



# Briefings of IMO Meeting

*HTW 1 (17 - 21 Feb. 2014)*

No. IMO-0009-2014

## BRIEFING STATUS

- Flash*
- Highlight*
- Final*

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Subject: News Final of HTW 1

The Sub-committee on Human Element, Training and Watch keeping (hereinafter 'HTW 1') held its 1<sup>st</sup> session from 17<sup>th</sup> to 21<sup>st</sup> Feb. 2014. Having issued HTW 1 – News Flash, Highlight containing information of the main and summarized outputs from the Sub-Committee, we now release HTW 1 – News Final 3<sup>rd</sup> step containing further detail information of those.

## 1. Validation of Model Training Courses (Agenda 3)

### 1) Revised model courses on Basic Training for Oil and Chemical Tanker Cargo Operations

- **Relevant Provisions:** STCW 2010

- **Background:** New model courses are being revised and updated and new model courses, to address the 2010 Manila Amendments to the STCW Convention and Code, are being developed within the available resources in a phased manner. **(IMO Model Course is not a mandatory requirement)**

- **Discussion and Outcome:**

- Understanding of information on a Material Safety Data Sheet (MSDS) (4.2.9)
- Precautions to be taken before and during "repair and maintenance" work(5.3.1)
- Safety measures for hot and cold work(5.3.1)
- Electrical safety precautions(5.3.1)
- Teaching staff should note that timetables are suggestions only as regards to sequence and length of time allocated to each objective. Lecturers to adapt these factors to suit the needs of individual group of trainees depending upon their experience, ability and on the equipment and staff available for training

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- The Revised model courses is completed amended and it will be published by IMO

◆ **Application: A seafarers who commenced sea service on Oil/Chemical Tanker Ship**

◆ **Effective: N/A**

◆ **Implications**

√ Shipowners: It is recommended to monitor progress of legislation of the issue.

√ Shipbuilders: N/A

√ Training Institutes: Insert the content of firefighting training for oil fire in related education curriculum and Inform related industry of that Revised model courses on Basic Training for Oil and Chemical Tanker Cargo Operations is completed

## 2) Revised model courses on Basic Training for Liquefied gas Cargo Operations

● **Relevant Provisions:** STCW 2010

● **Background:** New model course aims to provide a basic training program referred to in Table A-V / 1-2-1 of the STCW code, appropriate to these duties.

● **Discussion and Outcome:**

- Insert the content of Knowledge and understanding of tanker safety culture and safety management in Part C/Topic 4.

- a specific firefighting module or other appropriate practical firefighting training as determined by the administration. The practical exercise corresponding to this competence may not be carried out if the candidates have already undertaken an approved Fire prevention and Firefighting course with Gas firefighting training.

-Regarding the course outline, nothing has changed. It is composed of 3 hour for

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lecture, 4 hour for exercise, total 33 hour / 5 days.

◆ **Application: A seafarers who commenced sea service on LNG Ship**

◆ **Effective: N/A**

◆ **Implications**

√ Shipowners: It is recommended to monitor progress of legislation of the issue.

√ Shipbuilders: N/A

√ Training Institutes: Need to review the our education course and training hour because there are a big difference between IMO model course and our education course.

### 3) Revised model courses on Advanced Training for Oil Tanker Cargo Operations

● **Relevant Provisions:** STCW 2010

● **Background:** New model courses are being revised and updated and new model courses, to address the 2010 Manila Amendments to the STCW Convention and Code, are being developed within the available resources in a phased manner.

● **Discussion and Outcome:** Revised model courses on Advanced Training for Oil Tanker Cargo Operations could not complete due to the lack of time to debate. Therefore, Sub-Committee plans to establish a correspondence group to discuss it and report the outcome of the work of the correspondence group to HTW 2.

◆ **Application: A seafarers who commenced sea service on Oil Tanker Ship**

◆ **Effective: N/A**

◆ **Implications**

√ Shipowners: It is recommended to monitor progress of legislation of the issue.

√ Shipbuilders: N/A

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√ Training Institutes: It is recommended to monitor progress of legislation of the issue.

#### 4) Model course – General Operator's Certificate for GMDSS

● **Relevant Provisions:** STCW 2010

● **Background:** New model courses are being revised and updated and new model courses, to address the 2010 Manila Amendments to the STCW Convention and Code, are being developed within the available resources in a phased manner.

● **Discussion and Outcome:**

- Change of terms: examiners -> approved examiners
- Make sure that the students are familiar with this kind of equipment.
- The AIS SART is classified as separate.
- The time/period of training depends on student's ability.
- Reasonably adjust the time of training for VHF/MF/HF DSC and Radio telex
- Delete the content of details of a radio telegram
- Every person in charge of or performing radio duties on a ship that is required to participate in the GMDSS is required to hold an appropriate GMDSS certificate, which satisfies the provisions of ITU RR Art. 47 and section A-IV/2 of the STCW Code

◆ **Application: seafarers who are required to hold an appropriate GMDSS GOC Certificate**

◆ **Effective: N/A**

◆ **Implications**

√ Shipowners: It is recommended to monitor progress of legislation of the issue.

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√ Shipbuilders: N/A

√ Training Institutes: Need to review the our education course and training hour because there are a big difference between IMO model course and our education course.

### 5) Model course – Restricted Operator's Certificate for GMDSS

#### ● **Relevant Provisions:** STCW 2010

● **Background:** New model courses are being revised and updated and new model courses, to address the 2010 Manila Amendments to the STCW Convention and Code, are being developed within the available resources in a phased manner.

#### ● **Discussion and Outcome:**

- The group reinforced the requirement for examiner and clarified that students are familiar with equipment and simulator.
- Any adjustment should take into account the need to maintain an effective instructor to student ratio and adequate access to GMDSS equipment for practical training during course.
- preventive measures for the safety of the ship and personnel in connection with hazards related to radio equipment, including electrical and non-ionizing radiation hazards in compliance with section A-IV/2 of the STCW Code.
- proposed the Practice(18 hrs->19 hrs) / Lecture(27 hrs -> 29 hrs) / Course outline – Total(48 hrs -> 51 hrs) and the terms of "Minimum" is deleted so that the time of education is adjusted as determined by Administration.

◆ **Application: seafarers who are required to hold an appropriate GMDSS ROC Certificate**

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◆ **Effective: N/A**

◆ **Implications**

√ Shipowners: It is recommended to monitor progress of legislation of the issue.

√ Shipbuilders: N/A

√ Training Institutes: Need to review the our education course and training hour because training hour is a big difference between IMO model course and our education course.

### 6) Model course – Advanced Training for Liquefied Gas Tanker Cargo Operations

● **Relevant Provisions:** STCW 2010

● **Background:** The course covers the competence requirements as given in the table under Section A-V/1-2-2 of 2010 Manila Amendments to STCW.

● **Discussion and Outcome:**

Part D contains an Instructor Manual, it could be not completed due to the lack of time to debate. Therefore, Sub-Committee plans to establish a correspondence group to discuss it and report the outcome of the work of the correspondence group to HTW 2.

◆ **Application: A seafarers who commenced sea service on LNG Ship**

◆ **Effective: N/A**

◆ **Implications**

√ Shipowners: It is recommended to monitor progress of legislation of the issue.

√ Shipbuilders: N/A

√ Training Institutes: It is recommended to monitor progress of legislation of the issue.



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## 2. Guidance on security-related training and certificates required under regulation VI/6 of the STCW Convention 1978, as amended (Agenda 5)

### ● **Relevant Provisions:** STCW 2010 VI/6

● **Background:** Paragraphs 5 and 9 of section A-VI/6 of the STCW Code provide transitional provisions for seafarers who commenced approved seagoing service prior to the date of entry into force of the convention on 1 January 2012. However, Many seafarers who commenced sea service after 1 January 2012 and many existing seafarers will not be able to complete the relevant courses or be issued with appropriate certificate of proficiency before 1 January 2014.

### ● **Discussion and Outcome:**

Most of the attendants concerns relating to the implementation of regulation STCW VI on or after effective date. For the above the reason, the group decides it as below;

1) Seafarers who had completed training and certification as ship security officer should not be required to undergo any further basic training and certification under section A-VI/6.

2) The group makes a Circular for Port State control officers to recognize the difficulties encountered in implementing section A-VI/6 and to take them into account during inspections until 1 July 2015.

◆ **Application:** seafarers who commenced approved seagoing service prior to the date of entry into force of the convention on 1 January 2012.

◆ **Effective:** 2014.01.01

◆ **Implications**

√ Shipowners: It is recommended to monitor progress of legislation of the issue.

√ Shipbuilders: N/A

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√ Training Institutes: It is recommended to monitor progress of legislation of the issue.

### 3. Revision of guidance for Model Course Development, updating and validation process (Agenda 10)

#### ● **Relevant Provisions:** STCW 2010

● **Background:** The Sub-Committee recalled that MSC 91 had included in the post-biennial agenda of the Committee, an output on "Revision of the guidance for model course development, updating and validation processes", with two sessions needed to complete the item, assigning the STW (now HTW) Sub-Committee as the coordinating organ. As of November 2014, IMO had developed 72 model courses currently available for use(HTW 1/3), 55 of which, concerning seafarer's competence, were developed in accordance with the STCW convention. The other 17 model courses, developed mainly under the SOLAS Convention, are courses relating to the training and competence of specialized personnel other than seafarers.

#### ● **Discussion and Outcome:**

The group is invited to note the progress and invite Member Governments and International Organizations to submit comments and proposals to HTW 2.

#### ◆ **Application:** All seafarers

#### ◆ **Effective:** N/A

#### ◆ **Implications**

√ Shipowners: It is recommended to monitor progress of legislation of the issue.

√ Shipbuilders: N/A

√ Training Institutes: It is recommended to monitor progress of legislation of the



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issue.

#### 4. Development of a Mandatory Code for Ships Operating in Polar Water (Agenda 11)

● **Relevant Provisions:** STCW 2010, Polar Code

● **Background:** The Sub-Committee also recalled that STW 44 had agreed that the appropriate instrument to include the training and certification provisions for officers and crew on board ships operating in polar waters was chapter V of the STCW Convention and Code and they proposed training requirement for personnel on board ships operating in polar waters at first session(HTW 1).

● **Discussion and Outcome:**

- Mandatory training requirements and qualifications should only be applicable to the master and officers in charge of a navigational watch except for crews, and application to engineering officers might require further consideration;

- Advance training requirements should be required for officers on board ships intending to operate in polar waters and training requirements should apply to masters and officers on board ships and not to specific qualified persons other than a member of the crew;

- In conclusion, basic training requirements should be required for master and officers on board ships, and advance training requirements should be required for master and chief mates.(not apply to ice advisor)

◆ **Application: A seafarers who commenced sea service on Ships which will be operating in Polar Water.**

◆ **Effective: N/A**

◆ **Implications**

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√ Shipowners: If shipowners plan to operate their ships in Polar Water, they closely monitor the progress of legislation of this issue.

√ Shipbuilders: N/A

√ Training Institutes: If they have planning to open the class on the subject, they closely monitor the progress of legislation of this issue.

## 5. Development of the International Code of Safety for ships using gases or low flash-point fuels (IGF Code)(Agenda 17)

### ● **Relevant Provisions:** IGF Code

● **Background:** Established a correspondence group, under developing IGF Code, they request STW to develop the training and certification requirements for seafarers for ships using gases or other low-flashpoint fuels

### ● **Discussion and Outcome:**

- The Administration may, in respect of ships of less than 500 gross tonnage, except for passenger ships, if it considers that a ship's size and the length or character of its voyage are such as to render the application of the full requirements of this section unreasonable or impracticable, exempt the seafarers on such a ship or class of ships from some of the requirements, bearing in mind the safety of people on board, the ship and property and the protection of the marine environment. For this reason, The Group decided to insert, as section A-V/3.3.

- The Group decided not to include requirements on emergency exercises and drills in the draft amendments, and decided to request the Sub-Committee to ask the Committee to inform CCC 1 to take this into account when considering *Training and operational requirements* of part D of the IGF Code.

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- The group discussed if it was appropriate to include specific provisions on particular fire-fighting and extinguishing systems in the training requirements for ships subject to the IGF Code, developed under chapter V, or if this should be part of the training in advanced fire fighting of chapter VI. The group agreed to include knowledge on specific fire-fighting and extinguishing systems in the requirements of chapter V.

- The group agreed on the proposed amendments to the STCW Convention and Code regarding training and certification requirements for seafarers on ships subject to the IGF Code, as set out in annex 4, and invited the Sub-Committee to instruct the Secretariat to prepare a draft MSC resolution, for approval by MSC 94.

◆ **Application: A seafarers who commenced sea service on Ships using gases or other low-flashpoint fuels**

◆ **Effective: N/A**

◆ **Implications**

√ Shipowners: If shipowners plan to operate ships using gases or other low-flashpoint fuels, they closely monitor the progress of legislation of this issue.

√ Shipbuilders: N/A

√ Training Institutes: If they have planning to open the class on the subject, they closely monitor the progress of legislation of this issue.

## 6. Development of an e-navigation strategy implementation plan (Agenda 20)

● **Relevant Provisions:** STW 44/6, NAV 56/WP.8

● **Background:** At STW 44, Norway (document STW 44/6) presented the report of the CG on e-navigation to the Sub-Committee. The report contained information related to the progress made with the cost-benefit and risk analysis,

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the review of the Human Element Analysing Process (HEAP) and the development of draft Guidelines for a usability framework for navigational equipment and its harmonization with the HEAP.

### ● Discussion and Outcome:

The Sub-Committee noted the report in general and agreed that it was premature to consider, at this stage, any training requirements pending the finalization of the e-navigation Strategy Implementation Plan.

#### ◆ Application: N/A

#### ◆ Effective: N/A

#### ◆ Implications:

√ Shipowners: It is recommended to monitor progress of legislation of the issue.

√ Shipbuilders: N/A

√ Training Institutes: It is recommended to monitor progress of legislation of the issue.

-End-

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