

# IMO HTW 8 Summary report

February 23, 2022

The 8th session of the IMO’s Sub-Committee on Human Element, Training and Watchkeeping (HTW 8) was held 7-11 February 2022 online.

Liberia was represented in plenary and in following working groups:

	Agenda item
WG 1	Working Group on the Implementation of the STCW Convention (agenda item 6)
WG 3	Working Group on the Human Element and Maritime Training (Agenda item 4)

Due to close proximity of HTW 8 to 105th session of the Maritime Safety Committee (MSC 105) scheduled for April 2022, only urgent matters will be sent to MSC 105. The rest will be considered by MSC 106 scheduled for November 2022 as indicated below.

## SEAFARER TRAINING

### New model courses

HTW 8 established three drafting groups to meet virtually between HTW 8 and HTW 9 to review and validate the draft model courses on:

- Passenger safety, cargo safety and Hull integrity training
- Firefighting
- Bridge resource management
- Engine-room Resource Management
- Security training

In addition, HTW 8 endorsed the revision through intersessional correspondence groups of the following model courses with a view to validation by HTW 10.

- Operational use of integrated bridge systems including integrated navigational systems
- Liquefied petroleum gas (LPG) tanker cargo and ballast handling simulator

### Psychological Safety

HTW 8 considered the proposal of including Psychological Safety training in the model training course. While some Members expressed their support, HTW 8 did not agree to do so as the model courses should reflect the requirements of the STCW Convention, which currently do not exist.

### Guidelines for the development, review and validation of

### model courses

HTW 8 approved the draft revision to MSC-MEPC.2/Circ.15/Rev.1), comprising inclusion of two new appendices on action verb taxonomy for model courses and guidance on learning outcomes, to be issued as MSC-MEPC.2/Circ.15/Rev.2 for approval by MSC 106.

### BWMS training

HTW 8 considered a possible mandatory training on the Ballast Water Management Systems.

Several Members were of the view that, due to the diversity of the systems and technologies applied, generic training on equipment is not appropriate.

Liberia shared the concerns expressed by these Members. Liberia also pointed out that familiarization was an element to be given in the Ballast Water Management Plan.

The Chair also reminded that the new work programme proposal on the comprehensive revision of the STCW Convention was not yet approved by MSC.

HTW 8 invited members to further submit comments to HTW 9.

### Training on HFO ban in the Arctic

The Sub-Committee on Pollution Prevention and Response (PPR) had invited HTW to review section 7 (Familiarization, training and drills) of the draft guidelines on mitigation measures to reduce risks of use and carriage for use of heavy fuel oil (HFO) as fuel by ships in Arctic waters.

Due to time constraints, HTW 8 deferred the discussion to HTW 9.

### **Fire fighting training**

HTW 8 considered the way to minimize the risk of human physical contact with high-expansion foam during the training and invited interested Member States and international organizations to submit proposals for a new output (new work programme) in order to review and amend the methods for demonstrating competence for "Fight and extinguish fires".

### **VTS training for deck officers**

HTW 8 noted the information presented on the training materials for deck officers.

### **Free-fall lifeboat simulator training**

HTW 8 noted the information on seafarers training with the use of free-fall lifeboat simulators as a supplement to existing training requirements.

### **Onshore Power Supply (Cold ironing)**

HTW 8 considered the personnel training and familiarization provisions of the draft interim guidelines on safe operation of onshore power supply (OPS) service in port.

HTW 8 agreed that these requirements should address only familiarization of personnel, which was to be provided by the company, noting that training requirements were covered already through different STCW competencies as well as the International Safety Management (ISM) Code. Therefore, HTW 8 deleted all references to the training requirements from section 6 of the draft interim guidelines and clarified the related reference to the STCW regulation dealing with familiarization by companies (i.e. STCW regulation I/14, paragraph 1.5).

HTW 8 noted the discrepancy of "high voltage" between the interim guidelines and the recent amendments to the STCW Convention (resolution MSC.486(103)). While the STCW Convention defines the high voltage as "nominal voltage above 1,000 V AC and 1,500 V DC", the draft interim guidelines defined it as "alternating current (AC) or direct current (DC) voltage in excess of 1,000 volts".

HTW 8 also agreed that development of a model course on OPS operations was not necessary noting that these guidelines were to be addressed by familiarization only.

The issue would be brought to the attention of the 8th session of Sub-Committee on Ship Systems and Equipment (SSE 8) and MSC 105.

### **IP Code ship crew training**

MSC 104 tasked HTW 8 to consider crowd management training for the crew of ships subject to the draft Industrial

Personnel (IP) code.

Liberia joined those delegates who expressed concerns on the direction of the discussion as the IP are properly trained personnel, not passenger, thus crowd control training for the crew is not necessary.

While the opinions are divided, HTW 8 concluded that the matter would require a new output and report MSC 105 accordingly.

### **LNG Fuelled ships**

HTW 8 reviewed concerns expressed by Members on the qualification of officers for LNG fueled ships. The requirements of the STCW Convention for officers of LNG fueled ships are the experienced based qualification, which presents a significant challenge for gaining the experience needed. In their submission paper, short-term solutions are proposed.

HTW 8 concluded that a new output was needed for further discussion.

### **Cybersecurity**

A Member State proposed to develop, for possible inclusion in the 1978 STCW Convention, provisions on cybersecurity-related training for seafarers.

HTW 8 concluded that a new output was needed for further discussion.

## **ROLE OF HUMAN ELEMENT**

### **Review of Human Elements matters**

HTW 8 agreed to request MSC to task all Sub-Committees to review Human Elements matters and report back to the HTW Sub-Committee.

HTW 8 also noted that Human Element was included as a new strategic direction in the Revised Strategic Plan for the Organization for the six-year period 2018 to 2023, as set out in resolution A.1149(32).

HTW 8 also noted the work toward the establishment of the ILO-IMO joint working group on Human Element.

### **Human element checklist**

HTW 8 agreed to improve the checklist itself and also bring more attention to the list through the incorporation of the list into MSC-MEPC.1/Circ.5/Rev.1 on *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies*. HTW 8 also agreed to revoke MSC-MEPC.7/Circ.1 on *Checklist for considering human element issues by IMO bodies* as a consequence of the incorporation.

### **Feedback of casualty investigation into training**

A Member State proposes providing instructors with casualty cases to share lessons learned more effectively to the training of seafarers.

HTW 8 agreed on the proposal with the understanding that this would not create additional burden to the instructor, e.g. collecting missing information. HTW 8 agreed to request III 8 to give a final review on the contact points of casualty investigation authorities.

### **Casualty investigation - terminology**

HTW 8 noted the work on terminologies used for the investigation relating to human element.

### **Medical standards**

A Member State proposed working on standards of mental health examinations.

HTW 8 agreed that proper justification, as well as a relevant proposal for a new output, would be necessary in order to address the issue of mental examination in the Guidelines on the medical examination of seafarers (STCW.7/Circ.19/Rev.1) and took no further action at this stage.

### **Sleeping hours and fatigue**

HTW 8 noted the information on the analysis of sleeping hours and efficiency of seafarers measured with wearable devices.

## **MATTERS RELATING TO THE STCW CONVENTION**

### **Fraudulent certificates**

HTW 8 noted the information on the fraudulent certificates prepared by the IMO Secretariat. HTW 8 invited Member States to provide the Secretariat with updated information for inclusion in the "certificate verification facility" accessible on the IMO website, in order to facilitate and respond, in a timely manner, to requests for verification of certificates.

### **Implementation of the STCW Convention**

HTW 8 reviewed draft streamlined guidance on the preparation, reporting and consideration of information related to the independent evaluations to implement mandatory amendments of the Convention. However, HTW 8 noted further work was needed as:

- The draft text exceeded the requirements of the STCW Convention;
- Implementation of the streamlined guidance would require additional resources in the IMO Secretariat.

HTW 8 further noted that:

- MSC.1/Circ.1163 on the provision of information to the

IMO Secretariat and MSC.1/Circ.1164 on the distribution of the information by the IMO Secretariat should be combined; and

- The IMO Secretariat was stretched out recently due to the growing number of the human element work at the IMO, including the work of COVID-19 Seafarers Action Crisis Team (SCAT).

HTW 8 set up the Correspondence Group (CG) to work further:

- Draft streamlined guidance;
- Communication and distribution procedure of the required information; and
- A dynamic list of Parties giving full and complete effect to the relevant provisions of the STCW Convention and Code.

### **Electronic certificate**

HTW 8 finalized the draft amendments to the STCW Convention, the STCW Code and the supporting guidelines.

Key elements are:

- This is an optional requirement, and accordingly only applies to parties issuing certificates in electronic format;
- This applies to both original certificate and certificate issued by recognition and endorsement;
- An official seal, photograph and signature of the seafarer are not necessary for certificates and endorsements in electronic form; and
- An electronic certificate will not be kept in the shipboard computer or in the computer of the management company, but will be kept on and accessible from the server of the flag Administration.

### **Quality of onboard training**

The key issues were the acceptance of simulator training and proper entries in the training record book.

With regard to the use of simulator training, many delegations stressed that onboard training could not be totally replaced by simulator training alone. The same discussion was repeated under the agenda item on measures to facilitate mandatory seagoing service.

HTW 8 agreed to establish the CG which concurrently work on agenda item 11 to develop work plan for developing non-mandatory guidance.

### **Mandatory seagoing service**

HTW 8 reviewed the 12 month mandatory seagoing service requirements. The discussion involves the use of simulator training onshore.

HTW 8 agree to establish the CG to proceed with the collection of information. HTW 8 agree not to embark on mandatory measures (amendments to the STCW

Convention) yet. The CG will discuss:

- Actual practices for satisfying the mandatory seagoing service requirements; and
- Problems in relation to the identified practices and possible solutions, classified as short- and long-term measures.

### STCW-F CONVENTION

While HTW 8 tried to complete the task, HTW 8 found more work was needed on updates relevant to the GMDSS modernization as well as a medical examination.

The matter was tasked to the CG. The anti-piracy training will be dealt with by HTW 9 directly.

However, some Members Expressed concerns that there are other issues to be clarified before the completion of the work.

### OTHERS

At the opening the meeting, Liberia made a statement on the Mathilde Oldendorff case where the Chief Officer tragically lost his life by falling from the pilot ladder trying to read draught marks.

### FURTHER INFORMATION

For further information please contact: [imo@liscr.com](mailto:imo@liscr.com)

## HTW 8 – Summary of Major Decisions

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### PROVISIONAL LIST OF DRAFT RESOLUTIONS AND CIRCULARS

#### For review by MSC 105

Draft revision to MSC-MEPC.1/Circ.5/Rev.1 on *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies*

- **Affected Sector:** None
- **Application:** To IMO Members on the meeting procedure
- **Legal Status:** Recommendatory

#### For review by MSC 106

Draft revision to MSC-MEPC.2/Circ.15/Rev.1) on *guidelines for the development, review and validation of model courses*

- **Affected Sector:** None
- **Application:** To IMO Members on the development, approval and validation of model training courses
- **Legal Status:** Recommendatory

[Note: the above circulars will be submitted to MSC 105 (April 2022) or MSC 106 (November 2022) for approval/adoption and so are yet be numbered.]