSC 14.

7.2 The Sub-Committee noted that DSC 15 had agreed to the draft Revised Recommendations for entering enclosed spaces aboard ships and the associated draft Assembly resolution, as set out in annex 6 to document DSC 15/18 (STW 42/7), for submission to MSC 89 for approval, with a view to subsequent adoption by the Assembly. DSC 15 had also instructed the Secretariat to forward the draft Revised Recommendations to STW 42, BLG 15 and FP 55 so that they could consider the draft Revised Recommendations for matters under their purview.

7.3 In this context, the Sub-Committee recalled that this issue had been extensively debated during the comprehensive review of the STCW Convention and Code. Furthermore, MSC 87, recognizing that text in chapters V and VI already provided the basic knowledge requirements for entry into enclosed spaces, concluded that no additional training for entry into enclosed spaces was necessary at that time.

7.4 The delegation of China proposed that the following text should be added to the first sentence of paragraph 4.1:

"The company should especially be aware that the risk levels of the identified enclosed spaces can be assessed by application of the risk matrix commonly used in the industry. The company should develop a clear strategy for operations in relation to the identified spaces with medium or high risks."

They further proposed that the following text be added after the second sentence of paragraph 4.1:

"The company should recognize the importance of the "change management" concept. When the "situation" changes on board a ship, the seafarer should be able to re-identify the closed spaces and re-assess the risk levels."

7.5 The delegation of India proposed insertion of the following additional text:

"4.3.4 risk of falling in tanks and other enclosed spaces where ladders and surfaces could be slippery, and where there are open manholes on the tank stringers;

6.3.10 services leading to the enclosed spaces are isolated, e.g., valves, pipelines, etc.;

6.3.11 lighting carried into enclosed spaces especially in spaces where atmosphere is known or suspected to be unsafe should be of an intrinsically safe type."

7.6 The delegation of Singapore proposed that paragraph 6.3.3 be amended as follows:

"the atmosphere of the space has been tested as appropriate with properly calibrated instruments to ascertain acceptable levels of oxygen and acceptable levels of flammable and/or toxic vapours".

7.7 In the context of the proposals made in paragraphs 7.3 to 7.6 above, the Sub-Committee, noting that these were not related to training aspects, advised the respective delegations to submit their proposals directly to MSC 89.

7.8 The delegation of the United Kingdom, supported by others, expressed the opinion that these Guidelines placed emphasis on entry into enclosed spaces which were connected with dangerous cargoes. In their view, personnel serving on board ships carrying dangerous cargoes were well versed with the procedures. However, entry into relatively safe enclosed spaces had resulted in casualties. Accordingly, they suggested that any publication, whilst not underplaying the importance of spaces associated with hazardous cargo, should emphasize the hazards of entries into all enclosed spaces. Furthermore, the training of personnel involved in these procedures should be enhanced.

7.9 After some discussion, the Sub-Committee:

.1 agreed that, as training relating to entry into enclosed spaces was already covered in chapters V and VI of the STCW Code, no further amendments were required to the draft revised recommendations as prepared by DSC 15; and

.2 invited the Committee to delete this item when considering the biennial agenda under agenda item 11.

8 DEVELOPMENT OF MODEL PROCEDURES FOR EXECUTING SHIPBOARD EMERGENCY MEASURES

8.1 The Sub-Committee recalled that:

.1 MSC 84 had agreed to include, in the work programme of the Sub-Committee, a low-priority item on "Development of model procedures for executing shipboard emergency measures", with two sessions needed to complete the item; and

.2 STW 41 had noted that several delegations had expressed the opinion that the establishment of procedures to respond to emergency situations was the responsibility of the shipping company and that such level of detail as proposed by the Republic of Korea (STW 41/12, STW 41/12/1, STW 41/12/2 and STW 41/12/3) was not acceptable. After some discussions, STW 41 had invited the Republic of Korea to submit revised proposals and also invited international organizations to submit information on existing relevant industry standards that were available to this session.

8.2 ISF and ICS (STW 42/8) did not consider that the guidance proposed at STW 41 would be readily adopted on a global basis. However, recognizing that a great deal of time and effort had been invested in this project, they proposed that the helpful references to the relevant legislation and guidance could be used to develop a guidance circular to assist companies to fulfil their responsibilities under section 8 of the ISM Code.

8.3 The delegation of Panama, supported by others, expressed the view that the development of procedures to respond to emergency situations was the responsibility of the shipping company under section 8 of the ISM Code and that it was not necessary to establish procedures to respond to emergency situations.

8.4 The delegation of the Republic of Korea recalled that they had submitted four documents to STW 41 (STW 41/12, STW 41/12/1, STW 41/12/2 and STW 41/12/3) on this subject. In their opinion, using the documents submitted to STW 41 as the basis, it was necessary to develop a circular which would provide helpful references and guidance to shipping companies to deal with shipboard emergencies and avoid accidents when conducting emergency drills.

8.5 After some discussions, the Sub-Committee agreed that there was no need to establish procedures to respond to emergency situations as it was the responsibility of the shipping company to do so under the provisions of section 8 of the ISM Code and invited the Committee to delete this item when considering the work programme under agenda item 11.

9 DEVELOPMENT OF TRAINING STANDARDS FOR RECOVERY SYSTEMS

9.1 The Sub-Committee recalled that:

- .1 following consideration of the report of the Working Group on Passenger Ship Safety, MSC 81 had agreed to assign a related to the subject matter task to the Sub-Committee and decided to include, in the Sub-Committee's work programme, a high-priority item on "Development of training standards for recovery systems", with two sessions needed to complete the item; and
- .2 the Sub-Committee had agreed to commence the work only after the DE Sub-Committee had developed the relevant performance standards.

9.2 The Sub-Committee was informed that DE 54 (STW 42/2/1 (part)) had agreed that a performance standard based on functional requirements should be prepared, as instructed by MSC 81, which would not require the carriage of dedicated recovery equipment, but would allow sufficient flexibility with regard to the actual equipment used for recovery operations, bearing in mind that the recovery system must be tested to demonstrate its effectiveness. In addition, DE 54 had agreed that, for the time being, draft SOLAS regulation III/17-1 would be maintained, as drafted by MSC 81. Accordingly, Member Governments and international organizations had been invited to submit concrete proposals in line with the above decision to DE 55 with a view to finalization of the output to meet the Committee's 2012 deadline.

9.3 Bearing in mind that DE 55 would be considering the performance standards, the Sub-Committee agreed to defer further consideration to STW 43.

10 DEVELOPMENT OF UNIFIED INTERPRETATIONS FOR THE TERM "APPROVED SEAGOING SERVICE"

10.1 The Sub-Committee recalled that MSC 87 had agreed to include, in the biennial agenda of the STW Sub-Committee and the provisional agenda for STW 42, an unplanned output on Development of unified interpretations for the term "approved seagoing service", with a target completion year of 2011.

10.2 Norway (STW 42/10) provided information on Norwegian legislation related to the term "approved seagoing service" and proposed elements to be considered when developing the Unified Interpretation (UI). In their opinion, in providing a UI of the revised STCW Convention and Code a common understanding of the term "day" should be established based either on a normal working day or on a 24-hour day. Furthermore, some key issues to ensure the quality of the seagoing service time should also be identified.

10.3 The United States (STW 42/10/1) proposed elements that should be taken into account when considering the need for developing a UI of "approved seagoing service". In their opinion, the definition of "approved seagoing service" should remain as flexible as it is now, so that each Administration could utilize its unique capabilities and situations to facilitate a seafarer's competence and experience by all means available to them. Accordingly, they did not support the development of a UI of "approved seagoing service".

10.4 Australia (STW 42/10/2) commenting on the Norwegian proposal (STW 42/10) expressed the opinion that the present system of each Administration approving seagoing service at or above the STCW requirements, as best suits their own circumstances, did not require change or clarification.

10.5 The delegation of Norway expressed the view that they had some concerns related to the documents submitted by Australia and the United States. In this context, differences in interpretation of the term "approved seagoing service" were significant and difficult to understand. In order to improve the situation it was necessary to increase transparency and Member States should be encouraged to provide information on equivalent arrangements.

10.6 The delegation of Indonesia, supported by others, expressed the view that seagoing service was one of several prerequisites leading to the issue of certificates of competency. Sea service alone was not enough to assure competence, since all functions performed on board should be verified through assessment of skills prior to the issue of a certificate of competency. Furthermore, as assessment of skills was a complex issue, the Sub-Committee would have to give careful consideration to all aspects before deciding to issue a UI for the term "approved seagoing service".

10.7 The delegation of the United Kingdom, supported by others, expressed the view that there were two issues that needed to be considered, namely working days; and the type of work to be undertaken. In their opinion there was no need to calculate parts of the days for determining sea service thereby creating a serious administrative burden for both seafarers and Administrations. They concurred with the views expressed by the United States (STW 42/10/1) that the issue was intentionally left ambiguous by design and not by omission. With regard to sea service while carrying out "chipping and painting," it was necessary to take them into account to provide for the career progression of ratings.

10.8 The delegation of the Philippines, supported by others, expressed the view that the definition of "approved seagoing service" should remain flexible, as it was now, so that each Administration could utilize its unique capabilities and situations to facilitate a seafarer's competence and experience by all means available to them. Methods for addressing requirements for "approved seagoing service" should be left to each Administration, as is presently provided in the Convention.

10.9 The delegation of the Bahamas, supported by others, expressed the view that the issue of "approved seagoing service" was very complex. When discussing the need to develop a uniform understanding of approved seagoing service, due consideration needed to be given to the framework and the requirements in the Convention relating to seagoing service and, in particular, to the definitions, the seagoing service requirements and the equivalent arrangements under Article IX. In their opinion a UI was not needed.

10.10 The delegation of India, supported by others, was of the opinion that the present text of the regulations, along with Article IX, formed the basis for an Administration to determine a system of equivalencies to ensure that each seafarer, no matter what the career path, had achieved the competence necessary to practise the knowledge and skills, as set out in the relevant tables of competence. Furthermore, the present text allowed an Administration to provide different career paths depending on their own national requirements, e.g., from near-coastal to oceangoing or from inland waters to near coastal certification.

10.11 The delegation of Ukraine expressed the view that definition of seagoing service contained in the Convention related to the issuance of a specific certificate. Therefore different approaches might be adopted for seagoing service relevant to that certificate.

10.12 The delegation of Sweden, supported by others, expressed the view that they recognized that many different aspects needed to be considered when a Party determined what seagoing service should be approved. Furthermore, most of these aspects were interlinked with issues that were specific for the individual Party. Hence it was not appropriate to develop general guidance or a unified interpretation of the term "approved seagoing service". However, there was indeed a need to have guidelines containing a common understanding on the methodology of calculating and approving seagoing service as it was a key element in the implementation of the STCW Convention and Code, in particular, to the revalidation of certificates.

10.13 The delegation of the Islamic Republic of Iran, supported by others, expressed the view that the seagoing service requirements was not limited to the operational level certification (officer of the watch and engineer of the watch), but, it was also prerequisite for qualification at the management level. Furthermore, paragraph 12 of document STW 42/10/1 highlighted the fact concerning the huge differences between administrations whilst choosing "time criteria" for calculating seagoing service. The numbers of hours used varied from 4 hours per day to 24 hours per day, a difference of up to 6 times. Taking the aforementioned into account and in order to narrow down the differences, for the sake of harmonization, and avoiding the problem of different interpretations from the definition provided in paragraph 1.1.26 of the STCW Convention, they proposed that guidance should be provided to ensure that:

- .1 the seagoing service was actually carried out on board ship; and
- .2 "day" means a day of 24 hours' duration or 24 hours made up of periods of less than one day.

10.14 After an in-depth discussion, the Sub-Committee agreed that there was no need for a unified interpretation relating to the term "approved seagoing service" and invited the Committee to endorse the decision of the Sub-Committee and delete this item when considering the biennial agenda under agenda item 11.

11 BIENNIAL AGENDA AND PROVISIONAL AGENDA FOR STW 43

GENERAL

11.1 The Sub-Committee recalled that, at its last session, it was informed that the Assembly had requested the Committees to review and revise, during the current biennium, their respective Guidelines on the organization and method of work (Committees' Guidelines), with a view to bringing them in line with the Council's Guidelines on the application of the Strategic Plan and the High-level Action Plan, as adopted by resolution A.1013(26).

11.2 The Sub-Committee also recalled that, in pursuance of the above request, MSC 87 had prepared a draft revision of the Committees' Guidelines, which had been endorsed at MEPC 61, taking into account the provisions of the Migration Plan prepared by the Council.

MSC 88, having agreed to additional revisions, had requested the Secretariat to prepare a consolidated version of the draft revised Guidelines, for consideration by MSC 89 with a view to approval.

11.3 The Sub-Committee further recalled that, to facilitate the transition, MSC 87 had instructed the subsidiary bodies to prepare their respective biennial agendas for the next biennium at their forthcoming sessions, in accordance with the draft revised Guidelines, taking into account that:

- .1 outputs selected for the biennial agenda should be phrased in SMART (specific, measurable, achievable, realistic and time-bound) terms; and
- .2 where the target completion year for a specific output went beyond the 2012-2013 biennium, an interim output should be placed in the biennial agenda with a target completion year of 2012 or 2013, as appropriate, and a related output should be placed in the Committee's post-biennial agenda with the anticipated completion year,

and requested the Secretariat, in consultation with the Chairman, to prepare the initial proposals for consideration by the sub-committees accordingly.

11.4 The Sub-Committee also recalled that the former "work programme" has been replaced by the new "biennial agenda", as set out in annex 1, and the format for the reporting on the status of planned outputs has been revised, as shown in annex 4 to document STW 42/WP.2.

Biennial agenda, post-biennial agenda and provisional agenda for STW 43

11.5 Taking into account the progress made during this session and the decisions of MSC 87 and MSC 88, the Sub-Committee prepared its draft biennial agenda for the 2012-2013 biennium, including items on the Committee's post-biennial agenda under the purview of the Sub-Committee, and the provisional agenda for STW 43 (STW 42/WP.2), based on the biennial agenda approved by MSC 88 (STW 42/2/Add.1, annex 1), as set out in annexes 1 and 2, respectively, for consideration by MSC 89.

Proposed working and drafting groups

11.6 The Sub-Committee, agreed to establish, at its next session, working and drafting groups on the following subjects:

WORKING GROUPS

- 1 Development of an e-navigation strategy implementation plan
- 2 Training matters

DRAFTING GROUP(S)

- 1 Validation of model training courses.

11.7 The GlobalMET observer, supported by South Africa, expressed the view that there was a serious need to form a group of experts to clarify relevant issues and to provide leadership, direction and advice concerning the development of training strategies in the short, medium and long term and in particular, with regard to:

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- .1 the development of maritime education and training relevant to the needs of current and future generations of seafarers;
 - .2 the role of technology in shipboard and maritime operations and associated training requirements; and
 - .3 the utilization of technology and state-of-the-art methodologies in the delivery of maritime education and training,

in order to assist the Organization in the development of maritime education and training that will meet the needs of an efficient, safe, clean and secure shipping industry in the future. In this context, the Sub-Committee advised them to make an appropriate proposal for a new unplanned output to the Maritime Safety Committee.

11.8 In this context, the delegation of South Africa further suggested that the Sub-Committee should also explore the possibility of considering the status of provision of maritime training, taking into account:

- .1 advancement in technology;
- .2 that many maritime training experts around the world have since retired or are on the verge of doing so; and
- .3 younger seafarers would be dependent on internet-based technology,

and that there was an urgent need to carry out a survey of training facilities available globally along with the list of courses validated by the Organization with a view to evaluating the possibility of delivering some of these courses electronically and/or through other internet-based solutions.

Status of planned outputs

11.9 The Sub-Committee prepared the report on the status of planned outputs of the High-level Action Plan of the Organization and priorities for the 2010-2011 biennium relevant to the Sub-Committee, as set out in annex 3, and invited the Committee to note the status.

Date of the next session

11.10 The Sub-Committee, noting that the forty-third session of the Sub-Committee had been tentatively scheduled to take place from either 30 April to 4 May 2012 or 10 to 14 December 2012, expressed the following views:

- .1 whilst the agenda of the Sub-Committee was light, the next meeting after a gap of almost two years was not advisable, as there would be issues relating to the interpretation of the entry into force requirements of the Manila Amendments to the STCW Convention and Code which would need to be resolved as early as possible;
- .2 consideration and finalization of the Guidelines relating to implementation of the Medical Standards pursuant to the Manila Amendments, which were being developed by the Joint IMO/ILO Working Group was required expeditiously;
- .3 the need for consistency in the implementation and monitoring of the Manila Amendments was required in a timely manner;

- .4 the possible transfer of the work from the Joint MSC/MEPC Working Group on human element to the Sub-Committee would need to be taken into account: and
- .5 the revision of existing and development of new model courses and validate them to facilitate the implementation of the Manila Amendments was needed urgently.

11.11 The delegation of the Bahamas, supported by Panama, expressed the view that, taking into account the present agenda and the Council's instruction to optimize workload and resources, the next meeting should be held in December 2012. Furthermore, the time of two years between sessions should not have an adverse effect as any urgent matter could be considered by the Committee as the parent and approving body.

11.12 The Director, Maritime Safety Division stated that MSC 89 would take into account the views expressed by the Sub-Committee; any new proposed and approved planned outputs; as well as the possibility of having a shorter meeting back to back with MSC 90 or the establishment of an STW Working Group during MSC 90, and decide on the dates for the next session, as appropriate, subject to the approval of the Council.

11.13 In light of the foregoing, the Committee was invited to take into account the aforementioned views when deciding on the dates of the next session of the Sub-Committee.

12 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2012

12.1 In accordance with the Rules of Procedure of the Maritime Safety Committee, the Sub-Committee unanimously re-elected Rear Admiral Peter Brady (Jamaica) as Chairman and Mr. A.H. Kayssi (Lebanon) (in absentia) as Vice-Chairman for the year 2012.

13 ANY OTHER BUSINESS

Dispensations issued under Article VIII of the STCW Convention

13.1 The Sub-Committee considered and noted information provided by the Secretariat (STW 42/13) on the submissions made by the Parties in accordance with Article VIII of the STCW Convention on dispensations granted by them in the year 2009.

Guidelines for passenger ship tenders

13.2 The Sub-Committee (STW 42/13/1) was informed that DE 53 had approved in general the consolidated draft Guidelines for passenger ship tenders, as set out in annex 1 to document DE 53/WP.3, subject to further input from the co-operating sub-committees, for further consideration at DE 54. Consequently, the Secretariat had been requested to forward the report of the drafting group (DE 53/WP.3), to all co-operating sub-committees, for their consideration and comments, so that such comments could be taken into account in the finalization of the draft Guidelines.

13.3 CLIA (STW 42/13/2) provided guidance relating to operator's certification to be included in the aforementioned Guidelines for consideration of the Sub-Committee.

13.4 The delegation of the United Kingdom, supported by others, expressed the view that it was necessary for requirements related to First Aid to be included in the Guidelines.

13.5 The delegation of Germany, supported by others, expressed the view that there was a need to include text to indicate that these were Guidelines and not mandatory requirements, since the language used was the same as that used elsewhere in mandatory instruments.

13.6 The delegation of Singapore expressed the view that a general clause relating to compliance with port safety regulations should be included in the Guidelines.

13.7 The delegation of Ireland expressed the opinion that personnel serving on tenders should be certified in accordance with regulation II/3 of the STCW Convention. Furthermore, the proposed draft Guidelines would lead to tenders being given a more favourable treatment than their own domestic passenger vessels.

13.8 After some discussion, the Sub-Committee agreed that the working group to be established on training matters should consider the documents in detail and prepare the text for inclusion in the draft Guidelines for passenger ship tender.

13.9 The Sub-Committee established the working group on training matters to:

Taking into account comments and decisions made in plenary to:

- .1 consider documents STW 42/13/1 and STW 42/13/2 in detail and prepare the text for inclusion in the draft Guidelines for passenger ship tender; and
- .2 submit its report to plenary on Thursday, 27 January 2011.

Report of the working group

13.10 On receipt of the report of the working group (STW 42/WP.4), the Sub-Committee endorsed the text prepared by the working group, as set out in the annex to document STW 42/WP.4 and instructed the Secretariat to forward it to the DE Sub-Committee.

13.11 The delegation of Ireland reiterated their previous intervention in plenary that any tender that operated at sea, should be considered as "seagoing" and comply with STCW regulation II/3 regarding mandatory minimum requirements for certification of officers in charge of a navigational watch and masters on ships of less than 500 gross tonnage. There was provision in paragraph 7 of this regulation for an Administration to grant exemptions from the full requirements of this regulation. In their opinion, these guidelines could be used as a basis for an Administration to grant exemptions to tender masters operating tenders as passenger ships whilst also respecting the national laws of the State in which they were operating.

Code for the implementation of mandatory IMO instruments

13.12 The Sub-Committee (STW 42/2) was informed that having recalled that MEPC 60 and MSC 87 had instructed FSI 18 to consider how to make the Code for the implementation of mandatory IMO instruments and auditing mandatory, within the ten mandatory instruments currently covered by the Code and the Audit Scheme, and any possible consequential revision of the Code, MSC 88 had concurred with the view of the FSI Sub-Committee and, thereby, with MEPC 61, that the tacit acceptance procedure would be the preferred way forward to amend instruments to make the Code mandatory. With regards to the STCW Convention, in view of the fact that the Convention had just been comprehensively revised by the Manila Conference and taking into account the existing verification regime currently contained in that Convention, MSC 88 had instructed STW 42 to consider how the Convention could be amended to make the Code for implementation mandatory, using the tacit acceptance procedure, together with any related amendment to appendix 1 of resolution A.974(24) on Framework and Procedures for the Voluntary IMO Member State Audit Scheme, and to advise FSI 19, as appropriate, subject to MSC 89's concurrence.

13.13 The Sub-Committee recalled that regulations I/7 and I/8 already provided that STCW Parties were required to demonstrate that they were giving "full and complete effect" to the provisions of the Convention and also carry out independent evaluation of their Quality

Standards System at intervals of not more than five years. This information was evaluated by a panel of competent persons established by the Secretary-General. Thereafter, the Secretary-General made his report to the Maritime Safety Committee. On receipt of the Secretary-General's report, the Maritime Safety Committee confirmed that the Party concerned was either giving or continuing to give "full and complete effect" to the relevant provisions of the STCW Convention. This was an ongoing process and had worked well since its entry into force on 1 August 1998 and had been the basis for STCW Parties to recognize certificates issued by other Parties.

Furthermore, the Manila Conference had amended regulations I/7 and I/8 to provide a more robust oversight procedure. This was an ongoing process, whereas the Voluntary IMO Member State Audit Scheme as and when made mandatory would take some time before all IMO Members are audited.

13.14 In this context, the Sub-Committee noted that due to the short time period between MSC 88 and the current session, it had not been possible for Member Governments to consider the full implications of the request from FSI 18. Accordingly, the Sub-Committee invited Member Governments to consider the matter in detail and submit comments and proposals to STW 43. In light of the foregoing, the Sub-Committee also invited MSC 89 to endorse this decision to defer its consideration to STW 43 and instructed the Secretariat to convey the same to FSI 19.

Guidelines on the STCW Convention and Training Record Books

13.15 The Sub-Committee noted with appreciation the information provided by ISF (STW 42/INF.2) relating to their:

- .1 intention to publish updated "Guidelines on the STCW Convention" with a view to providing advice to shipping companies on the Manila Amendments to the STCW Convention and Code; and
- .2 programme to update the "On Board Training Record Books", including the new requirements for support level watchkeepers and Able Seafarers to have onboard training documented in an approved training record book.

13.16 The Sub-Committee noted with appreciation the information provided by GlobalMET (STW 42/INF.5) relating to new deck cadet record and activity books to assist compliance with the Manila Amendments to the STCW Convention and Code through a structured shipboard training programme.

STCW Rest Hour Requirements and "ISF Watchkeeper" Rest Hour Record Program

13.17 The Sub-Committee noted with appreciation the information provided by ISF (STW 42/INF.3) on an updated software program, "ISF Watchkeeper 3", which enabled ship operators to maintain individual rest hour records, as required by the "Manila Amendments" to the STCW Convention, and assisted flag States and port State Control to verify that rest hours on board ships were in compliance with the amended STCW Convention, as well as the requirements of the ILO Maritime Labour Convention 2006.

BIMCO/ISF Manpower 2010 Update

13.18 The Sub-Committee noted with appreciation the information provided by BIMCO and ISF (STW 42/INF.4) relating to the BIMCO/ISF Manpower 2010 Update.

Information on simulators available for use in maritime training

13.19 The Sub-Committee noted that, following the approval by MSC 81 of MSC.1/Circ.1209, requesting Member Governments to provide information on simulators available for use in maritime training, the Secretariat had received information from several Member Governments and added it to the GISIS database which could be viewed by the public on a "read-only" basis. Consequently, the Sub-Committee requested those Member Governments, who had not yet provided such information, to do so at an early date to enable the Secretariat to update the information in the GISIS database.

Workshop on "Piracy: Orchestrating the response"

13.20 The Sub-Committee appreciated the efforts of the Secretariat in organizing a workshop on "**Piracy: Orchestrating the response**" and expressed the opinion that the information provided would go a long way towards creating awareness in the implementation of the best management practices, as well as the training of seafarers on matters relating to piracy, as set out in the Manila Amendments to the STCW Convention and Code.

Expression of condolences

13.21 The Sub-Committee was deeply shocked and saddened by the suicide bombing at Moscow's Domodedovo Airport on 24 January resulting in the death of thirty-five persons and injuring more than 180 persons and conveyed its sincerest condolences and sympathy to the delegation of the Russian Federation.

13.22 The delegation of the Russian Federation expressed their deepest gratitude to the Sub-Committee for their condolences and sympathy. They stated that this dastardly incident was unimaginable and unacceptable, as it affected the lives of innocent and peace-loving people.

Statement by IMPA

13.23 The IMPA observer informed the Sub-Committee of the kidnapping of the pilot, Mr. Jorge Enrique Torres Ceron, along with the crew of the pilot boat of the port of Buenaventura, Colombia on 29 November just after having completed his assignment of piloting a vessel safely to sea. Whilst the crew of the pilot boat had been released the next day, a ransom was demanded for his release. Although the deadline for payment of ransom had expired on 10 December, his family had received telephone calls indicating that he was alive. In this context, IMPA had been closely working with the Permanent Representative of Colombia to IMO to resolve this issue. They urged all concerned to assist in the immediate release of all hostages held by pirates and provide care and support for those attacked or hijacked by pirates, and for their families.

13.24 The delegation of Colombia, in responding to the statement by IMPA, expressed the view that the abhorrent kidnapping of pilot Jorge Enrique Torres Ceron was not an act related to piracy, but a terrorist act perpetrated by the narcoterrorist group FARC, which had been carrying out attacks against the Colombian State. Kidnapping and drug trafficking activities were means of financing such indiscriminate criminal activities, of which many Colombians had been victims. The Colombian Government was putting all efforts into securing his early release and had total control of its territory and guaranteed the control of all maritime activities, including the pilotage services which continued to be provided at Buenaventura port. There had been no such incidents in other Colombian ports. In their opinion, such acts needed international solidarity in order to defeat terrorism.

13.25 In this context, the delegations of Argentina, Panama and Peru expressed the view that, in principle, and taking into account the information provided by the delegation of Colombia, the issue should be considered as an act of terrorism and independently of the type of crime committed, it was a serious offence which they strongly condemned.

Expression of appreciation

13.26 The Sub-Committee expressed appreciation to the following delegates, who had recently relinquished their duties, retired or were transferred to other duties, for their invaluable contribution to its work and wished them every success in their new duties:

- **Mr. Santiago Villalba** of Argentina (who is returning home)
- **Mr. Denis Compton** of the United States (on retirement);
- **Dr. Peter Swift** from INTERTANKO (on retirement); and
- **Mr. John Bainbridge** from ITF (on retirement).

14 ACTION REQUESTED OF THE COMMITTEE

14.1 The Committee, at its eighty-ninth session, is invited to:

- .1 agree to place the information relating to fraudulent certificates detected/ found on board ships during inspections or reportedly being used, as reported to the Secretariat (STW 42/4), on the public website to assist all concerned in ensuring that no seafarers serving on board their ships were holding fraudulent certificates of competency (paragraph 4.3.1);
- .2 note that no further amendments were required to the draft revised recommendations as prepared by DSC 15, as training relating to entry into enclosed spaces was already covered in chapters V and VI of the STCW Code (paragraph 7.9.1);
- .3 endorse the Sub-Committee's decision that there was no need to establish procedures to respond to emergency situations, as it was the responsibility of the shipping company to do so under the provisions of section 8 of the ISM Code (paragraph 8.5);
- .4 taking into account the Sub-Committee's discussions, set out in paragraphs 10.1 to 10.13, endorse its decision that there was no need for a unified interpretation for the term "approved seagoing service" (paragraph 10.14);
- .5 approve the Sub-Committee's draft biennial agenda and provisional agenda for STW 43 (paragraph 11.5 and annexes 1 and 2);
- .6 note the status of planned outputs of the High-level Action Plan of the Organization and priorities for the 2010-2011 biennium relevant to the Sub-Committee (paragraph 11.9, annex 3);
- .7 take into account the Sub-Committee's views when deciding on the dates of the next session of the Sub-Committee (paragraphs 11.10 to 11.13); and
- .8 approve the report in general.

ANNEX 1

DRAFT BIENNIAL AGENDA FOR THE 2012-2013 BIENNIUM IN SMART TERMS AND ITEMS TO BE PLACED ON THE COMMITTEE'S POST-BIENNIAL AGENDA THAT FALL UNDER THE PURVIEW OF THE SUB-COMMITTEE*

STANDARDS ON TRAINING AND WATCHKEEPING (STW)					
PLANNED OUTPUTS 2012-2013		Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Target completion year
Number	Description				
2.0.1.31	Development of unified interpretations for the term "approved seagoing service"	MSC	STW		2014
5.1.1.9	Development of training standards for recovery systems	MSC	STW	DE	2012
5.1.1.7	Safety provisions applicable to tenders operating from passenger ships	MSC	DE	FP, COMSAR, NAV, SLF and STW	2014
5.2.1.25	Revision of the Recommendations for entering enclosed spaces aboard ships	MSC	DSC	BLG, FP and STW	2014
5.2.2.4	Development of model procedures for executing shipboard emergency measures	MSC	STW		2014
5.2.2.5	Validation of model training courses	MSC	STW		Ongoing
5.2.2.7	Unlawful practices associated with certificates of competency	MSC	STW		Ongoing
5.2.6.1	Development of an e-navigation strategy implementation plan	MSC	NAV	COMSAR and STW	2012
5.2.2	Preparation of guidelines for the implementation of the medical standards of the Manila amendments	MSC	STW		2013
12.1.2.2	Casualty analysis	MSC	FSI	STW	Ongoing

* Items printed in bold have been selected for the draft provisional agenda for STW 43, as shown in annex 2. Struck-out text indicates proposed deletions and shaded text indicates proposed changes. Deleted outputs will be maintained in the report on the status of planned outputs.

ITEMS ON THE COMMITTEE'S POST-BIENNIAL AGENDA THAT FALL UNDER THE PURVIEW OF THE SUB-COMMITTEE

MARITIME SAFETY COMMITTEE (MSC)								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Timescale (sessions)	References
Number	Reference to Strategic Direction	Reference to High-level Actions	Description					
1	5.2.1		Clarification of the STCW-F Convention provisions and follow-up action to the associated Conference resolutions	MSC	STW		2	STW 34/14, paragraph 11.8
2	5.2.4		Development of guidelines for wing-in-ground craft	MSC	DE	FP, COMSAR, NAV, SLF and STW	2	MSC 88/26, paragraph 23.44

ANNEX 2

PROVISIONAL AGENDA FOR STW 43

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Validation of model training courses
 - 4 Unlawful practices associated with certificates of competency
 - 5 Casualty analysis
 - 6 Development of an e-navigation strategy implementation plan
 - 7 Development of training standards for recovery systems
 - 8 Preparation of guidelines for the implementation of the medical standards of the Manila amendments
 - 9 Biennial agenda and provisional agenda for STW 44
 - 10 Election of Chairman and Vice-Chairman for 2013
 - 11 Any other business
 - 12 Report to the Maritime Safety Committee

ANNEX 3

REPORT ON THE STATUS OF PLANNED OUTPUTS IN THE HIGH-LEVEL ACTION PLAN

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING								
Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.2.1	Comprehensive review of the STCW Convention and Code	2010	MSC	STW		Completed		STW 41/16, section 7
5.2.2.3 12.1.2.3	Review of the principles for establishing the safe manning level of ships including mandatory requirements for determining safe manning	2010 (STW) 2010 (NAV) 2011 (MSC)	MSC	STW	NAV	Completed		STW 41/16, section 8
5.2.2.6	Training for seafarer safety representatives	2010 (STW) 2010 (MSC)	MSC	STW	STW JWGHE	In progress	Completed	STW 41/16, section 5 Work transferred to MSC/MEPC Joint Working Group on Human Element (JWGHE) and completed
6.3.2.1	Measures to enhance maritime security	2010 (STW)	MSC	STW		Completed		STW 41/16, section 9

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING								
Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
2.0.1.31	Development of unified interpretations for the term "approved seagoing service"	2011	MSC				Completed	STW 42/14, section 10
5.1.1.9	Development of training standards for recovery systems	2012	MSC	STW	DE		Postponed	STW 42/14, section 9 To be undertaken next year subject to DE 55 finalizing the Performance standards
5.1.1.7	Safety provisions applicable to tenders operating from passenger ships	2011	MSC	DE	FP, COMSAR, NAV, SLF and STW		Completed	STW 42/14, section 13
5.2.1.25	Revision of the Recommendations for entering enclosed spaces aboard ships	2011	MSC	DSC	BLG, FP and STW		Completed	STW 42/14, section 7
5.2.2.4	Development of model procedures for executing shipboard emergency measures	2011	MSC	STW			Completed	STW 42/14, section 9
5.2.2.5	Validation of model training courses	Ongoing	MSC	STW			Ongoing	STW 42/14, section 3

SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING								
Planned output number in the HLAP for 2010-2011	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
5.2.2.7	Unlawful practices associated with certificates of competency	Ongoing	MSC	STW			Ongoing	STW 42/14, section 4
12.1.2.2	Casualty analysis	Ongoing	MSC	FSI	STW		Ongoing	STW 42/14, section 5
5.2.6.1	Development of an e-navigation strategy implementation plan	2012	MSC	NAV	STW and COMSAR		In progress	STW 42/14, section 6

Notes:

- a When individual outputs contain multiple deliverables, the format should report on each individual deliverable.
- b The target completion date should be specified as a year, or indicate that the item is continuous. This should not indicate a number of sessions.
- c The entries under the "Status of output" columns are to be classified as follows:
 - "completed" signifies that the outputs in question have been duly finalized;
 - "in progress" signifies that work on the related outputs has been progressed, often with interim outputs (for example, draft amendments or guidelines) which are expected to be approved later in the same biennium;
 - "ongoing" signifies that the outputs relate to work of the respective IMO organs that is a permanent or continuous task; and
 - "postponed" signifies that the respective IMO organ has decided to defer the production of relevant outputs to another time (for example, until the receipt of corresponding submissions).
- d If the output consists of the adoption/approval of an instrument (e.g., resolution, circular, etc.), that instrument should be clearly referenced in this column.