

Human Element, Training and Watchkeeping (HTW 2)

Summary Report

Introduction

The 2nd session of the IMO Sub-Committee on Human Element, Training and Watchkeeping (HTW 2) was held from 2 to 6 February 2015, at the IMO headquarters in London. The following is the summary of the discussions which are relevant to the work of Lloyd's Register.

Summary of discussions

Validated model training courses (agenda item 3)

Among various model courses put forward for approval, Lloyd's Register noted the following discussions.

Guidelines for the development, review and validation of model courses

These guidelines are intended to update and standardize the process by which model courses are developed, reviewed and validated. During the discussions, it was made clear that a model course does not form any part of "interpretation" of the requirement.

Community of the International Course on Operations in Antarctic Waters (CIOAA)

After some discussion, HTW 2 agreed that it was premature to develop a model course on training requirements for Master, Officers and crew operating in the polar region before the amendments to chapter V of the STCW Convention and the STCW Code have been prepared.

Member States were invited to develop a draft model course after the aforesaid amendments to chapter V of the STCW Convention and the STCW Code have been prepared.

IMO model course on the special training requirements for seafarers on ships using gases or other low-flashpoint fuels

After some discussion, HTW 2 invited members to submit the draft model course for consideration by HTW 3.

Guidance for the implementation of the 2010 Manila Amendments (agenda item 6)

Medical examination requirements, including colour vision testing

HTW 2 noted the need to incorporate an advanced medical examination scheme. Members are invited to submit proposals at HTW 3.

Role of the human element (agenda item 8)

Proposed approach for the revision of the Guidelines on Fatigue

HTW 2 noted that the current guidelines developed in 1999, i.e., MSC/Circ.1014 on Guidance on fatigue mitigation and management require updating following scientific study and research having been made available since.

HTW 2 made an initial review of the possible changes, however it was noted that this will be discussed in more detail under a dedicated agenda item at HTW 3.

At the initial discussion, HTW was of the view that the review should take a holistic approach, taking into account:

- a risk based approach;
- the impact of fatigue at all levels (i.e. all stakeholders); and

- that the outcome should provide practical tools for fatigue management.

Whilst some delegations tried to link fatigue with the manning issue, HTW 2 considered that that was not the scope of the work assigned by MSC.

Mandatory Code for ships operating in polar waters (agenda item 9)

Training requirements into the STCW Convention and Code, for officers and crew on board ships operating in Polar waters

Draft amendments to chapter V of the STCW Convention and Code

Following intense discussions, HTW 2 prepared draft amendments to the STCW Convention and the STCW Code for approval at MSC 95 (June 2015) and subsequent adoption at MSC 96 (May 2016). Entry into force date is therefore expected on 1 January 2018. The following were the discussion points:

- **Certificate of proficiency** - after lengthy discussion, HTW 2 agreed to require certificate of competency, rather than simply requiring documentary evidence.
- **Relation between STCW training and ISM Code/Polar Operation Manual** - whilst industry members raised concerns over the possible duplication, HTW 2 agreed to set up separate requirements.
- **Service area** - with regard to the required service area, HTW 2 agreed that it should not be limited to the polar area but experiences in areas considered equivalent to the polar area should also be accepted.

Transitional arrangements relating to training requirements for officers and crew on board ships operating in polar waters

HTW 2, noting that there is a gap between the entry into force date of the Polar Code (1 January 2017) and the amendment to the STCW Convention and the STCW Code (1 January 2018), included "URGES Parties to implement these amendments at an early stage" on the cover page of the draft resolution for the amendments.

Review of STCW passenger ship specific safety training (agenda item 10)

Draft amendments to the STCW Convention and the STCW Code

A set of proposed amendments to the STCW Convention and the STCW Code prepared by the correspondence group established by HTW 1 were reviewed; however, HTW 2 was unable to conclude. It was agreed to review the draft at HTW 3.

So far, it has been agreed that the training will consist of:

- emergency familiarization
- safety training for communicating with passenger during emergency
- crowd management training
- crisis evaluation management and human behaviour training
- passenger safety, cargo safety and hull integrity (may be training or familiarization)

However, it has not yet been agreed who will receive such training. A correspondence group was set up for further work toward HTW 3.

Enhance damage stability training

A tangible output from the Cruise Ship Safety Forum related to enhanced damage stability training programme was put forward to HTW 2 by an industry NGO.

HTW 2, while supporting the idea in general, noted that further development is needed, including:

- avoidance of duplication with existing requirements
- the need to address the way to develop generic training on damage stability computer as there are so many different types used
- the fact that this is still "best practice" rather than "requirement"

HTW 2 also noted that a damage stability drill will be discussed at SDC 2 and decided to wait for the outcome of the SDC 2.

Guidelines for shipowners and seafarers for implementation of relevant IMO instruments in relation to the carriage of dangerous goods in packaged form by sea (agenda item 14)

Carriage of dangerous goods by sea is regulated primarily to prevent harm to persons, property and the environment. HTW Sub-Committee has been instructed to develop guidelines to ensure persons involved in the handling of dangerous goods are adequately qualified and the relevant IMO instruments are being implemented correctly by ship-owners and seafarers.

Draft guidelines for the implementation of IMO instruments in relation to the carriage of dangerous goods in packaged form by sea

HTW 2 developed guidelines intended for dangerous goods senders, consignors, consolidators, packers, shippers, terminals, seafarers, shipowners, companies, training organizations and all personnel involved in the transport chain that includes ships carrying dangerous goods in packaged form by sea.

HTW 2 requested CCC 2 to review the draft text.

Any other business (agenda item 18)

Guidelines for port State control officers on the ISM Code

HTW 2 revised the draft guidelines developed by the III Sub-Committee and forwarded them to MEPC 68 and MSC 95 for approval. The following are the changes introduced at HTW 2:

- clearer definition for “failures” and “serious failures”
- to address action being taken by the management company/shipboard personnel in judging whether the observed failure is linked with ISM Code non-compliance.

HTW 2 requested III to review the revised draft before its final conclusion at MSC 96 (May 2016).

Draft guidelines for port State control officers on certification of seafarers, rest hours based on the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, and manning requirements from the flag State

There was a lengthy discussion on this issue addressing:

- possible conflict with the STCW Convention and SOLAS regulation V/14 - Ships' manning
- language to be used - to be understood by Port State Control Officials
- harmonization of the terminology used

HTW 2 could not conclude on this matter. The draft guidelines will be further discussed at HTW 3.

Consolidation of ECDIS-related IMO circulars - “ECDIS - Guidance for good practice”

HTW 2 developed a draft MSC circular for approval by MSC 95 addressing guidance for good practice for drawing together relevant guidance from seven previous ECDIS circulars into a single, consolidated document. It has been laid out in seven sections, namely:

- A. Chart carriage requirement of SOLAS
- B. Maintenance of ECDIS software
- C. Operating anomalies identified within ECDIS
- D. Differences between raster chart display system (RCDS) and ECDIS
- E. ECDIS training
- F. Transitioning from paper chart to ECDIS navigation
- G. Guidance on training and assessment in the operational use of ECDIS simulators

This Guidance is intended to assist in the smooth implementation of ECDIS and its ongoing safe and effective use on board ships.



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This report has been produced and disseminated immediately after the closure of the meeting in order to provide timely advice to the reader. Subsequently we apologise if it has not been fully proof read to remove grammatical errors.

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