

SUB-COMMITTEE ON HUMAN ELEMENT,
TRAINING AND WATCHKEEPING
9th session
Agenda item 15

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REPORT TO THE MARITIME SAFETY COMMITTEE

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¹ These annexes are contained in document HTW 9/15/Add.1.

1 INTRODUCTION – ADOPTION OF THE AGENDA

1.1 The ninth session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW) was held from 6 to 10 February 2023, chaired by Mr. H. Storhaug (Norway). The Vice-Chair of the Sub-Committee, Mr. R. Cigarruista (Panama), was also present (participating remotely).

1.2 The session was attended by Members and Associate Members, representatives from the United Nations specialized agencies, observers from intergovernmental organizations with agreements of cooperation, and observers from non-governmental organizations in consultative status, as listed in document HTW 9/INF.1.

Use of hybrid meeting capabilities

1.3 The Sub-Committee noted that the plenary sessions would be conducted in hybrid mode, i.e. remote participation enabled, taking into account the relevant decisions of C 127 (C 127/D, paragraph 17.3).

1.4 In this regard, the Sub-Committee noted that C 127 had:

- .1 agreed to the use of hybrid facilities to complement in-person meetings from September 2022, for a trial period of one year;
- .2 agreed that the rules of procedure and the *Interim guidance to facilitate remote sessions of the Committees during the COVID-19 pandemic* (MSC-LEG-MEPC-TCC-FAL.1/Circ.1), as appropriate, should be applied and that only representatives of the Members attending the meeting in person at IMO Headquarters would be allowed to vote; and
- .3 invited other organs of the Organization to follow the above decisions and to report to a future session of the Council on their experience with hybrid meetings.

1.5 In this connection, the Sub-Committee recalled, as per Article 30 of the IMO Convention, which provided that the Committee shall adopt its own rules of procedure and, in line with the decisions of the Council, MSC 106 and MEPC 79, that:

- .1 as per the current Rules of Procedure of the Committees and the *Interim guidance to facilitate remote sessions of the Committees during the COVID-19 pandemic*, adopted by the Committees at the ALCOM meeting in September 2020, for this hybrid session, a Member State would be considered "present" for the purposes of rule 28(1) if they were either physically present in the Main Hall, or registered and participating remotely online using the hybrid system; and
- .2 any voting by secret ballot would take place in person only.

Update on the revised Committee's method of work (MSC-MEPC.1/Circ.5/Rev.4)

1.6 The Sub-Committee noted that MSC 106 and MEPC 79 had concurrently approved the fourth revision of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.4), which provided a five working day commenting period for delegations from the day of the publication of the final draft report, limited to editorial corrections and improvements, including finalizing individual statements, and that such comments should not reopen discussion on decisions taken during a session.

1.7 In addition to the above, the Sub-Committee noted that MSC-MEPC.1/Circ.5/Rev.4 included a revised paragraph 6.3, stating that documents should not be introduced in plenary unless the Chair decided that this was essential for the proper consideration of the matter concerned. It was also noted that the revised method of work allowed submitters of documents to indicate, prior to or when the document was considered, if they had additional information or context required for the discussions, in order for the Chair to prioritize interventions.

Opening address of the Secretary-General

1.8 The Secretary-General welcomed participants and delivered the opening address, the full text of which can be found on the IMO website at the following link:

<https://www.imo.org/en/MediaCentre/SecretaryGeneral/Pages/Secretary-GeneralsSpeechesToMeetings.aspx>

Chair's remarks

1.9 The Chair thanked the Secretary-General for his opening address and stated that his advice and requests would be given every consideration in the deliberations of the Sub-Committee.

Fair treatment of seafarers detained on suspicion of committing maritime crimes

1.10 The Sub-Committee noted the intervention by the observer from ICS, supported by the delegations of China and Hong Kong, China, raising awareness of the imprisonment without trial in Honduras of Captain Yu Yihai, former Master of the **Mount Hikurangi**. The full texts of the statements are set out in annex 16.

1.11 In this connection, the Sub-Committee also noted information provided by the Secretariat on the ongoing work in the Legal Committee on the development of guidelines on fair treatment of seafarers detained on suspicion of committing maritime crimes, including the planned establishment of a relevant working group at LEG 110.

Adoption of the agenda and related matters

1.12 The Sub-Committee adopted the agenda (HTW 9/1) and agreed to be guided in its work, in general, by the annotations contained in document HTW 9/1/1 (Secretariat) and the arrangements set out in document HTW 9/1/2 (Chair).

Establishment and early release of groups

1.13 The Sub-Committee, in accordance with the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.4, paragraph 5.19), authorized the Drafting Group on Model Courses to start their deliberations on Monday morning, based on the provisional terms of reference, pending formal discussion of those terms of reference under the relevant agenda item.

2 DECISIONS OF OTHER IMO BODIES

General

2.1 The Sub-Committee, having noted the decisions and comments pertaining to its work made by LEG 109, MSC 105, C 127, III 8 and MSC 106, as reported in documents HTW 9/2 and HTW 9/2/2, agreed to take action, as appropriate, under the relevant agenda items.

Outcome of FAL 46 – IMO Compendium on Facilitation and Electronic Business

2.2 The Sub-Committee noted information on the ongoing work in the FAL Committee on the IMO Compendium on Facilitation and Electronic Business and the development of an IMO Code List on crew ranks and ratings (HTW 9/2/1).

Impact of the Russian Federation's invasion of Ukraine on the functioning of the system of maritime education and training institutions in Ukraine

2.3 The Sub-Committee noted, in line with the request by the thirty-fifth extraordinary session of the Council (C/ES.35/D, section 3), information provided by the Secretariat on the status of seafarers in the Black Sea and the Sea of Azov, the full text of which is set out in annex 16.

2.4 The Sub-Committee also noted the establishment of an emergency task force in the Secretariat to continue the dialogue with relevant parties, to resolve the situation of seafarers and ships in the Black Sea and the Sea of Azov.

2.5 The Sub-Committee considered document HTW 9/2/3 (Ukraine), drawing its attention to adverse impacts of the Russian Federation's aggression against Ukraine on the functioning of the system of maritime education and training in Ukraine, including the issuance of certificates of competency and seafarers' identity documents in certain parts of Ukraine's regions temporarily occupied by the Russian Federation.

2.6 In this regard, the Sub-Committee noted statements made by a number of delegations. As requested, the full texts of the statements made by the delegations of Australia, Canada, Cyprus, France, Georgia, Germany, Iceland, Japan, Portugal, Spain, Sweden (on behalf of the European Union), Ukraine, the United Kingdom, the United States and the observer from the EC are set out in annex 16.

2.7 The Sub-Committee further noted the statement made by the delegation of the Russian Federation, the full text of which is set out in annex 16.

2.8 Following consideration, the Sub-Committee:

- .1 reiterated the decisions taken by the Council, at its thirty-fifth extraordinary session (C/ES.35/D, paragraphs 3.4 and 3.5);
- .2 reiterated the content of resolutions MSC.495(105) on *Actions to facilitate the urgent evacuation of seafarers from the war zone area in and around the Black Sea and the Sea of Azov as a result of the Russian Federation aggression against Ukraine* and MSC.519(106) on *Member States' obligations in connection with search and rescue services under the SOLAS and SAR Conventions in the context of armed conflicts*;
- .3 underscored the importance of preserving the integrity and functions of the maritime education and training system in Ukraine, including the delivery of training, by training institutions, and the issuance of lawful seafarers' certificates and documents; and
- .4 invited interested Member States and international organizations to submit proposals to MSC 107 for further consideration and possible development of guidance to address the matters raised in paragraph 17.4 of document HTW 9/2/3, as appropriate.

3 VALIDATED MODEL TRAINING COURSES

General

3.1 The Sub-Committee noted that MSC 106 and MEPC 79 had approved the revised *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2) (Revised Model Course Guidelines), providing new appendices 4 and 5 on action verb taxonomy for model courses and guidance on learning outcomes, respectively (MSC 106/19, paragraph 10.2 and MEPC 79/15, paragraph 9.1).

E-learning courses

3.2 The Sub-Committee noted that MSC 106 and MEPC 79, having taken into account the workloads of the sub-committees, had requested the Secretariat to provide a list of relevant e-learning courses under the remit of each sub-committee to assist in their prioritization by the sub-committees in relation to the implementation of instruments other than the STCW Convention, taking into account the List of IMO model courses set out in annex 7 to document III 8/19, but not being limited to the courses in the list.

3.3 The Sub-Committee recalled that HTW 6, when considering the conversion of model courses into e-learning model courses, had concluded that the conversion of STCW model courses into e-learning model courses would:

- .1 change the current approach and goal of model courses, as they were not courses ready to be delivered but tools assisting Member States and other stakeholders to develop detailed training programmes; and
- .2 require careful consideration of any accountability implications for the subsequent assessment of competence, training quality and independent evaluation relating to this training material in accordance with the STCW Convention.

3.4 The Sub-Committee, having noted that the aforementioned implications affected all model courses, with the exception of the accountability implications related to the independent evaluations, which only affected STCW model courses and that, therefore, model courses should not generally be converted into e-learning training material, invited the Committee and MEPC to consider the implications of the conversion of model courses into e-learning model courses, for action as appropriate.

Report on the model courses programme under the Revised Model Course Guidelines

3.5 The Sub-Committee had for its consideration document HTW 9/3 (Secretariat), providing:

- .1 a report on the model courses that had been developed/revised and submitted to this session for validation;
- .2 a summary of the arrangements agreed for the validation of model courses by HTW 10 and proposed arrangements for the validation of model courses by HTW 11; and
- .3 an overview of the complete set of IMO model courses.

3.6 Following consideration, the Sub-Committee:

- .1 took action as outlined in paragraphs 3.11 to 3.17 below with regard to the draft model courses and related documents, consideration of which had been postponed to this session (HTW 9/3, paragraph 13.1), including documents HTW 9/WP.3, HTW 9/WP.4 and HTW 9/WP.5 containing the reports of the intersessional virtual drafting groups;
- .2 took action as outlined in paragraphs 3.35 to 3.38 and 3.43 below with regard to the proposed arrangements for the validation of model courses by HTW 11 (HTW 9/3, paragraphs 13.3 to 13.7); and
- .3 noted the overview of the complete set of IMO model courses, including those that did not fall under the purview of the HTW Sub-Committee.

Validation of model courses

3.7 The Sub-Committee recalled that HTW 7, due to the COVID-19 situation, had deferred consideration of the following model courses planned for validation at that session to HTW 8 (HTW 7/16, paragraphs 3.1 and 3.2):

- .1 new model course on passenger safety, cargo safety and hull integrity training;
- .2 revised Model Course 2.03 on Advanced Training in Fire Fighting;
- .3 revised Model Course 1.22 on Bridge Resource Management; and
- .4 new model course on engine-room resource management.

3.8 The Sub-Committee also recalled that HTW 8 (HTW 8/16, paragraphs 3.1 to 3.3) had:

- .1 not been able to consider the remaining documents owing to the impracticality of establishing several drafting groups during the limited time available at its virtual session and deferred all pending documents to this session, including the following draft model courses initially planned for validation at HTW 8:
 - .1 revised Model Course 3.25 on Security Awareness Training for All Port Facility Personnel;
 - .2 revised Model Course 3.26 on Security Training for Seafarers with Designated Security Duties; and
 - .3 revised Model Course 3.27 on Security Awareness Training for All Seafarers; and
- .2 agreed to establish three drafting groups to meet between HTW 8 and HTW 9 by means of virtual meetings, with a view to considering all pending draft model courses initially planned to be validated at HTW 7 and HTW 8, and advising HTW 9 accordingly for validation at this session.

3.9 The Sub-Committee noted that MSC 105 had approved, and C 127 subsequently endorsed, the holding of virtual meetings of these three intersessional drafting groups to take place during 2022 (MSC 105/20, paragraph 16.2 and C 127/D, paragraph 10.3.4) to consider all pending draft model courses initially planned to be validated at HTW 7 and HTW 8, and that those meetings had taken place during 2022.

Reports of the intersessional virtual drafting groups

3.10 The Sub-Committee endorsed the decision of the three groups to use draft new appendix 4 on action verb taxonomy for model courses, as included in the draft amendments to the Revised Model Course Guidelines prepared by HTW 8, pending approval by the Committees.

3.11 Having approved the reports of the three intersessional drafting groups on model courses (HTW 9/WP.3, HTW 9/WP.4 and HTW 9/WP.5) in general, the Sub-Committee took actions as outlined in the following paragraphs.

Model courses initially planned to be validated at HTW 7 and HTW 8

3.12 The Sub-Committee validated new model courses on passenger safety, cargo safety and hull integrity training; and engine-room resource management.

3.13 The Sub-Committee also validated the following revised model courses:

- .1 1.22 on Bridge Resource Management;
- .2 2.03 on Advanced Training in Fire Fighting;
- .3 3.25 on Security Awareness Training for All Port Facility Personnel;
- .4 3.26 on Security Training for Seafarers with Designated Security Duties; and
- .5 3.27 on Security Awareness Training for All Seafarers.

Model Course 1.22 on Bridge Resource Management

3.14 The Sub-Committee noted the request by the observer from IMPA to refer to the relationship between the bridge team and pilot in Model Course 1.22 in the same manner as in the provisions of SOLAS regulation V/15.5 to 15.7.

3.15 The Sub-Committee endorsed the agreement by the drafting group (HTW 9/WP.4, paragraph 9) that, owing to the change of the contents of Model Course 1.22 on Bridge Resource Management, the references and the associated KUPs in Model Course 7.01 on Master and Chief Mate would require updating during the periodic review in accordance with the Revised Model Course Guidelines.

3.16 The Sub-Committee considered a proposal by the delegation of India to consider the validated revision of Model Course 1.22, addressed at the operational level, to be a new model course, and to retain the existing Model Course 1.22, addressed at the management level. In considering this proposal, the Sub-Committee noted that this matter had been extensively discussed previously and that it was agreed to amend Model Course 7.01 on Master and Chief Mate in the future to align matters.

3.17 Following consideration, the Sub-Committee confirmed its previous decision (see paragraph 3.13.1) and invited interested Member States and international organizations to submit a proposal to develop a new, or revise an existing, model course to a future session of the Sub-Committee, as appropriate.

Model courses planned to be validated at this session

3.18 The Sub-Committee recalled that HTW 7 had endorsed the revision of the following three model courses with a view to validation at this session (HTW 7/16, paragraph 3.3):

- .1 1.23 on Proficiency in Survival Craft and Rescue Boats Other Than Fast Rescue Boats;
- .2 1.24 on Proficiency in Fast Rescue Boats; and
- .3 1.20 on Fire Prevention and Fire Fighting.

Draft revised Model Course 1.23 on Proficiency in Survival Craft and Rescue Boats Other Than Fast Rescue Boats

3.19 The Sub-Committee noted that draft revised Model Course 1.23 had been developed by an expert and reviewed by a review group coordinated by Captain V. Mohla (GlobalMET) and expressed its appreciation for their hard work.

3.20 Having considered documents HTW 9/3/1 and Add.1 (Secretariat), containing the report of the review group and the draft new model course, respectively, the Sub-Committee referred both to the drafting group, for consideration with a view to validation.

Draft revised Model Course 1.24 on Proficiency in Fast Rescue Boats

3.21 The Sub-Committee noted that draft revised Model Course 1.24 had been developed by an expert and reviewed by a review group coordinated by Captain V. Mohla (GlobalMET) and expressed its appreciation for their hard work.

3.22 Having considered documents HTW 9/3/2 and Add.1 (Secretariat), containing the report of the review group and the draft new model course, respectively, the Sub-Committee referred both to the drafting group, for consideration with a view to validation.

Draft revised Model Course 1.20 on Fire Prevention and Fire Fighting

3.23 The Sub-Committee noted that the draft revised Model Course 1.20 had been developed by an expert and reviewed by a review group coordinated by Mr. J. Verhoeff (Netherlands) and expressed its appreciation for their hard work.

3.24 Having considered documents HTW 9/3/3 and Add.1 (Secretariat), containing the report of the review group and the draft new model course, respectively, the Sub-Committee referred both to the drafting group for consideration with a view to validation.

Proposal to review/update model training courses for general and restricted operator's certificate for the GMDSS

3.25 The Sub-Committee considered a proposal by IMSO (HTW 9/3/4) to review and update Model Course 1.25 on General Operator's Certificates for the Global Maritime Distress and Safety System (GMDSS) and Model Course 1.26 on Restricted Operator's Certificate for the Global Maritime Distress and Safety System (GMDSS), in relation to the GMDSS modernization, and the Iridium mobile satellite system and the BeiDou Message Service System for use in the GMDSS, newly recognized after validation of these model courses in 2015.

3.26 The Sub-Committee noted that:

- .1 training provisions for GMDSS radio operators were provided in:
 - .1 table 47-1 of the Radio Regulations established by the International Telecommunication Union (ITU); and
 - .2 regulation IV/2 of the STCW Convention and section A-IV/2 of the STCW Code; and
- .2 section B-IV/2 of the STCW Code provided guidance regarding training and certification of GMDSS radio operators.

3.27 The Sub-Committee also noted that draft amendments to table 47-1 (Requirements for radio electronic and operator's certificates) of the ITU Radio Regulations, reflecting the outcome of the GMDSS modernization, were planned to be considered by the ITU World Radiocommunication Conference 2023 (WRC-23), to take place in November 2023, for approval, and that these amendments should be taken into account during the comprehensive review of the 1978 STCW Convention and Code.

3.28 In this context, the Sub-Committee considered whether it was necessary to address recent GMDSS developments in the STCW Convention and Code for GMDSS radio operators, before undertaking the proposed revision of the model courses in the document.

3.29 Having noted support for the proposal by IMSO, the Sub-Committee agreed to the proposed revision of Model Courses 1.25 and 1.26 and instructed the drafting group to prepare draft terms of reference for their revision, for consideration by the Sub-Committee with a view to approval.

Model courses planned for validation by HTW 10

3.30 The Sub-Committee recalled that HTW 8 had endorsed the revision of the following two model courses with a view to validation at HTW 10 (HTW 8/16, paragraph 3.6):

- .1 1.32 on Operational Use of Integrated Bridge Systems Including Integrated Navigational Systems; and
- .2 1.35 on Liquefied Petroleum Gas (LPG) Tanker Cargo and Ballast Handling Simulator.

Arrangements for the validation of model courses by HTW 11

3.31 Having considered document HTW 9/3 (Secretariat), the Sub-Committee:

- .1 endorsed the following model courses to be revised for validation by HTW 11:
 - .1 Model Course 3.20 on Company Security Officer;
 - .2 Model Course 3.21 on Port Facility Security Officer; and
 - .3 Model Course 3.23 on Actions to Be Taken to Prevent Acts of Piracy and Armed Robbery;
- .2 requested the Secretariat to take the necessary action to hire developers for the revision of those model courses, subject to the Secretariat's contracting process; and
- .3 instructed the drafting group established at this session to prepare draft terms of reference, as well as the corresponding time frames.

3.32 In this regard, the Sub-Committee recalled its earlier agreement regarding the proposed revision of Model Courses 1.25 and 1.26, also for validation by HTW 11 (see paragraph 3.29).

Review groups and coordinators

3.33 In accordance with section 5 of the Revised Model Course Guidelines, the Sub-Committee established review groups, as set out in annex 1, to work intersessionally by correspondence to review the model courses planned for validation by HTW 11 and encouraged interested Member States, international organizations and other experts to participate as members of the groups and notify their contact details to ModelCourses@imo.org within one month of the closure of this session.

3.34 The Sub-Committee selected as review group coordinators:

- .1 Mr. J. Verhoeff (Netherlands) for revised Model Courses 3.20 on Company Security Officer, 3.21 on Port Facility Security Officer and 3.23 on Actions to Be Taken to Prevent Acts of Piracy and Armed Robbery; and
- .2 Capt. A. Patterson (Canada) for revised Model Courses 1.25 on General Operator's Certificates for the Global Maritime Distress and Safety System (GMDSS) and 1.26 on Restricted Operator's Certificate for the Global Maritime Distress and Safety System (GMDSS).

Establishment of the Drafting Group on Model Courses

3.35 The Sub-Committee established the Drafting Group on Model Courses, chaired by Capt. V. Mohla (GlobalMET), and instructed it, taking into account the comments made and decisions taken in plenary, to:

- .1 consider documents HTW 9/3/1 and Add.1, HTW 9/3/2 and Add.1, and HTW 9/3/3 and Add.1, including the content of the corresponding draft model courses and its alignment with the scope of the related provisions in the STCW Code, and advise the Sub-Committee accordingly with a view to validating the draft model courses at this session;

- .2 prepare draft terms of reference, as well as the corresponding time frames, in accordance with the template set out in annex 3 to document HTW 4/3, for the revision of the following model courses:
 - .1 3.20 on Company Security Officer;
 - .2 3.21 on Port Facility Security Officer;
 - .3 3.23 on Actions to Be Taken to Prevent Acts of Piracy and Armed Robbery;
 - .4 1.25 on General Operator's Certificates for the Global Maritime Distress and Safety System (GMDSS); and
 - .5 1.26 on Restricted Operator's Certificate for the Global Maritime Distress and Safety System (GMDSS).

Report of the Drafting Group

3.36 Having approved the report of the Drafting Group (HTW 9/WP.10), in general, the Sub-Committee took action as outlined in the following paragraphs.

3.37 Based on the discussion in the Drafting Group concerning the method of demonstrating competence in "Fight and extinguish fires" in column 3 of table A-VI/1-2 of the STCW Code and its potential hazard to trainees' health, the Sub-Committee endorsed the recommendation of the Group that this matter should be considered during the comprehensive review of the STCW Convention (HTW 9/WP.10, paragraph 17).

Validation of model courses

3.38 The Sub-Committee validated the following revised model courses:

- .1 1.23 on Proficiency in Survival Craft and Rescue Boats Other Than Fast Rescue Boats;
- .2 1.24 on Proficiency in Fast Rescue Boats; and
- .3 1.20 on Fire Prevention and Fire Fighting.

Terms of reference for developers and review groups

3.39 The Sub-Committee approved the terms of reference, including the corresponding time frames, for the course developers and review groups for the revision of the following model courses, with a view to validation by HTW 11:

- .1 3.20 on Company Security Officer, as set out in annex 2;
- .2 3.21 on Port Facility Security Officer, as set out in annex 3;
- .3 3.23 on Actions to Be Taken to Prevent Acts of Piracy and Armed Robbery, as set out in annex 4;
- .4 1.25 on General Operator's Certificates for the Global Maritime Distress and Safety System (GMDSS), as set out in annex 5; and
- .5 1.26 on Restricted Operator's Certificate for the Global Maritime Distress and Safety System (GMDSS), as set out in annex 6.

4 ROLE OF THE HUMAN ELEMENT

Decisions of other IMO bodies

Holistic approach on the human element

4.1 The Sub-Committee recalled that A 32 had included a specific strategic direction on the human element in the *Revised Strategic Plan for the Organization for the six-year period 2018 to 2023* (resolution A.1149(32)).

4.2 The Sub-Committee also recalled that HTW 8 had considered the ongoing work on the human element and, having recognized that it was not the only body responsible for human element matters in the Organization, requested MSC 105 to invite all relevant IMO bodies to assess their respective involvement in the human element (HTW 8/16, paragraphs 4.6 to 4.10).

4.3 The Sub-Committee noted that MSC 105 had invited all relevant IMO bodies to assess their respective involvement in the human element within their remit and report back to the Committee with a view to devising an outline for a holistic approach on the human element, taking into account resource and budgetary implications within the Organization (MSC 105/20, paragraph 16.3), and that this invitation was currently under consideration by relevant bodies, the outcome of which would be reported back to the Committee.

4.4 Recognizing its leading role on the human element, the Sub-Committee invited interested Member States and international organizations to submit proposals to a future session of the Sub-Committee, outlining a holistic approach on the human element based on the instructions by MSC 105 to all relevant IMO bodies and the information reported to the Committee by them, taking into account resource and budgetary implications within the Organization.

Joint ILO/IMO Tripartite Working Group to identify and address seafarers' issues and the human element

4.5 The Sub-Committee recalled that, following endorsement by C 125 of the establishment of a joint ILO/IMO Tripartite Working Group to Identify and Address Seafarers' Issues and the Human Element (JTWG), the 343rd session of the ILO Governing Body (November 2021) had approved its establishment (HTW 8/16, paragraph 4.4).

4.6 The Sub-Committee noted that LEG 109 had noted that the first meeting of JTWG, which would consider the guidelines for port State and flag State authorities on how to deal with seafarer abandonment cases, foreseen to take place during the second half of 2022, had already been held; and another meeting on the issue of fair treatment of seafarers detained on suspicion of committing maritime crimes was expected to take place in 2024 (LEG 109/16/1, paragraphs 4(c).4, 4(d).3 and 4(d).6).

4.7 The Sub-Committee also noted that MSC 105, having recognized the need for joint action with ILO to tackle bullying and harassment in the maritime sector, including sexual assault and sexual harassment, with the objective of ensuring a safe workplace for seafarers (MSC 105/20, paragraphs 16.13 and 16.14), had:

- .1 instructed JTWG (under paragraph 4(c) of its terms of reference) to "consider bullying and harassment in the maritime sector, including sexual assault and sexual harassment, taking into account information submitted by interested parties, with a view to providing recommendations for future steps, including the development of legislation, mechanisms and policies, and the launching of awareness campaigns by relevant stakeholders, aimed at reporting and addressing these matters", subject to endorsement by the Council;

- .2 invited Member States and international organizations to submit relevant information on these matters directly to JTWG, as and when the meeting was convened;
 - .3 requested the Secretariat to contact the ILO Secretariat in order to:
 - .1 notify ILO of these decisions, for agreement by the ILO Governing Body; and
 - .2 set a suitable date for the holding of the meeting of JTWG at the earliest opportunity; and
 - .4 encouraged:
 - .1 Member States to implement mechanisms and adopt relevant policies and legislation to protect seafarers; and
 - .2 shipping companies to implement internal monitoring, reporting and prevention policies, as well as procedures aimed at eliminating all forms of bullying and harassment on board ships and to take corrective action against persons engaging in unacceptable behaviour and practices of this nature.
- 4.8 The Sub-Committee further noted that C 127 (C 127/D, paragraphs 20.2 to 20.4) had:
- .1 endorsed the establishment of JTWG, including its method of work and terms of reference;
 - .2 endorsed the instruction by MSC 105 to JTWG (see paragraph 4.7.1 above);
 - .3 endorsed the Legal Committee's forwarding of the draft guidelines for port State and flag State authorities on how to deal with seafarer abandonment cases to the first meeting of JTWG for further consideration and refinement;
 - .4 agreed to nominate Governments as IMO representatives to JTWG for each task, bearing in mind that all other Member States might attend the discussions of the Group as observers;
 - .5 appointed the following Governments as IMO representatives to JTWG for the two respective tasks, as follows:
 - .1 for the task concerning the guidelines for port State and flag State authorities on how to deal with seafarer abandonment cases: Argentina, France, India, Indonesia, Kenya, the Marshall Islands, the Philippines and the United Kingdom; and
 - .2 for the task concerning bullying and harassment in the maritime sector, including sexual assault and sexual harassment: the Bahamas, France, Panama, the Philippines, South Africa, Sweden, Thailand and the United States; and
 - .6 endorsed the recommendation to apply the process of informal consultation for determining the composition of Government representatives to future meetings of JTWG; and encouraged Governments participating in meetings

of JTWG, either as observers or appointed representatives, to coordinate, as far as possible, their positions prior to and during the meetings. The Council also noted that the Chair, Vice-Chair and Spokesperson of the Government groups representing IMO should be elected by the appointed representatives to the corresponding meetings of JTWG.

4.9 The Sub-Committee also noted that the first meeting of JTWG had taken place from 13 to 15 December 2022 and agreed on the guidelines on seafarer abandonment, and that the outcome of the meeting would be reported to the ILO Governing Body and IMO Legal Committee in 2023. It also noted that, in addition to the meetings provided in paragraph 4.6, a meeting of JTWG was scheduled to take place at the end of 2023 and was expected to consider the issue of bullying and harassment in the maritime sector, including sexual assault and sexual harassment (SASH).

4.10 The Sub-Committee further noted information provided orally by the Secretariat in relation to the work of JTWG on bullying and harassment, including SASH (see paragraphs 4.7.1 and 7.9), in particular that JTWG should consider these matters with a view to providing recommendations to ILO and IMO for future steps, including:

- .1 the development of legislation, the relevant part of which was being undertaken by the Sub-Committee. Following confirmation by MSC 105 that JTWG should consider the development of training provisions addressing bullying and harassment in the maritime sector, including SASH, within its new term of reference (MSC 105/20, paragraph 16.18.1), draft provisions developed by the Sub-Committee should be referred to JTWG for advice. Any work related to the development of legislation was expected to take into account existing provisions such as the Violence and Harassment Convention, 2019 (No.190), the Violence and Harassment Recommendation, 2019 (No.206), the MLC, 2006, the ISM Code and the FAL Convention;
- .2 mechanisms and policies which might involve companies in order to take action as part of their own policies and measures in cases of bullying and harassment. This action would require an assessment of the current ISM framework and consideration of the need to introduce amendments or develop other provisions to address the matter; and
- .3 the launching of awareness campaigns by relevant stakeholders, aimed at reporting and addressing these matters, where recommendations were expected to be provided by JTWG.

Information on the implementation of training programmes for MASS personnel

4.11 The Sub-Committee noted information provided by the Russian Federation (HTW 9/INF.4) on the implementation of training programmes for MASS personnel.

4.12 In this connection, the Sub-Committee noted an intervention by the delegation of the Russian Federation highlighting their work undertaken at national level to develop training programmes and simulators in order to develop competences required for MASS operation and stressed the importance of taking into account training and watchkeeping aspects related to MASS as part of the comprehensive review of the STCW Convention and Code.

Assessing the human element in navigational safety

4.13 The Sub-Committee also noted information provided by Singapore (HTW 9/INF.5) on assessing the human element in navigational safety using artificial intelligence (AI)-based tools in a simulator.

Experience with conducting courses on navigation in polar waters

4.14 The Sub-Committee further noted information provided by Chile (HTW 9/INF.7) on their experience with conducting courses on navigation in polar waters for more than 30 years.

Experiences gained from the use of remote training during the COVID-19 pandemic

4.15 The Sub-Committee also noted information provided by Chile (HTW 9/INF.8) on their experience gained from the use of remote training during the COVID-19 pandemic.

5 REPORTS ON UNLAWFUL PRACTICES ASSOCIATED WITH CERTIFICATES OF COMPETENCY**General**

5.1 The Sub-Committee recalled that:

- .1 following the proposals of STW 30, MSC 71 had decided to include an agenda item on unlawful practices associated with certificates of competency in the Sub-Committee's agenda;
- .2 following consideration, with great concern, of reports from Member States on the proliferation of fraudulent certificates of competency and endorsements, MSC 71 had approved a circular on *Fraudulent certificates of competency* (MSC/Circ.900) and A 21 had adopted resolution A.892(21) on *Unlawful practices associated with certificates of competency and endorsements*;
- .3 in accordance with STCW regulation I/5 (National provisions), Parties shall take and enforce appropriate measures to prevent fraud and other unlawful practices involving certificates and endorsements issued; and
- .4 STW 43, STW 44 and HTW 1, noting the large number of fraudulent certificates reported by Parties, had urged Member States and international organizations to submit proposals on a strategy to address the problems associated with fraudulent certificates of competency.

Reports on fraudulent certificates

5.2 The Sub-Committee noted information by the Secretariat (HTW 9/INF.2), providing a summary of reports received by the Secretariat on fraudulent certificates detected in 2021 and 2022.

5.3 The Sub-Committee also noted information provided by the delegations of several Member States on the ever-increasing challenges related to fraudulent certificates and the actions taken to address them in accordance with STCW regulation I/5. It further noted that some Member States, for completeness, had provided information on certificates and documents that were beyond the capacities provided in the STCW Convention, such as ship's cook certificates, seafarers' identity documents and medical certificates.

5.4 In this regard, the Sub-Committee further noted a statement by the delegation of China, the full text of which is set out in annex 16.

5.5 In considering the increasing challenges, including as a result of the use of electronic means by responsible authorities and the consequent hacking of systems, the Sub-Committee noted that this was a challenge for the maritime industry as a whole and the response should be coordinated among all Member States involved. In this connection, the need for continuous and transparent communication between flag States and port States was emphasized.

Strategy to address the problems associated with fraudulent certificates

5.6 The Sub-Committee reiterated the need for Member States and international organizations to submit proposals on a strategy to address the problems associated with fraudulent certificates of competency (see paragraph 5.1.4).

Certificate verification facility

5.7 The Sub-Committee invited Member States to provide the Secretariat with updated information, which would be included 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.

6 IMPLEMENTATION OF THE STCW CONVENTION

General

6.1 The Sub-Committee recalled that, following the agreement by MSC 102, matters concerning the "Implementation of the STCW Convention" should be given priority. HTW 7 had taken relevant action and endorsed the action plan for enhancing the communication of information system under the provisions of the 1978 STCW Convention based on identified gaps (HTW 7/16, paragraph 6.11 and annex 6).

6.2 The Sub-Committee also recalled that HTW 8 had considered the report of the Correspondence Group and other documents received and, having established a Working Group to consider the matter further (HTW 8/16, paragraphs 6.10 to 6.15), had:

- .1 endorsed the view of the Working Group, established at that session, concerning the issues identified to be considered at the next comprehensive review of the STCW Convention;
2. endorsed the Working Group's view that the issue of additional resources for the Secretariat to cope with the growing relevance of the human element and increased workload emanating from the future implementation of the draft streamlined guidance and the draft procedures should be considered holistically once these provisions had been finalized; and
- .3 re-established the Correspondence Group on the Implementation of the STCW Convention, under the coordination of the United States, with terms of reference set out in paragraph 6.15 of document HTW 8/16, and had instructed it to submit a report to this session.

Enhancement of the communication of information process

6.3 The Sub-Committee had for its consideration the following documents:

- .1 HTW 9/6 (United States), providing the report of the Correspondence Group on the Implementation of the STCW Convention, in particular:
 1. the draft streamlined guidance on the preparation, reporting and consideration of information related to the independent evaluations and steps taken to implement mandatory amendments required by regulations I/7 and I/8 of the STCW Convention;
 2. draft procedures regarding the consideration of information communicated in accordance with article IV and regulation I/7 of the STCW Convention and section A-I/7, paragraphs 2 and 3, of the Code; and
 3. recommendations and proposed procedures, including criteria, for the development of a dynamic list of Parties that gave full and complete effect to the relevant provisions of the STCW Convention and Code, and the associated MSC circular;
- .2 HTW 9/6/1 (Secretariat), providing general comments on the draft provisions proposed in document HTW 9/6 concerning the STCW requirements on the communication of information, as well as specific comments on the feasibility of their future implementation from the Secretariat's perspective, taking into account its role in the process;
- .3 HTW 9/6/2 (Islamic Republic of Iran), providing comments on document HTW 9/6, in particular on possible inconsistencies of the draft provisions for the communication of information and draft procedures for a dynamic list with the current practices and existing provisions in the Convention; and
- .4 HTW 9/6/3 (Islamic Republic of Iran), providing comments on document HTW 9/6/1 with a view to clarifying some issues raised therein and to facilitating discussions when deciding how to proceed with the output.

6.4 During the ensuing discussion, the following views were expressed:

- .1 guidelines to support the effective implementation by STCW Parties of the communication of information requirements in the Convention would be necessary;
- .2 guidelines supporting the communication of information process should be streamlined, simple, transparent and fully in line with the requirements of the Convention; and the proposed provisions did not fully align with the Convention, were not either simple or flexible, and would cause an unacceptable additional burden on the Secretariat;
- .3 enhancement of the communication of information process should be incorporated in the output on "Comprehensive review of the STCW Convention and Code", where an in-depth analysis of relevant provisions could be undertaken and amendments developed, as necessary;

- .4 lessons learned from the IMO Member State Audit Scheme (IMSAS) should be taken into account when revising relevant provisions in the Convention; and
- .5 work could be conducted at this session in order to address specific matters, such as the dynamic "white list" or the difficulties Parties were facing to give full and complete effect to the provisions of the Convention, taking into account the need to align the proposed draft provisions with the requirements of the Convention.

6.5 Following discussion, the Sub-Committee invited:

- .1 the Committee to agree with the inclusion of this work in the output on "Comprehensive review of the 1978 STCW Convention and Code", and to delete this output from the Sub-Committee's biennial agenda (see paragraph 12.1.2); and
- .2 interested Member States and international organizations to submit relevant proposals to a future session of the Sub-Committee.

Criteria for determining the appropriateness and effectiveness of STCW regulations I/7 and I/8

6.6 The Sub-Committee recalled that HTW 8 had noted that III 7 had requested MSC 105 to initiate a review of the appropriateness and effectiveness of the provisions identified for review, and refer the initial analysis of the criteria for the determination of the appropriateness and effectiveness to relevant sub-committees (III 7/17, paragraphs 7.27.1 and 17.4.7).

6.7 The Sub-Committee noted that, with regard to the outcome of the analysis of the four consolidated audit summary reports under IMSAS, MSC 105 had initiated a review of the appropriateness and effectiveness of the identified provisions based on the analysis of the criteria for review of the requirements, and had referred it to the NCSR, III and HTW Sub-Committees (MSC 105/20, paragraph 13.10.3). It was also noted that MEPC 78 had concurred with the decisions of MSC 105 (MEPC 78/17, paragraph 10.8).

6.8 The Sub-Committee further noted that MSC 105 had decided to refer STCW regulations I/7 (Communication of information) and I/8 (Quality standards) to the HTW Sub-Committee for review/revision, taking into account the initial analysis conducted by III 7, as set out in appendix 5 to annex 4 to document III 7/17, which recommended considering the development of additional guidelines/guidance in relation to these provisions.

6.9 After consideration, the Sub-Committee agreed that the ongoing work and decisions taken under this output were in line with the Committee's instruction emanating from the analysis conducted by the III Sub-Committee and that any additional work would also take account of any relevant information contained in appendix 5 to annex 4 to document III 7/17, as necessary, and to report this outcome to the Committee.

Non-exhaustive list of obligations and auditable areas subject to IMSAS in relation to the STCW Convention and Code

6.10 The Sub-Committee noted that MSC 104 had instructed III 8 to review the items related to the STCW Convention and Code contained in the *2021 Non-exhaustive list of obligations under instruments relevant to the III Code*, in order to clarify the purpose and scope of the IMSAS audit, in consultation with the HTW Sub-Committee (MSC 104/18, paragraph 13.6).

6.11 The Sub-Committee also noted that III 8 had considered the items related to the STCW Convention and Code contained in the 2021 Non-exhaustive list, taking into account document MSC 104/17/9 (China) and the discussion at MSC 104, as well as the mandatory requirements in the STCW Convention and Code, in order to clarify the purpose and scope of the IMSAS audit. After consideration, III 8 (III 8/19, paragraphs 11.8 and 19.5) had:

- .1 agreed that the purpose of the Non-exhaustive list of obligations was to support implementation of IMSAS by providing guidance on the implementation and enforcement of the mandatory IMO instruments, in particular concerning the identification of auditable areas relevant to IMSAS, as provided in mandatory provisions of relevant IMO instruments;
- .2 agreed that, in light of paragraph 7.2.2 of part I of the annex to the *Framework and Procedures for the IMO Member State Audit Scheme* (resolution A.1067(28)), the Non-exhaustive list of obligations should be limited to the areas subject to IMSAS in accordance with STCW regulation I/16, i.e. provisions provided in section A-I/16 of the Code; and
- .3 invited the HTW Sub-Committee to concur with the outcome of the discussion and submit comments to MSC 107 for its consideration and confirmation, as appropriate, in particular with respect to:
 - .1 the purpose of the Non-exhaustive list of obligations; and
 - .2 the auditable areas subject to IMSAS in relation to the STCW Convention and Code (i.e. provisions provided in section A-I/16 of the Code).

6.12 After consideration, the Sub-Committee concurred with the view of III 8 that, in line with the purpose of the Non-exhaustive list of obligations as a supporting tool for the implementation of IMSAS and its related requirements under the 1978 STCW Convention, the Non-exhaustive list should be limited to the areas subject to be audited in accordance with section A-I/16 of the STCW Code, and to report this outcome to the Committee.

7 COMPREHENSIVE REVIEW OF THE 1978 STCW CONVENTION AND CODE

General

7.1 The Sub-Committee recalled that HTW 6 had considered the need to conduct a comprehensive review of the STCW Convention and Code and had invited interested Member States and international organizations to submit a proposal for a new output to MSC, as appropriate (HTW 6/13, paragraphs 12.31 to 12.33).

7.2 The Sub-Committee noted that, having recognized the need for joint action with ILO to tackle bullying and harassment in the maritime sector, including sexual assault and sexual harassment (SASH), with the objective of ensuring a safe workplace for seafarers, as well as having considered a proposal for a new output and related documents, MSC 105 (MSC 105/20, paragraphs 16.18 and 18.13) had:

- .1 confirmed that the Joint ILO/IMO Tripartite Working Group (JTWG) should consider the development of training provisions addressing bullying and harassment in the maritime sector, including SASH, within its new terms of reference (MSC 105/20, paragraph 16.14.1);

- .2 agreed to include in the biennial agenda of the HTW Sub-Committee for 2022-2023 and the provisional agenda for HTW 9 an output on "Comprehensive review of the 1978 STCW Convention and Code", with a target completion year of 2026;
- .3 instructed the Sub-Committee to develop and finalize, as a matter of priority, STCW training provisions addressing bullying and harassment in the maritime sector, including SASH, as part of the new output on "Comprehensive review of the 1978 STCW Convention and Code", taking into account the work to be done in coordination with JTWG; and
- .4 instructed the Sub-Committee to start with a preliminary assessment of the scope of the work to be conducted, identifying specific areas to be reviewed, and preparing a road map for approval by the Committee before initiating the development of draft amendments.

7.3 The Sub-Committee also noted that MSC 105 had instructed it to consider ongoing areas of work in the context of the STCW Convention separately from the work on the comprehensive review, as proposed in document MSC 104/15/33.

STCW provisions on bullying and harassment in the maritime sector, including SASH

7.4 The Sub-Committee had for its consideration the following documents:

- .1 HTW 9/7/1 (United States), proposing mandatory training provisions in the STCW Code to address the prevention, awareness, bystander intervention, reporting and response to bullying and harassment including SASH under:
 - .1 tables A-II/1, A-II/3, A-III/1 and A-III/6, at the operational level;
 - .2 tables A-II/2 and A-III/2, at the management level; and
 - .3 table A-VI/1-4, for all seafarers;
- .2 HTW 9/7/5 (Republic of Korea), raising the need to introduce seafarers' human rights training including bullying and SASH prevention in the STCW Code, in particular in table A-VI/1-4; and
- .3 HTW 9/7/8 (Bahamas et al.), containing:
 - .1 proposed training provisions under the STCW Code, in particular table A-VI/1-4, addressing bullying and harassment in the maritime sector, including SASH, as a matter of priority;
 - .2 the outcome of a review of the standards regarding master and officers in the deck department in the context of psychological safety; and
 - .3 an offer to carry out the revision of Model Course 1.21 on Personal Safety and Social Responsibility to address psychological safety, bullying and SASH in the maritime sector.

7.5 The Sub-Committee noted the offer of Dominica (HTW 9/7/8, paragraph 16.3), working with the experts of The Center for Ocean Policy and Economics Working Group, and others who wished to participate, to carry out a revision of Model Course 1.21 on Personal Safety and Social Responsibility in accordance with the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2). In this connection, the Sub-Committee noted that the revision of Model Course 1.21 should only be completed once the Sub-Committee had agreed that the requirements on bullying and harassment, including SASH, had been established, which would set the foundation for this revision.

7.6 The Sub-Committee also noted the comments in several documents in relation to this matter, including document HTW 9/7/12 (ITF), and the fact that the decision by the Committee to prioritize this work might result in the preparation of relevant amendments to the STCW Code and their entry into force before the comprehensive review was finalized, whilst consideration of other related matters could be undertaken during the process of the comprehensive review.

7.7 During the consideration of the above-mentioned documents, the following views were expressed:

- .1 all seafarers should be safe and secure in their working environment, taking into account that:
 - .1 bullying and harassment, including SASH, was not an issue which concerned only females, but a problem across all genders;
 - .2 nationality was a factor to be taken into account;
 - .3 cultural differences should be understood and recognized; and
 - .4 all seafarers should receive training on these matters, including on human rights;
- .2 the inclusion of new competencies for all seafarers relating to bullying and harassment, including SASH, under table A-VI/1-4 of the STCW Code, should be prioritized at this session and would form the legal basis for a revision of Model Course 1.21. At a later stage during the comprehensive review of the STCW Convention and Code, other related matters could be addressed;
- .3 careful consideration should be given to the use of terminology, which should be accurate and recognized in the context of human rights regulations, and new terms should not be created;
- .4 ITF and ICS had published *Guidance on Eliminating Shipboard Harassment and Bullying*, which could serve as a basis for any training provisions to be included in the STCW Convention and Code;
- .5 taking into account that short-term educational interventions might not be able to change attitude and behaviour, consideration should be given, at a later stage, to the need for amending the ISM Code to require companies to address bullying and harassment, including SASH, under their Safety Management Systems, as well as other instruments such as the FAL Convention; and

- .6 in order to have the amendments adopted at MSC 108 (May 2024), they needed to be approved at MSC 107 (June 2023), noting that JTWG, which was scheduled to be held at the end of 2023, was expected to consider this matter, as instructed by MSC 105. In this connection, MSC 107 should be requested to authorize JTWG to send their comments directly to MSC 108. Another option would be to have the comments of JTWG considered at HTW 10 (February 2024), after which HTW 10 would report to MSC 108.

7.8 In this regard, the Sub-Committee noted a statement by the delegation of ITF, the full text of which is set out in annex 16.

7.9 The Sub-Committee also noted information provided orally by the Secretariat in relation to the work of JTWG on bullying and harassment, including SASH (see paragraph 4.10).

7.10 Following consideration, the Sub-Committee referred documents HTW 9/7/1, HTW 9/7/5 and HTW 9/7/8 to the working group to be established, for comments and advice, taking into account document HTW 9/7/12, in order to prepare relevant draft amendments to the STCW Code, section A-VI/1.

Preliminary assessment of the scope of the work to be conducted, identifying specific areas to be reviewed, and preparation of a road map

7.11 The Sub-Committee had for its consideration the following documents:

- .1 HTW 9/7/3 (United States), proposing overarching goals and principles to guide the comprehensive review of the STCW Convention and Code, a list of parameters to identify the areas to be revised, and to consider the lessons learned from previous reviews when establishing implementation dates;
- .2 HTW 9/7/4 (Australia et al.), providing aims and principles for the comprehensive review and revision of the STCW Convention and Code and a preliminary assessment of the scope of the work to be conducted, identifying some specific areas to be reviewed, and raising considerations to be taken into account in the preparation and approval of a road map;
- .3 HTW 9/7 (ICS), providing a proposal for aims and principles of the comprehensive review and revision of the STCW Convention and Code, as well as some issues to be considered when developing a road map;
- .4 HTW 9/7/6 (ICS), providing some non-exhaustive and indicative high-level areas identified for the comprehensive review of the STCW Convention and Code, with the aim of assisting the Sub-Committee with determining how to define the scope of work, a methodology and a road map;
- .5 HTW 9/7/14 (ICS and ITF), providing comments on document HTW 9/7 and, in particular, information on the ongoing work of the Maritime Just Transition Task Force, led by United Nations Global Compact, proposing that MSC work in synergy with MEPC, in the context of the latter's ongoing work on a Revised GHG Reduction Strategy, noting that this strategy could have an impact on seafarers' training and skills needed to support shipping's decarbonization;

- .6 HTW 9/7/7 (India), proposing principles for conducting the comprehensive review of the STCW Convention and Code, and identifying issues to be included in the review;
 - .7 HTW 9/7/9 (China), providing a road map for the comprehensive review of the STCW Convention and Code;
 - .8 HTW 9/7/10 (China), providing suggestions regarding the principles and specific areas for the comprehensive review of the STCW Convention and Code;
 - .9 HTW 9/7/12 (ITF), providing comments on documents HTW 9/7, HTW 9/7/1 and HTW 9/7/3, proposing that a road map with aims and principles be developed, and that a mechanism to amend the STCW Convention and Code on a continuous basis be considered, as necessary;
 - .10 HTW 9/7/13 (Japan), providing comments on documents HTW 9/7 and HTW 9/7/3 with regard to the initial action to be taken by the Sub-Committee on the comprehensive review of the STCW Convention and Code, and suggesting prioritizing:
 - .1 the preparation and finalization of provisions for seafarers relevant to alternative fuels and related technologies, and MASS; and
 - .2 the identification of weak areas in the Convention and Code that needed to be addressed.
- 7.12 During the ensuing discussion, the Sub-Committee noted the following views:
- .1 the priority at this session should be to prepare aims and principles and a preliminary assessment of the scope of the work to be conducted, identifying specific areas to be reviewed, noting that the development of a road map could be deferred to an intersessional correspondence group, the terms of reference for which could be prepared by the Working Group;
 - .2 this work should follow a two-phase approach, consisting of a structured comprehensive review of the STCW Convention and Code and the preparation of proposals for revision, as necessary, to address the issues identified during the comprehensive review;
 - .3 a comprehensive review of the entire Convention should be conducted; the structure of the Convention should be preserved, as in its previous review; the current provisions and standards should not be downgraded; and administrative burdens for Administrations and training institutions should be avoided;
 - .4 whilst some delegations opposed revising and amending articles of the Convention due to the application of the explicit acceptance procedure, the severe delay this would cause in the implementation of the revised Convention and the need to identify the need for these amendments, other delegations highlighted the need to address existing ambiguities and update some provisions in the articles to avoid implementation problems for administrations and the industry;

- .5 whilst some delegations were of the view that consideration of MASS and alternative fuels and related technologies in the review would be premature, given the early stages of work in other IMO bodies, other delegations highlighted that the Convention and Code should enable seafarers to be qualified for service on ships using new technologies especially in the environmental field, which entailed keeping relevant developments in mind as part of the comprehensive review;
- .6 provisions on Dynamic Positioning operator certification should not be moved from part B (V/f) to part A of the STCW Code; and
- .7 there was a need to learn from previous mistakes during reviews of the Convention, in particular the problems related to implementation following the last review.

7.13 The Sub-Committee also noted information provided by the delegation of Kenya that, with regard to specific areas to be reviewed during the comprehensive review, they would propose, at a later stage, training provisions to tackle illegal wildlife trade in international maritime traffic to create awareness amongst all seafarers.

7.14 Subsequently, having agreed that:

- .1 the priority at this session would be to prepare aims and principles and a preliminary assessment of the scope of the work to be conducted, identifying specific areas to be reviewed; and
- .2 input from Member States and international organizations on lessons learned from previous reviews of the Convention in terms of implementation would be useful,

the Sub-Committee referred documents HTW 9/7, HTW 9/7/3, HTW 9/7/4, HTW 9/7/6, HTW 9/7/7, HTW 9/7/9, HTW 9/7/10, HTW 9/7/12, HTW 9/7/13 and HTW 9/7/14 to the working group to be established.

Proposed amendments

7.15 The Sub-Committee noted:

- .1 the proposals by Georgia and Iceland (HTW 9/7/2) to amend and update the methods for demonstrating competence:
 - .1 for the basic training in fire prevention and fire fighting set out in table A-VI/1-2 of the STCW Code; and
 - .2 for the training in proficiency in survival craft and rescue boats other than fast rescue boats set out in table A-VI/2-1 of the STCW Code;
- .2 the proposals by IMSO (HTW 9/7/11) to amend section A-IV/2 of the STCW Code concerning gender-neutral language and section B-IV/2 on guidance regarding training and certification of GMDSS radio operators, as a result of the GMDSS modernization; and
- .3 the information provided by the Republic of Korea (HTW 9/INF.6) on the need for the rationalization and convergence of the existing and new competencies towards developing relevant provisions relating to the operational personnel of MASS.

7.16 Having noted that, based on the priorities established by the Committee, it was not possible to undertake work on the proposed amendments in documents HTW 9/7/2 and HTW 9/7/11 at this session, the Sub-Committee referred these documents and document HTW 9/INF.6 to the working group to be established, in order to take them into account when undertaking the preliminary assessment of the scope of the work to be conducted.

Establishment of the Working Group on the Comprehensive Review of the 1978 STCW Convention and Code

7.17 The Sub-Committee established the Working Group on the Comprehensive Review of the 1978 STCW Convention and Code, chaired by Captain Zheng Yi (Singapore), and instructed it, taking into account the comments made and decisions taken in plenary, to:

- .1 as a matter of priority:
 - .1 consider STCW training provisions on bullying and harassment in the maritime sector, including sexual assault and sexual harassment (SASH), taking into account documents HTW 9/7/1, HTW 9/7/5, HTW 9/7/8 and HTW 9/7/12, and prepare relevant draft amendments to the STCW Code, section A-VI/1, as appropriate, and consider how to proceed with the workflow to approve and adopt the draft amendments, taking into account the work of JTWG and the role of the Sub-Committee with a view to advising MSC 107;
 - .2 advise the Sub-Committee, in particular on the consideration of matters such as psychological safety or other related matters during the comprehensive review; and
 - .3 if time permitted, prepare draft terms of reference in accordance with the template set out in annex 3 to document HTW 4/3 for the revision of Model Course 1.21 on Personal Safety and Social Responsibilities;
- .2 taking into account documents HTW 9/7, HTW 9/7/3, HTW 9/7/6, HTW 9/7/7, HTW 9/7/9, HTW 9/7/10, HTW 9/7/12, HTW 9/7/13 and HTW 9/7/14, as well as documents HTW 9/7/2, HTW 9/7/11 and HTW 9/INF.6:
 - .1 undertake a preliminary assessment of the scope of the work to be conducted;
 - .2 prepare aims and principles for the comprehensive review of the STCW Convention and Code; and
 - .3 preliminarily identify specific areas to be reviewed, based on document HTW 9/7/4, with a view to approval by the Committee; and
- .3 consider the necessity of establishing a correspondence group and if so, prepare draft terms of reference for consideration and approval by the Sub-Committee.

Report of the Working Group

7.18 Having considered the report of the Working Group (HTW 9/WP.9), the Sub-Committee approved it in general and took action as outlined in the following paragraphs.

STCW training provisions on bullying and harassment in the maritime sector, including sexual assault and sexual harassment (SASH)

Introduction of cultural and generational gap awareness

7.19 The Sub-Committee, recognizing that cultural and generational differences could be catalysts or sources of bullying and harassment, noted the agreement by the Group (HTW 9/WP.9, paragraph 7) to introduce cultural and generational gap awareness in the existing competence "Contribute to effective human relationship on board ships" in table A-VI/1-4 of the STCW Code during the comprehensive review of the STCW Convention and Code.

Psychological safety

7.20 The Sub-Committee noted that the Group had not been able to develop a draft competence on psychological safety in the STCW Code due to time constraints and lack of concrete proposals and had agreed to develop a new stand-alone competence on psychological safety within section A-VI/1, and table A-VI/1-4, of the STCW Code during the comprehensive review of the STCW Convention and Code (HTW 9/WP.9, paragraphs 12 and 13).

Draft amendments to section A-VI/1 of the STCW Code

7.21 The Sub-Committee agreed to the draft amendments to table A-VI/1-4 of the STCW Code to prevent and respond to bullying and harassment, including SASH, as set out in annex 7, for approval by MSC 107 with a view to adoption by MSC 108. The Sub-Committee also agreed that the draft amendments should be considered by JTWG and referred back to HTW 10 for final consideration, before their adoption by the Committee.

Revision of Model Course 1.21 on Personal Safety and Social Responsibility

7.22 The Sub-Committee, noting that the Group had not been able to prepare draft terms of reference for the revision of Model Course 1.21 on Person Safety and Social Responsibility, endorsed the agreement by the Group to (HTW 9/WP.9, paragraph 15):

- .1 add a relevant reference to the existing provisions on bullying and harassment in MLC, 2006, Guidelines B4.3.1, into Model Course 1.21; and
- .2 align the language in Model Course 1.21 with the language used in MLC, 2006,

when revising the model course in the future.

Maintaining the standard of competence for prevention and response to bullying and harassment, including SASH

7.23 The Group endorsed the Group's agreement to give more detailed consideration concerning the provisions for maintaining the standard of competence on prevention and response to bullying and harassment, including SASH, during the comprehensive review of the STCW Convention and Code.

Preliminary assessment of the scope of the work to be conducted

7.24 The Sub-Committee, noting the agreement by the Group that the aims and principles constituted a preliminary assessment of the scope of the work to be conducted during the comprehensive review of the STCW Convention and Code and no further work on the preliminary assessment was necessary, agreed to the draft aims and principles to guide the work of the comprehensive review, as set out in annexes 8 and 9, respectively, with a view to approval by MSC 107.

7.25 The Sub-Committee noted that, although the Group had not been able to preliminarily identify specific areas to be reviewed during the comprehensive review due to time constraints, it had identified the following for inclusion in the list of issues to be addressed during the review:

- .1 companies, as defined in STCW regulation I/1.1.25, are held responsible for the assignment of seafarers on their ships and in particular that there is effective communication on board; and
- .2 the role of port State control regimes to include verification of responsibilities of companies in accordance with STCW regulation I/14.

Establishment of a correspondence group

7.26 Having considered the above matters, the Sub-Committee established the Correspondence Group on the Comprehensive Review of the 1978 STCW Convention and Code, under the coordination of Sweden,² and instructed it, taking into account the comments made and decisions taken at this session (HTW 9/WP.9 and HTW 9/15, section 7), to:

- .1 taking into account decisions and comments made in Plenary and documents HTW 9/7, HTW 9/7/3, HTW 9/7/6, HTW 9/7/7, HTW 9/7/8, HTW 9/7/9, HTW 9/7/10, HTW 9/7/12, HTW 9/7/13 and HTW 9/7/14, as well as documents HTW 9/7/2, HTW 9/7/11, HTW 9/INF.6 and the aims and principles identified in HTW 9/WP.9:
 - .1 preliminarily undertake the identification of the specific areas to be reviewed; and
 - .2 prepare a road map for the comprehensive review of the STCW Convention and Code,

based on document HTW 9/7/4;

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- .2 prepare draft terms of reference in accordance with the template set out in annex 3 to document HTW 4/3 for the revision of Model Course 1.21 on Personal Safety and Social Responsibilities to include the competence on prevention and response to bullying and harassment, including SASH; and
- .3 submit a report to HTW 10.

8 COMPREHENSIVE REVIEW OF THE 1995 STCW-F CONVENTION

General

8.1 The Sub-Committee recalled that HTW 8:

- .1 had not finalized the work on the comprehensive review of the 1995 STCW-F Convention, noting in particular that further consideration of the consequential modifications emanating from the GMDSS modernization was needed, and invited interested Member States and international organizations to submit documents on section B-II/6 (Guidance regarding training and certification of GMDSS radio operators on board fishing vessels) of the draft new STCW-F Code to this session (HTW 8/16, paragraphs 8.29 and 8.30);
- .2 had noted the intervention by the delegation of France, supported by the delegations of Germany and Morocco and the observer from ITF, emphasizing that, since the work on the comprehensive review had not been completed at that session, there should be room at HTW 9 to consider other outstanding matters such as the lack of provisions on rest periods or the fact that, as opposed to the 1978 STCW Convention, there was no chapter IV (Watchkeeping) developed under the draft new STCW-F Code, although it had been referred to in the tables of the draft new Code, notwithstanding that this output should be completed at HTW 9 (HTW 8/16, paragraph 8.35);
- .3 had been unable to prepare the draft MSC resolution on guidance on training of skippers, officers and engineer officers on how to prepare for and respond to piracy and armed robbery, and invited interested Member States and international organizations to submit documents on the draft resolution to HTW 9 (HTW 8/16, paragraph 8.32);
- .4 due to time constraints had been unable to prepare draft guidelines on the medical examination of fishing vessel personnel, and instructed a correspondence group to prepare those draft guidelines (HTW 8/16, paragraph 8.36);
- .5 had endorsed the work plan for the completion of the comprehensive review of the 1995 STCW-F Convention, with a view to finalizing it at this session (HTW 8/16, paragraph 8.34 and annex 6); and
- .6 had re-established the correspondence group, with terms of reference set out in paragraph 8.37 of document HTW 8/16, and had instructed it to submit a report to this session (HTW 8/16, paragraph 8.37).

8.2 The Sub-Committee also recalled that it was necessary to finalize the comprehensive review of the 1995 STCW-F Convention, taking into account the ongoing efforts to ensure the entry into force of the Cape Town Agreement of 2012 in the near future, and the consequent relevance of finalizing this output in a timely manner.

Report of the Correspondence Group and related documents

Report of the Correspondence Group

8.3 The Sub-Committee considered document HTW 9/8 (Japan), providing the report of the Correspondence Group on the Comprehensive Review of the 1995 STCW-F Convention, containing:

- .1 the draft guidelines on the medical examination of fishing vessel personnel, with remaining issues in square brackets, for further consideration at this session (annex 1);
- .2 draft section B-I/12 of the draft new Code (Guidance regarding medical standards), with remaining issues in square brackets, for finalization at this session (annex 2); and
- .3 an invitation for the Sub-Committee to develop draft consequential modifications to the STCW-F Convention and the draft new Code emanating from the GMDSS modernization.

Draft guidelines on the medical examination of fishing vessel personnel

8.4 The Sub-Committee recalled that:

- .1 ILO and IMO had agreed on the establishment of a joint ILO/IMO Working Group to develop joint ILO/IMO guidelines on the medical examination of fishing vessel personnel, and that a meeting of this Working Group had been scheduled to take place in the first quarter of 2024; and
- .2 due to time constraints, HTW 8 could only have a brief discussion on how best to proceed with the development of those draft guidelines, and instructed the Correspondence Group to prepare them (HTW 8/WP.6, paragraphs 5.1 and 5.2).

8.5 Following consideration of the draft guidelines set out in document HTW 9/8, annex 1, the Sub-Committee agreed to refer them to the working group to be established, for further consideration and finalization, with a view to referring them to the joint ILO/IMO Working Group for completion and subsequent submission to MSC 108 for approval.

Revision of STCW-F and development of draft new Code

Consequential modifications emanating from the GMDSS modernization

8.6 In considering document HTW 9/8, in particular paragraphs 11 and 12.4, regarding the instruction to further develop draft consequential modifications to the STCW-F Convention and the draft new Code emanating from the GMDSS modernization, the Sub-Committee noted that the matter had not been considered by the Correspondence Group due to time constraints.

8.7 Having noted the lack of submissions addressing the above-mentioned consequential modifications, the Sub-Committee noted that these had been provided by the Secretariat in annexes 1 and 2 to document HTW 9/WP.7, and agreed to refer them to the working group to be established, for consideration.

Draft section B-I/12 of the draft new STCW-F Code

8.8 The Sub-Committee considered draft section B-I/12 of the draft new Code (Guidance regarding medical standards) (HTW 9/8, annex 2) and, following consideration, referred the matter to the Working Group to be established, for further consideration and finalization.

Proposed editorial improvements and addressing inconsistencies

8.9 The Sub-Committee considered document HTW 9/8/1 (Islamic Republic of Iran), providing comments and proposed amendments to the draft revised STCW-F Convention and draft new Code set out in annexes 1 and 2 to document HTW 8/WP.6, for editorial improvement and to address inconsistencies identified therein.

8.10 Following consideration, the Sub-Committee referred document HTW 9/8/1 to the working group to be established, for further consideration.

Use of the term "fisher"

8.11 The Sub-Committee considered document HTW 9/8/2 (Iceland et al.), proposing the replacement of the term "fishing vessel personnel" with "fisher" in the draft revised STCW-F Convention and draft new Code in order to align it with the ILO Work in Fishing Convention, 2007 (No.188) and to improve readability, taking into account that the definitions of these terms were identical in both instruments.

8.12 During its consideration, the Sub-Committee noted concerns about the replacement of the term "fishing vessel personnel" with "fisher", which might cause considerable legal and procedural issues, including at national level, as well as the need to apply the explicit acceptance procedure for the amendments related to the articles of the Convention.

8.13 In this connection, the Sub-Committee also noted information provided by the Director, Legal Affairs and External Relations Division, regarding the applicability of the law of treaties to the proposal to change "fishing vessel personnel" to "fishers" in the title, articles and annex to the STCW-F Convention. The Sub-Committee agreed to the proposal that the Secretariat would submit a document with research, analysis and options, to include consultations with the Treaty Section of the UN Office of Legal Affairs, to MSC 107 for consideration and action by the Committee.

8.14 The Sub-Committee further noted the following views:

- .1 changing the term might cause significant administrative burdens to Administrations in terms of changes in legislation, publications, websites, etc.;
- .2 by changing the term consistently to "fisher", there would also be a need to change the title of the Convention;
- .3 the alignment of the term would require comprehensive work and hamper the finalization of this output;

- .4 the use of terminology in different instruments should be subject to their object and a proper study on this matter needed to be conducted before making any decision; and
- .5 a pragmatic decision on this matter needed to be taken, bearing in mind the benefits of harmonizing terminology and the close cooperation with ILO regarding the fishing sector.

8.15 Having generally supported the need for legal advice to be presented by the Secretariat to MSC 107, the Sub-Committee agreed to defer further consideration to MSC 107, in order to make a better-informed decision.

Requirements for refrigerator engineers and engineer officers on fishing vessels powered by main propulsion machinery of less than 750 kW

8.16 The Sub-Committee considered the following documents:

- .1 HTW 9/8/3 (Russian Federation), proposing amendments to the STCW-F Convention to introduce mandatory minimum requirements for refrigerator engineers of fishing vessels; and
- .2 HTW 9/8/4 (Russian Federation), proposing a draft new regulation II/5-3 for the STCW-F Convention on mandatory minimum requirements for certification of engineer officers on fishing vessels powered by main propulsion machinery of less than 750 kW propulsion power.

8.17 During the ensuing discussion, the following views were expressed:

- .1 appropriate standards of competence for refrigeration equipment had already been included in those for engineer officers;
- .2 the introduction of new requirements for certification of engineer officers on fishing vessels powered by main propulsion machinery of less than 750 kW propulsion power might collide with the national legislation developed by each Administration;
- .3 development of the proposed requirements would cause an inconsistency with the STCW Convention and impact the interchangeability of certificates;
- .4 the proposals contained new issues which would delay the finalization of this output and at this late stage there was no justification for considering these new provisions; and
- .5 the proposals could be considered under a new output, as appropriate, after the completion of this comprehensive review.

8.18 Following discussion, the Sub-Committee did not agree with the proposals and did not take any further action.

Establishment of a working group

8.19 The Sub-Committee noted that, in order to facilitate consideration of this item, the Secretariat had prepared document HTW 9/WP.7 to consolidate the outcome of HTW 8 with all the proposals submitted to this session.

8.20 The Sub-Committee established the Working Group on the Comprehensive Review of the 1995 STCW-F Convention, chaired by Mr. Ari Gudmundsson (Pew), and instructed it, taking into account the comments made and decisions taken in plenary, to:

- .1 consider and finalize the revision of the STCW-F Convention and the draft new Code, including any consequential amendments emanating from the GMDSS modernization, based on annexes 1 and 2 to document HTW 9/WP.7, respectively, taking into account documents HTW 9/8 and HTW 9/8/1; and
- .2 consider and finalize the draft guidelines on the medical examination of fishing vessel personnel, based on annex 3 to document HTW 9/WP.7 as the base document, with a view to referring them to the joint ILO/IMO Working Group.

Report of the Working Group

8.21 Having considered the report of the Working Group (HTW 9/WP.8), the Sub-Committee approved it in general and took action as outlined in the following paragraphs.

Revision of the STCW-F Convention and development of the draft new STCW-F Code***Consequential modifications emanating from the GMDSS modernization***

8.22 The Sub-Committee, having noted the discussion concerning the use of the term "GMDSS" in the context of the 1995 STCW-F Convention (HTW 9/WP.8, paragraphs 6 to 8), invited:

- .1 interested Member States and international organizations to submit relevant proposals on the matter to MSC 107; and
- .2 the Secretariat to provide advice to MSC 107 on the legal aspects of using the term "GMDSS" in the context of the 1995 STCW-F Convention.

Removal of reference to security in the draft new Code

8.23 The Sub-Committee noted a view expressed in the Group that the removal of reference to security in the draft new Code might pose a challenge, noting that there were competence requirements in the draft new Code with respect to illegal, unreported and unregulated fishing, taking also into account the connection of this matter to the *Guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic* (FAL.5/Circ.50), among other relevant international instruments.

Development of watchkeeping provisions under the draft new Code

8.24 The Sub-Committee noted that the Group, based on its agreement to align the structures of the draft revised chapter IV (Watchkeeping) of the Convention and the corresponding section of part A of the draft new Code with those in chapter VIII (Watchkeeping)

of the STCW Convention and the corresponding part A of the STCW Code, had made relevant modifications to the corresponding provisions, without amending their substance but aligning the text, where necessary, with the new structure.

8.25 Subsequently, the Sub-Committee:

- .1 agreed to the draft revised 1995 STCW-F Convention, as set out in annex 10, for approval by MSC 107, with a view to adoption;
- .2 agreed to the draft new Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F) Code, as set out in annex 11, for approval, in principle, by MSC 107 with a view to adoption in conjunction with the adoption of the related revision of the 1995 STCW-F Convention; and
- .3 authorized the Secretariat, when finalizing the annexes in the report of the Sub-Committee, to effect any minor editorial corrections to the draft revision of the 1995 STCW-F Convention and the draft new STCW-F Code that might be identified.

Draft guidelines on the medical examination of fishing vessel personnel

8.26 The Sub-Committee, having noted the progress made by the Group on the finalization of the draft guidelines on the medical examination of fishing vessel personnel, authorized the joint ILO/IMO Working Group on the Medical Examination of Fishing Vessel Personnel to finalize the draft guidelines set out in annex 3 to document HTW 9/WP.8, taking into account the remaining work (e.g. text left in square brackets and the possible replacement of the term "fishing vessel personnel" with "fisher" based on the outcome of the consideration by MSC 107) and refer them to MSC 108 for approval, in conjunction with the adoption of the revision of the 1995 STCW-F Convention and the draft new STCW-F Code.

Completion of this output

8.27 Noting that the work on this output had been completed, the Sub-Committee invited the Committee to delete it from its biennial agenda (see paragraph 12.1.1).

9 DEVELOPMENT OF MEASURES TO ENSURE QUALITY OF ONBOARD TRAINING AS PART OF THE MANDATORY SEAGOING SERVICE REQUIRED BY THE STCW CONVENTION

General

9.1 The Sub-Committee recalled that HTW 8 had established the Correspondence Group on Maritime Training, under the coordination of the Russian Federation, and instructed it, taking into account the comments made and decisions taken at that session, as well as documents HTW 7/10/1 and HTW 7/10/2 (HTW 8/16, paragraph 10.6), to:

- .1 prepare a work plan to develop measures regarding the assurance of quality of onboard training required by the STCW Convention, including identification of expected goals, effectiveness and consequences of any measures to be adopted; and

- .2 consider the proposals for developing non-mandatory provisions relating to the quality of onboard training, as set out in documents HTW 7/10/1 and HTW 7/10/2, and advise the Sub-Committee, accordingly.

Report of the Correspondence Group and related documents

9.2 The Sub-Committee had for its consideration the following documents:

- .1 HTW 9/9 (Russian Federation), providing in paragraphs 6 to 20 the relevant part of the report of the Correspondence Group on Maritime Training, discussing general goals and possible measures on the assurance of quality of onboard training required by the STCW Convention, as well as the effectiveness and possible consequences of the measures proposed by the Correspondence Group. A draft work plan was provided in the annex to the document;
- .2 HTW 9/9/1 (Islamic Republic of Iran), proposing amendments to section B-III/1 of the STCW Code in order to provide guidance regarding the onboard training with a view to enhancing its quality and addressing the inconsistency between section A-III/1, paragraph 2.1 and section B-III/1 of the STCW Code; and
- .3 HTW 9/9/2 (Islamic Republic of Iran), proposing amendments to section B-III/6 of the STCW Code in order to provide guidance regarding the onboard training with a view to enhancing its quality and consistency with sections B-II/1 and B-V/1 of the STCW Code.

9.3 During the ensuing discussion, the following views were expressed:

- .1 the Correspondence Group had not managed to complete its tasks in accordance with its terms of reference and further work was required;
- .2 the report of the Correspondence Group contained valid views expressed by the participants, which, together with the documents submitted on this output, could be taken into account during the continuation of this work;
- .3 the STCW Code or any related provisions should clearly address the flexibility needed to implement measures to ensure the quality of onboard training; and
- .4 continuation of this work should take place within the framework of the output on the comprehensive review of the STCW Convention and Code.

Completion of this output

9.4 Following discussion, the Sub-Committee:

- .1 invited the Committee to agree with the inclusion of this work in the output on "Comprehensive review of the 1978 STCW Convention and Code", and to delete this output from the Sub-Committee's biennial agenda (see paragraph 12.1.2);

- .2 agreed that consideration of this matter in future should include all documents submitted under this agenda item, i.e. HTW 7/10 and HTW 7/10/1 (Georgia et al.), HTW 7/10/2 (Japan), HTW 9/9/1 and HTW 9/9/2 (Islamic Republic of Iran); and
- .3 invited interested Member States and international organizations to submit relevant proposals to a future session of the Sub-Committee under the output on "Comprehensive review of the 1978 STCW Convention and Code".

10 DEVELOPMENT OF MEASURES TO FACILITATE MANDATORY SEAGOING SERVICE REQUIRED UNDER THE STCW CONVENTION

General

10.1 The Sub-Committee recalled that, in order to identify the difficulties faced by Member States to implement STCW mandatory seagoing service provisions, HTW 8 had instructed the Correspondence Group on Maritime Training to collate the following information, taking into account the comments made and decisions taken at that session, as well as documents HTW 7/11 and HTW 7/11/1 (HTW 8/16, paragraph 11.6):

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

Report of the Correspondence Group and related document

10.2 The Sub-Committee had for its consideration the following documents:

- .1 HTW 9/9 (Russian Federation), providing in paragraphs 21 to 29 the relevant part of the report of the Correspondence Group on Maritime Training, which considered general goals and possible measures to facilitate mandatory seagoing service provisions required by the STCW Convention, as well as possible consequences of these measures; and
- .2 HTW 9/10 (India), providing information and suggestions for the development of measures to facilitate and rationalize mandatory seagoing service for the prospective officers in charge of a navigational or engineering watch, as well as electro-technical officers.

10.3 During the ensuing discussion, the following views were expressed:

- .1 the opportunities for seagoing service (or "training berths") should be considered side-by-side with the demand and actual availability on board ships;
- .2 facilitation of mandatory seagoing service was a flag State responsibility and any measures adopted should provide flexibility;
- .3 a general mandatory requirement for a minimum number of candidates for certification on board ships would not be feasible and would have manning implications, which should not be addressed in the context of the STCW Convention;

- .4 setting equivalent arrangements for the seagoing service by (full-mission) simulator training should be carefully considered in the light of the availability and state of advanced technologies, taking into account the importance of the experience on board a ship, including familiarization with systems, equipment, watchkeeping, real environment, severe weather conditions and other circumstances and conditions;
- .5 the reasons behind the shortage of seafarers should be determined, which might be linked with the decrease in the number of young people who might join the seafaring profession, and several countries were implementing programmes at national level to promote the profession; and
- .6 further work was still necessary, which could take place within the framework of the output on the comprehensive review of the STCW Convention and Code.

Completion of this output

10.4 Following discussion, the Sub-Committee:

- .1 invited the Committee to agree to the inclusion of this work in the output on "Comprehensive review of the 1978 STCW Convention and Code", and to delete this output from the Sub-Committee's biennial agenda (see paragraph 12.1.2);
- .2 encouraged Member States to adopt policies to promote and facilitate access to mandatory seagoing service for the certification of seafarers in accordance with the STCW Convention; and
- .3 invited interested Member States and international organizations to submit relevant proposals to a future session of the Sub-Committee.

11 DEVELOPMENT OF TRAINING PROVISIONS FOR SEAFARERS RELATED TO THE BWM CONVENTION

General

11.1 The Sub-Committee recalled that HTW 8, having noted the differing views expressed at that session, the need for a unified approach for the preparation of amendments to the STCW Code, and the fact that an output on the comprehensive review of the STCW Convention had not yet been agreed, had invited interested Member States and international organizations to submit relevant proposals to this session, with a view to finalizing the work on this output, taking into account the comments made at that session, as well as documents HTW 7/12 (China and ICS) and HTW 7/12/1 (Japan) (HTW 8/16, paragraph 12.4).

Completion of this output

11.2 In this connection, having noted the lack of documents submitted to this session, the Sub-Committee agreed that relevant amendments to the STCW Convention dealing with ballast water management should be developed as part of the comprehensive review of the Convention, and invited the Marine Environment Protection Committee to agree:

- .1 to the inclusion of this work in the output on "Comprehensive review of the 1978 STCW Convention and Code"; and

- .2 to delete this output from its biennial agenda, once the matter had been incorporated in the work plan for the "Comprehensive review of the 1978 STCW Convention and Code" (see paragraph 12.1.2).

12 BIENNIAL STATUS REPORT AND PROVISIONAL AGENDA FOR HTW 10

Biennial status report for the 2022-2023 biennium

12.1 Taking into account the progress made at this session, the Sub-Committee prepared its biennial status report for the 2022-2023 biennium (HTW 9/WP.2, annex 1), as set out in annex 12, for consideration by MSC 107. In this context, it was noted that, at this session:

- .1 the work on output 6.12 (Comprehensive review of the 1995 STCW-F Convention) had been completed; and
- .2 work on continuous output 1.32 (Implementation of the STCW Convention), as well as outputs 6.5 (Development of measures to facilitate mandatory seagoing service required under the STCW Convention), 6.6 (Development of measures to ensure quality of onboard training as part of the mandatory seagoing service required by the STCW Convention) and 6.11 (Development of training provisions for seafarers related to the BWM Convention) had been proposed for inclusion in output 6.17 on Comprehensive review of the 1978 STCW Convention and Code.

Proposed biennial agenda for the 2024-2025 biennium

12.2 Taking into account the progress made at this session, the Sub-Committee prepared its proposed biennial agenda for the 2024-2025 biennium (HTW 9/WP.2, annex 2), as set out in annex 13, for approval by MSC 107.

Proposed provisional agenda for HTW 10

12.3 Taking into account the progress made at this session, the Sub-Committee prepared the proposed provisional agenda for HTW 10 (HTW 9/WP.2, annex 3), as set out in annex 14, for approval by MSC 107.

Arrangements for working and drafting groups during the next session

12.4 The Sub-Committee agreed to establish at its next session working and drafting groups on subjects to be selected from the following:

- .1 Model courses; and
- .2 Comprehensive review of the 1978 STCW Convention and Code.

Correspondence groups established at this session

12.5 The Sub-Committee established a Correspondence Group on the Comprehensive Review of the 1978 STCW Convention and Code (see paragraph 7.26).

12.6 The Sub-Committee recalled that, as agreed at HTW 7, in order to make as much progress as possible intersessionally, the coordinators of correspondence groups should have the flexibility to convene virtual meetings using a suitable platform in order to consider any of the terms of reference, as necessary.

Intersessional working group

12.7 The Sub-Committee invited MSC 107 to approve the establishment of an intersessional joint ILO/IMO Working Group on the Guidelines on the Medical Examination of Fishing Vessel Personnel, tentatively scheduled to take place in the first quarter of 2024, to finalize the draft guidelines on the medical examination of fishing vessel personnel, subject to endorsement by C 129 (see paragraph 8.26).

Date of the next session

12.8 The Sub-Committee noted that its tenth session had been tentatively scheduled to take place from 5 to 9 February 2024.

13 ELECTION OF CHAIR AND VICE-CHAIR FOR 2024

13.1 In accordance with the Rules of Procedure of the Maritime Safety Committee, the Sub-Committee unanimously re-elected Mr. Haakon Storhaug (Norway) as Chair and Mr. Rafael Cigarruista (Panama) as Vice-Chair, both for 2024.

14 ANY OTHER BUSINESS**Draft guidelines on the use of electronic certificates of seafarers**

14.1 The Sub-Committee recalled that HTW 8 had agreed to draft guidelines on the use of electronic certificates of seafarers, and the associated draft MSC circular (HTW 8/16, annex 9), for submission to MSC 107 for approval, in conjunction with the adoption of the related amendments to the STCW Convention and Code (HTW 8/16, paragraph 9.10 and annex 9).

14.2 In this regard, the Sub-Committee noted that:

- .1 MSC 106 had approved the draft amendments to STCW regulations I/1 and I/2, and related draft amendments to section A-I/2 of the STCW Code, and requested the Secretary-General to circulate them in accordance with article XII of the STCW Convention, with a view to adoption at MSC 107 (MSC 106/19, paragraphs 10.4 and 10.5);
- .2 in connection with the aforementioned amendments, MSC 106 had considered document MSC 106/10/2 (Cook Islands et al.), proposing modifications to the draft guidelines on the use of electronic certificates of seafarers, which were expected to be considered at MSC 107 for approval, to clarify the responsibilities of the parties involved in cases of recognition of certificates (STCW regulation I/10), including the addition of a definition of the term "Administration"; and
- .3 following discussion and having agreed that the proposed modifications needed detailed consideration, MSC 106 had referred the draft guidelines, together with document MSC 106/10/2 and the comments made at that session, to this session of the Sub-Committee for further consideration and advice to MSC 107 (MSC 106/19, paragraphs 10.7 and 10.8; and HTW 9/2/2).

14.3 The Sub-Committee also noted that, in order to facilitate consideration of this matter, the Secretariat, in consultation with the Chair, had prepared document HTW 9/WP.6, containing background information, as well as proposed modifications to the draft guidelines in document MSC 106/10/2, for ease of reference and consideration by the Sub-Committee.

14.4 Following consideration of the proposal (HTW 9/WP.6), and having noted that there was very little support for the amendments therein and the need to have the guidelines finalized when the related draft amendments to STCW regulations I/1 and I/2 were expected to be adopted at MSC 107, the Sub-Committee agreed to refer the draft guidelines to the Committee, for approval, as initially submitted to MSC 106 (HTW 8/16, annex 9).

14.5 In line with the decisions of MSC 106 (MSC 106/19, paragraph 10.9), the Sub-Committee referred the draft guidelines to FAL 47 to verify consistency with the *Guidelines on the use of electronic certificates* (FAL.5/Circ.39/Rev.2).

Carriage for use of HFO as fuel by ships in Arctic waters

14.6 The Sub-Committee recalled that HTW 8 (HTW 8/16, paragraphs 15.2 to 15.5):

- .1 had been invited by PPR 8 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, with a view to advising PPR 9;
- .2 in considering the relevant sections of the draft guidelines, had noted the view expressed that section(s) contained duplicative provisions both in the context of the Polar Code and the STCW Code and could even go beyond the scope of the latter; and
- .3 subsequently had agreed to postpone consideration of the matter to HTW 9 and invited interested Member States and international organizations to submit relevant documents to this session, taking into account the comments made at that session.

14.7 Following consideration of this matter, and having noted the importance of finalizing this work, the Sub-Committee referred relevant sections of the draft guidelines to a working group, for further consideration and advice, taking into account the annex to document HTW 8/WP.3, in which the relevant provisions had been reproduced.

Establishment of the working group

14.8 The Sub-Committee established the Working Group on Implementation of the STCW Convention, chaired by Mr. Luke Harden (United States), and instructed it, taking into account decisions taken and comments and proposals made in plenary, 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, as set out in the annex to document HTW 8/WP.3, and advise the Sub-Committee accordingly, with a view to advising PPR 10.

Report of the Working Group

14.9 Having approved the report of the Working Group (HTW 9/WP.11) in general, the Sub-Committee took action as outlined in the following paragraphs.

14.10 The Sub-Committee noted the discussion of the Group concerning the terms "Ship operators" and "Maritime Administrations" in the titles of sections I and II, respectively, of the draft guidelines (HTW 9/WP.11, paragraph 6) and referred the matter to PPR 10 for consideration, as necessary.

14.11 Subsequently, the Sub-Committee agreed to the proposed amendments to the provisions for familiarization, training and drills in sections I and II of the draft guidelines, as set out in annex 15, and referred them to PPR 10 for consideration.

Man overboard from fishing vessels

14.12 The Sub-Committee noted that, with regard to the safety issues resulting in man overboard from fishing vessels, III 8 (III 8/19, paragraphs 4.26 and 4.27) had:

- .1 noted that the attitude within the fishing industry concerning personal flotation devices (PFDs) needed to be changed in order to increase the use of PFDs as essential for survival;
- .2 noted that modern technology allowed for better means to relocate a person falling overboard from fishing vessels and the introduction of such technology for increasing the ability of survival could be considered; and
- .3 invited the NCSR, SSE and HTW Sub-Committees to note the analysis contained in annex 3 to document III 8/4 on the safety issues resulting in man overboard from fishing vessels in relation to the use of PFDs and possible application of the existing technology such as search and rescue transponders, and take action as appropriate.

14.13 The Sub-Committee also noted that the only recommendation emanating from the analysis referred by III 8 which might be relevant to the Sub-Committee stated, "To make arrangements to rapidly introduce the compulsory wearing of personal flotation devices on the upper decks of all fishing vessels while at sea", which was a procedural matter to be addressed by companies and skippers of fishing vessels.

14.14 Following some discussion, the Sub-Committee noted the analysis contained in annex 3 to document III 8/4 and encouraged fishing vessel companies and skippers to ensure that fishing vessel personnel wore PFDs on the upper decks of all fishing vessels while at sea.

Report on dispensations issued under article VIII of the STCW Convention

14.15 The Sub-Committee noted the information provided by the Secretariat in document HTW 9/INF.3, relating to the reports on dispensations granted from 2021 to 2022, which had been submitted by STCW Parties in accordance with article VIII of the Convention.

Experience with hybrid meetings

14.16 The Sub-Committee, as requested by the Council (see paragraph 1.4.3), considered the experience with hybrid meetings and noted the overall satisfaction expressed by many delegations on the use of the hybrid meeting system to complement in-person meetings at this session and appreciation to the Secretariat for the preparation and improvement of the hybrid meeting system, in particular. The following views were expressed:

- .1 some of the working and drafting groups were conducted in remote modality only and the Council should consider this matter;

- .2 hybrid capabilities in committee rooms 9 and 10 for working and drafting groups were available until 18.00 UTC due to resource and cost implications for the Secretariat and, if the work continued beyond that time, remote participants were not able to participate in the discussion;
- .3 as agreed by C 127, hybrid meeting arrangements were considered only a complement to in-person meetings and the use and availability of hybrid arrangements at each meeting should be clarified in the corresponding circular letters;
- .4 a live single list of speakers requesting the floor in plenary, including those attending through the hybrid meeting system, should be available for transparency;
- .5 a brief plan for the work of the next day in working and drafting groups could be provided at the end of every day's session for planning purposes; and
- .6 in committee rooms 9 and 10, when remote speakers took the floor and wished to comment on the document projected via screenshare, the text was not visible on the screen (currently the ZOOM hybrid meeting showed the remote speaker only).

15 ACTION REQUESTED OF THE COMMITTEE

Consideration of the report of the Sub-Committee

15.1 The draft report of the session (HTW 9/WP.1) was prepared by the Secretariat for consideration by the Sub-Committee.

15.2 In this context, during the meeting held on Friday, 10 February 2023, delegations were given an opportunity to provide comments on the draft report (HTW 9/WP.1), and the Secretariat then prepared the revised draft report (HTW 9/WP.1/Rev.1), incorporating the comments made. Member States and international organizations wishing to provide further editorial corrections and improvements, including finalizing individual statements, were given a deadline of Monday, 20 February 2023, 23.59 (UTC) to do so by correspondence, in accordance with paragraphs 4.37 and 4.38 of the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.4) (see paragraph 1.6).

Action requested of the Committee

15.3 The Committee, at its 107th session, is invited to:

- .1 note that the Sub-Committee invited interested Member States and international organizations to submit proposals to MSC 107 for further consideration and possible development of guidance to address matters with regard to certificates of competency and seafarers' identity documents, as proposed in paragraph 17.4 of document HTW 9/2/3, as appropriate (paragraph 2.8.4);
- .2 consider the implications and advice regarding the conversion of model courses into e-learning model courses, and take action, as appropriate, (paragraphs 3.3 and 3.4);

-
- .3 note that, with regard to the review of the appropriateness and effectiveness of STCW regulations I/7 and I/8, the Sub-Committee agreed that the ongoing work and decisions made under this output were in line with the Committee's instruction emanating from the analysis conducted by the III Sub-Committee and that any additional work would also take account of any relevant information contained in appendix 5 to annex 4 to document III 7/17, as necessary (paragraph 6.9);
- .4 note that the Sub-Committee concurred with the view of III 8 that, in line with the purpose of the Non-exhaustive list of obligations as a supporting tool for the implementation of IMSAS and its related requirements under the 1978 STCW Convention, the Non-exhaustive list of obligations should be limited to the areas subject to be audited in accordance with section A-I/16 of the STCW Code (paragraph 6.12);
- .5 approve the draft amendments to table A-VI/1-4 of the STCW Code to prevent and respond to bullying and harassment, including SASH, with a view to adoption (paragraph 7.21 and annex 7);
- .6 note that the Sub-Committee agreed that the above-mentioned draft amendments should be considered by JTWG and referred back to HTW 10 for final consideration, before their adoption by the Committee (paragraph 7.21);
- .7 approve the draft aims and principles to guide the work of the comprehensive review of the STCW Convention and Code (paragraph 7.24 and annexes 8 and 9);
- .8 note that the Sub-Committee, due to the possible legal and procedural implications, deferred consideration of the matter of the use of the term "fisher" in the revised STCW-F Convention and new STCW-F Code to MSC 107, together with a document with legal advice, research, analysis and options to be submitted by the Secretariat (paragraphs 8.13 and 8.15);
- .9 note that, regarding the use of the term "GMDSS" in the context of the 1995 STCW-F Convention, the Sub-Committee invited (paragraph 8.22):
- .1 interested Member States and international organizations to submit relevant proposals to MSC 107; and
 - .2 the Secretariat to provide advice to MSC 107 on the legal aspects of using the term "GMDSS" in the context of the 1995 STCW-F Convention;
- .10 approve the draft revised 1995 STCW-F Convention, with a view to adoption (paragraph 8.25.1 and annex 10);
- .11 approve, in principle, the draft new Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F) Code, with a view to adoption in conjunction with the draft revised 1995 STCW-F Convention (paragraph 8.25.2 and annex 11);
- .12 note that the Sub-Committee authorized the joint ILO/IMO Working Group on the Medical Examination of Fishing Vessel Personnel to finalize the draft guidelines on the medical examination of fishing vessel personnel, as set out

in annex 3 to document HTW 9/WP.8, with a view to approval at MSC 108, in conjunction with the adoption of the revision of the 1995 STCW-F Convention and the draft new STCW-F Code (paragraph 8.26);

- .13 note the biennial status report of the Sub-Committee for the 2022-2023 biennium (paragraph 12.1 and annex 12);
 - .14 approve the proposed biennial agenda of the Sub-Committee for the 2024-2025 biennium and the provisional agenda for HTW 10, including the integration of the work under continuous output 1.32 and outputs 6.5, 6.6 and 6.11 in output 6.17 (paragraphs 12.1 to 12.3 and annexes 12 to 14);
 - .15 approve the establishment of an intersessional joint ILO/IMO Working Group on the Guidelines on the Medical Examination of Fishing Vessel Personnel, tentatively scheduled to take place in the first quarter of 2024, subject to endorsement by C 129 (paragraph 12.7);
 - .16 approve the draft guidelines on the use of electronic certificates of seafarers, and the associated draft MSC circular, in conjunction with the adoption of the related amendments to the STCW Convention and Code (paragraph 14.4);
 - .17 note that the Sub-Committee agreed to the proposed amendments to the provisions for familiarization, training and drills in sections I and II of the draft guidelines on mitigation measures to reduce risks of use and carriage for use of HFO as fuel by ships in Arctic waters and referred them to PPR 10 for consideration (paragraph 14.11 and annex 15); and
 - .18 note the experience and views expressed in relation to the use of the hybrid meeting system during the session, with a view to reporting them to the Council (paragraph 14.16).
- 15.4 The Marine Environment Protection Committee, at its eightieth session, is invited to:
- .1 consider the implications and advice regarding the conversion of model courses into e-learning model courses, and take action, as appropriate, (paragraphs 3.3 and 3.4); and
 - .2 agree with the inclusion of the work under the output on "Development of training provisions for seafarers related to the BWM Convention" in the output on "Comprehensive review of the 1978 STCW Convention and Code" and delete the former from its biennial agenda, once incorporated in the work plan for the referred comprehensive review (paragraph 11.2).

ANNEX 1

REVIEW GROUPS FOR MODEL COURSES PLANNED FOR VALIDATION BY HTW 11

APPENDIX 1

**REVIEW GROUP ON REVISED MODEL COURSE
3.20 ON COMPANY SECURITY OFFICER**

Course developer: TBA		
Coordinator: Netherlands Mr. Jan-Willem Verhoeff, j.w.verhoeff@hva.nl		
Members of the Review Group		
No.	Name	Email
1	Mr. Bernhard Löbermann (Germany)	bernhard.loebermann@dnv.com
2	Mr. Patrick le Plat (Germany)	patrick.leplat@bmdv.bund.de
3	Mr. José Manuel Antunes de Almeida (Portugal)	jmalmeida@dgrm.mm.gov.pt
4	Capt. Roch Brandon (Singapore)	brandon_roch@sp.edu.sg
5	Capt. Cathleen Mauro (United States)	Cathleen.B.Mauro@uscg.mil
6	Mr. James Cavo (United States)	James.D.Cavo@uscg.mil

APPENDIX 2

REVIEW GROUP ON REVISED MODEL COURSE 3.21 ON PORT FACILITY SECURITY OFFICER

Course developer: TBA		
Coordinator: Netherlands Mr. Jan-Willem Verhoeff, j.w.verhoeff@hva.nl		
Members of the Review Group		
No.	Name	Email
1	Mr. José Manuel Antunes de Almeida (Portugal)	jmalmeida@dgrm.mm.gov.pt
2	Capt. Roch Brandon (Singapore)	brandon_roch@sp.edu.sg
3	Capt. Cathleen Mauro (United States)	Cathleen.B.Mauro@uscg.mil
4	Mr. James Cavo (United States)	James.D.Cavo@uscg.mil

APPENDIX 3

**REVIEW GROUP ON REVISED MODEL COURSE 3.23 ON
ACTIONS TO BE TAKEN TO PREVENT ACTS OF PIRACY AND ARMED ROBBERY**

Course developer: TBA		
Coordinator: Netherlands Mr. Jan-Willem Verhoeff, j.w.verhoeff@hva.nl		
Members of the Review Group		
No.	Name	Email
1	Mr. José Manuel Antunes de Almeida (Portugal)	jmalmeida@dgrm.mm.gov.pt
2	Capt. Roch Brandon (Singapore)	brandon_roch@sp.edu.sg
3	Capt. Cathleen Mauro (United States)	Cathleen.B.Mauro@uscg.mil
4	Mr. James Cavo (United States)	James.D.Cavo@uscg.mil

APPENDIX 4

REVIEW GROUP ON REVISED MODEL COURSE 1.25 ON GENERAL OPERATOR'S CERTIFICATES FOR THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

Course developer: TBA		
Coordinator: Canada Capt. Anthony Patterson, anthony.patterson@virtualmarine.ca		
Members of the Review Group		
No.	Name	Email
1	Mr. Michael Neumann (Germany)	michael.neumann@bsh.de
2	Mr. Patrick le Plat (Germany)	patrick.leplat@bmdv.bund.de
3	Capt. Mohd Yusrino bin Taib (Malaysia)	myusrino.taib@alam.edu.my
4	Mr. José Manuel Antunes de Almeida (Portugal)	jmalmeida@dgrm.mm.gov.pt
5	Capt. Peter Lee (Singapore)	Peter_LEE@sp.edu.sg
6	Mr. Daniel Ernstsson (Sweden)	daniel.ernstsson@chalmers.se
7	Mr. Adam Michanek (Sweden)	adam.michanek@lnu.se
8	Capt. Cathleen Mauro (United States)	Cathleen.B.Mauro@uscg.mil
9	Mr. James Cavo (United States)	James.D.Cavo@uscg.mil

APPENDIX 5

REVIEW GROUP ON REVISED MODEL COURSE 1.26 ON RESTRICTED OPERATOR'S CERTIFICATE FOR THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

Course developer: TBA		
Coordinator: Canada Capt. Anthony Patterson, anthony.patterson@virtualmarine.ca		
Members of the Review Group		
No.	Name	Email
1	Mr. Michael Neumann (Germany)	michael.neumann@bsh.de
2	Capt. Mohd Yusrino bin Taib (Malaysia)	myusrino.taib@alam.edu.my
3	Mr. José Manuel Antunes de Almeida (Portugal)	jmalmeida@dgrm.mm.gov.pt
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8	Mr. James Cavo (United States)	James.D.Cavo@uscg.mil

ANNEX 2

TERMS OF REFERENCE FOR THE REVISION OF MODEL COURSE 3.20 ON COMPANY SECURITY OFFICER

Introduction

1 The Sub-Committee on Standards of Training and Watchkeeping (STW) in 2003, keeping in mind the need to enhance maritime security and encourage consistent and harmonized implementation of SOLAS chapter XI-2 and the ISPS Code, entered into effect on 1 July 2004, validated new Model Course 3.20 on Company Security Officer. An updated version of the CSO model course was published in 2011, taking into account, inter alia, the *Guidelines on training and certification for Company Security Officers* (MSC/Circ.1154).

2 In 2017, IMO approved the *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3). The Guidelines provide high-level recommendations on maritime cyber risk management to safeguard shipping from current and emerging cyberthreats and vulnerabilities. The Guidelines also include functional elements that support effective cyber risk management in the marine environment. MSC-FAL.1/Circ.3/Rev.2 was issued in 2022 incorporating updated references to international and industry standards and best practices on cyber risk management in the shipping and port sectors.

3 In 2018, IMO issued the *Revised industry counter piracy guidance* (MSC.1/Circ.1601), containing a comprehensive set of revised industry-developed guidance relating primarily to incidents of piracy and armed robbery against ships, but also to other types of security threats. This includes revised *Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea* (BMP5), which addresses the issues of anti-ship cruise missiles and waterborne improvised explosive devices in the Bab el-Mandeb Strait emanating from the conflict in Yemen. The revised Guidance (MSC.1/Circ.1601/Rev.1) was issued in 2021.

4 In 2021, IMO published the second edition of the *Guide to Maritime Security and the ISPS Code* (the Guide). The content of the Guide consolidates the existing IMO maritime security-related materials and should be the primary reference document to update the maritime security-related model courses.

Objectives

5 The revision of Model Course 3.20 on Company Security Officer should address the practical aspects of the competencies and related knowledge, understanding and proficiency (KUP) requirements in the annex to the *Guidelines on training and certification for Company Security Officers* (MSC/Circ.1154). The course should not exceed the competencies in the annex to MSC/Circ.1154, but needs to consider and incorporate the latest technological developments and best practices of the industry, and also be aligned with the Guide.

6 The revision of the Model Course 3.20 on Company Security Officer should address the high-level recommendations on maritime cyber risk management to safeguard shipping from current and emerging cyberthreats and vulnerabilities and functional elements that support effective cyber risk management in the marine environment of the *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3/Rev.2). The course should not exceed the high-level recommendations and functional elements of the Guidelines (MSC-FAL.1/Circ.3/Rev.2).

7 The revision of Model Course 3.20 should also address the comprehensive set of revised industry-developed guidance relating primarily to incidents of piracy and armed robbery against ships, but also to other types of security threats in the *Revised industry counter piracy guidance* (MSC.1/Circ.1601/Rev.1). The course should not exceed the guidance of MSC.1/Circ.1601/Rev.1.

8 The revision of Model Course 3.20 should cover the following identified areas in need of update, which may include, inter alia:

- .1 removing contents which might not be of relevance to all Company Security Officers;
- .2 expanding the concept of handling sensitive security-related information and communications;
- .3 incorporating relevant sections from the high-level recommendations on maritime cyber risk management to safeguard shipping from current and emerging cyberthreats and vulnerabilities and functional elements that support effective cyber risk management in the marine environment of MSC-FAL.1/Circ.3/Rev.2;
- .4 including potential additional key topics under ship security actions to correspond with additional identified threats;
- .5 reviewing and expanding security equipment;
- .6 reviewing and expanding threat identification including cyber risk management, terrorism and weapons of mass destruction; and
- .7 reviewing and expanding emergency preparedness, drills and exercises, emphasizing the difference between drills and exercises and adding procedures for responding to additional security incidents, taking into account the *Revised industry counter piracy guidance* (MSC.1/Circ.1601/Rev.1), among others.

Activities

9 The course developer will revise Model Course 3.20, based on the relevant competencies and KUPs covered in the *Guidelines on training and certification for Company Security Officers* (MSC/Circ.1154), the *ISPS Code*, the *Guide to maritime security and the ISPS Code* (2021 Edition), the *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3/Rev.2) and *Revised industry counter piracy guidance* (MSC.1/Circ.1601/Rev.1), taking into account the model course development guidance for course developers in appendix 3 to the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2). The references and bibliography should make citations using the Harvard Style of Referencing while the common abbreviations for IMO model courses in part C - Detailed Outline should be retained, e.g. R1 for the 1974 SOLAS Convention.

10 The course developer will submit the initial draft to the Head of Maritime Training and Human Element, who is the designated representative of IMO for review and development of model courses. The course developer will then prepare a revised draft taking into account any suggested changes by the IMO designated representative and forward it again to the IMO Secretariat.

11 The IMO Secretariat will forward the draft model course to its review group, which will then provide any comments and guidance to the course developer for inclusion as appropriate in the third draft, which will then be returned by the course developer to the review group for final evaluation and comments, if any. The course developer will finalize the draft model course and submit it to the Head of Maritime Training and Human Element of IMO, for submission to HTW 11 for consideration and validation.

Reporting

12 The model course should be drafted in English, and IMO should be provided with an electronic version compatible with Microsoft Word, to be submitted to the Head of Maritime Training and Human Element, with the deadlines for submission, as outlined in the time frame below. All parties to the revision and review process are encouraged to exchange comments and information, and seek feedback at any appropriate time. The dates and deadlines given in the time frame should not serve as limitations for exchange of information.

Deadline	Action to be taken
28 July 2023	The model course developer submits the initial draft of the model course to the designated representative of the IMO Secretariat.
6 October 2023	The IMO Secretariat, following its review of the first draft of the model course for adequacy and consistency with instructions, returns the first draft of the model course to the model course developer with suggested changes, as necessary.
1 December 2023	The model course developer submits the second draft to the IMO Secretariat to forward it to the review group for comments.
9 February 2024	The review group returns any additional comments and guidance to the model course developer for additional edits and development, as appropriate.
5 April 2024	The model course developer submits the final draft of the model course to the IMO Secretariat for forwarding it to the review group for final comments.
31 May 2024	The review group coordinator submits report to the IMO Secretariat including the evaluation questionnaire as contained in appendix 4 to the Revised Guidelines.

13 All material shall be prepared in accordance with intellectual property rights and the copyright remains within IMO.

COURSE DEVELOPER – SPECIFIC INSTRUCTIONS / TERMS OF REFERENCE

Course developer specific instructions/terms of reference	
MODEL COURSE 3.20 ON COMPANY SECURITY OFFICER	
1) The overall goal of this model course is to provide guidance for the training and assessment of Company Security Officers defined in paragraph 2.1.7 in part A of the ISPS Code, in accordance with the ISPS Code and the <i>Guidelines on training and certification for Company Security Officers</i> (MSC/Circ.1154). IMO model courses are intended for a global audience and must be adaptable to a wide range of candidates and teaching resources.	
2) This model course will be validated by the Sub-Committee on Human Element, Training and Watchkeeping (HTW) at its eleventh session (HTW 11). The final revised draft of the model course should be submitted to the Head of Maritime Training and Human Element (ModelCourses@imo.org) no later than 31 May 2024 with the following subject line: Revised Model Course 3.20 on Company Security Officer for submission to HTW 11	
3) The following countries, organizations and subject matter experts (SME) have indicated their availability to work with the course developer on this project. Their contact information is listed below. The course developer is also encouraged to use other resources as may also be available to them.	
Country, Organization, SME	Contact information
To be confirmed after HTW 9	
4) This model course has some common and equal education and training requirements as are found in the listed model courses. The education and training requirements must use similar vernacular and be based upon the same information. However, alterations to reflect individual shipboard departmental requirements are expected.	
Model Course	Training requirement
3.21 on Port Facility Security Officer	MSC.1/Circ.1188
5) This model course has some common, but lower-level education and training requirements than that found in the listed model courses. These education and training requirements must use simpler taxonomy or topics to reflect their prerequisite nature.	
Model Course	Training requirement
N/A	
6) This model course has some common, but higher-level education and training requirements than that found in the listed model courses. The education and training requirements must use a more advanced taxonomy or topics to reflect the advanced nature of the material presented.	

Course developer specific instructions/terms of reference	
MODEL COURSE 3.20 ON COMPANY SECURITY OFFICER	
Model Course	Training requirement
3.19 on Ship Security Officer	Section A-VI/5, paragraphs 1 to 4 of the STCW Code
3.23 on Actions to be Taken to Prevent Acts of Piracy and Armed Robbery	Table A-VI/5, A-VI/6-1, A-VI/6-2 of the STCW Code
3.26 on Security Training for Seafarers with Designated Security Duties	Section A VI/6, paragraphs 6 to 8 of the STCW Code
3.27 on Security Awareness Training for All Seafarers	Section A-VI/6, paragraph 4 of the STCW Code
7) This model course is to be included within these other model courses.	
Model Course	Training requirement
N/A	
8) This model course is to include these other model courses.	
Model Course	Training requirement
N/A	
9) This model course is to include education and training requirements from other IMO Instruments	
Convention and Codes	Training requirement

Course developer specific instructions/terms of reference	
MODEL COURSE 3.20 ON COMPANY SECURITY OFFICER	
1974 SOLAS Convention	MSC.1/Circ.1341
ISPS Code	MSC.1/Circ.1188
Section A-VI/5 of the STCW Code	MSC.1/Circ.1154
Section A VI/6, paragraphs 6 to 8 of the STCW Code	MSC.1/Circ.1405/Rev.2
Section A- VI/6, paragraph 4 of the STCW Code	MSC.1/Circ.1601/Rev.1
	MSC-FAL.1/Circ.3/Rev.2
	Guide to Maritime Security and the ISPS Code, 2021 Edition
<p>These specific instructions are to provide the course developer with guidelines to use during the development of a model course. They are as inclusive as possible. However, the course developer may, at his or her discretion, and in consultation and agreement with the IMO Secretariat, adapt these instructions to meet the intent and goals of the Committee/Sub-Committee concerned.</p>	

ANNEX 3

TERMS OF REFERENCE FOR THE REVISION OF MODEL COURSE 3.21 ON PORT FACILITY SECURITY OFFICER

Introduction

1 The Sub-Committee on Standards of Training and Watchkeeping (STW) in 2003, keeping in mind the need to enhance maritime security and encourage consistent and harmonized implementation of SOLAS chapter XI-2 and the ISPS Code, entered into effect on 1 July 2004, validated new Model Course 3.21 on Port Facility Security Officer. An updated version of the PFSO model course was published in 2011, taking into account, inter alia, the *Guidelines on training and certification for Port Facility Security Officers* (MSC/Circ.1188) and a further version was made in 2015, taking into account the consolidated guidance material and references in the *IMO Guide to Maritime Security and the ISPS Code*, 2012 edition.

2 In 2017, IMO approved the *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3). The Guidelines provide high-level recommendations on maritime cyber risk management to safeguard shipping from current and emerging cyberthreats and vulnerabilities. The Guidelines also include functional elements that support effective cyber risk management in the marine environment. MSC-FAL.1/Circ.3/Rev.2 was issued in 2022 incorporating updated references to international and industry standards and best practices on cyber risk management in the shipping and port sectors.

3 In 2021, IMO published the second edition of the *Guide to Maritime Security and the ISPS Code* (the Guide). The content of the Guide consolidates the existing IMO maritime security-related materials and should be the primary reference document to update the maritime security-related model courses.

Objectives

4 The revision of Model Course 3.21 on Port Facility Security Officer should address the practical aspects of the competencies and related knowledge, understanding and proficiency (KUP) requirements in the annex to the *Guidelines on training and certification for Port Facility Security Officers* (MSC/Circ.1188). The course should not exceed the competencies in the annex to MSC/Circ.1188, but needs to consider and incorporate the latest technological developments and best practices of the industry, and also be aligned with the Guide.

5 The revision of the Model Course 3.21 on Port Facility Security Officer should address the high-level recommendations on maritime cyber risk management to safeguard shipping from current and emerging cyberthreats and vulnerabilities and functional elements that support effective cyber risk management in the marine environment of the *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3/Rev.2). The course should not exceed the high-level recommendations and functional elements of the Guidelines (MSC-FAL.1/Circ.3/Rev.2).

6 The revision of Model Course 3.21 should cover the following identified areas in need of update, which may include, inter alia:

- .1 removing contents which might not be of relevance to all Port Facility Security Officers;
- .2 expanding the concept of handling sensitive security-related information and communications;

- .3 incorporating relevant sections from the high-level recommendations on maritime cyber risk management to safeguard shipping from current and emerging cyberthreats and vulnerabilities and functional elements that support effective cyber risk management in the marine environment of MSC-FAL.1/Circ.3/Rev.2;
- .4 reviewing and expanding the types of port-based threats in Module 3 – *Port facility security assessments*, including, inter alia, cyber risk management, terrorism, weapons of mass destruction and modus operandi such as Unmanned Aerial Vehicles, Vehicle-Borne Improvised Explosive Devices etc.; and
- .5 reviewing and expanding the types of security equipment and systems and their limitations in Module 5 – *Security measures and procedures*.

Activities

7 The course developer will revise Model Course 3.21, based on the relevant competencies and KUPs covered in the *Guidelines on training and certification for Port Facility Security Officers* (MSC/Circ.1188), the ISPS Code, the *Guide to maritime security and the ISPS Code* (2021 Edition) and the *Guidelines on maritime cyber risk management* (MSC-FAL.1/Circ.3/Rev.2), taking into account the model course development guidance for course developers in appendix 3 to the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2). The references and bibliography should make citations using the Harvard Style of Referencing while the common abbreviations for IMO model courses in part C - Detailed Outline should be retained, e.g. R1 for the 1974 SOLAS Convention.

8 The course developer will submit the initial draft to the Head of Maritime Training and Human Element, who is the designated representative of IMO for review and development of model courses. The course developer will then prepare a revised draft taking into account any suggested changes by the IMO designated representative and forward it again to the IMO Secretariat.

9 The IMO Secretariat will forward the draft model course to its review group, which will then provide any comments and guidance to the course developer for inclusion as appropriate in the third draft, which will then be returned by the course developer to the review group for final evaluation and comments, if any. The course developer will finalize the draft model course and submit it to the Head of Maritime Training and Human Element of IMO, for submission to HTW 11, for consideration and validation.

Reporting

10 The model course should be drafted in English, and IMO should be provided with an electronic version compatible with Microsoft Word, to be submitted to the Head of Maritime Training and Human Element, with the deadlines for submission, as outlined in the time frame below. All parties to the revision and review process are encouraged to exchange comments and information, and seek feedback at any appropriate time. The dates and deadlines given in the time frame should not serve as limitations for exchange of information.

Deadline	Action to be taken
6 October 2023	The model course developer submits the initial draft of the model course to the designated representative of the IMO Secretariat.
1 December 2023	The IMO Secretariat, following its review of the first draft of the model course for adequacy and consistency with instructions, returns the first draft of the model course to the model course developer with suggested changes, as necessary.
9 February 2024	The model course developer submits the second draft to the IMO Secretariat to forward it to the review group for comments.
5 April 2024	The review group returns any additional comments and guidance to the model course developer for additional edits and development, as appropriate.
31 May 2024	The model course developer submits the final draft of the model course to the IMO Secretariat for forwarding it to the review group for final comments.
2 August 2024	The review group coordinator submits report to the IMO Secretariat including the evaluation questionnaire as contained in appendix 4 to the Revised Guidelines.

11 All material shall be prepared in accordance with intellectual property rights and the copyright remains within IMO.

COURSE DEVELOPER – SPECIFIC INSTRUCTIONS / TERMS OF REFERENCE

Course developer specific instructions/terms of reference	
MODEL COURSE 3.21 ON PORT FACILITY SECURITY OFFICER	
1) The overall goal of this model course is to provide guidance for the training and assessment of Port Facility Security Officers defined in paragraph 2.1.8 in part A of the ISPS Code, in accordance with the ISPS Code and the <i>Guidelines on training and certification for Port Facility Security Officers</i> (MSC/Circ.1188). IMO model courses are intended for a global audience and must be adaptable to a wide range of candidates and teaching resources.	
2) This model course will be validated by the Sub-Committee on Human Element, Training and Watchkeeping (HTW) at its eleventh session (HTW 11). The final revised draft of the model course should be submitted to the Head of Maritime Training and Human Element (ModelCourses@imo.org) no later than 2 August 2024 with the following subject line: Revised Model Course 3.21 on Port Facility Security Officer for submission to HTW 11	
3) The following countries, organizations and subject matter experts (SME) have indicated their availability to work with the course developer on this project. Their contact information is listed below. The course developer is also encouraged to use other resources as may also be available to them.	
Country, Organization, SME	Contact information
To be confirmed after HTW 9	
4) This model course has some common and equal education and training requirements as are found in the listed model courses. The education and training requirements must use similar vernacular and be based upon the same information. However, alterations to reflect individual shipboard departmental requirements are expected.	
Model Course	Training requirement
3.20 on Company Security Officer	MSC/Circ.1154
5) This model course has some common, but lower-level education and training requirements than that found in the listed model courses. These education and training requirements must use simpler taxonomy or topics to reflect their prerequisite nature.	
Model Course	Training requirement
N/A	
6) This model course has some common, but higher-level education and training requirements than that found in the listed model courses. The education and training	

Course developer specific instructions/terms of reference	
MODEL COURSE 3.21 ON PORT FACILITY SECURITY OFFICER	
requirements must use a more advanced taxonomy or topics to reflect the advanced nature of the material presented.	
Model Course	Training requirement
3.24 on Security Awareness Training for Port Facility Personnel with Designated Security Duties	MSC.1/Circ.1341
3.25 on Security Awareness Training for all Port Facility Personnel	
7) This model course is to be included within these other model courses.	
Model Course	Training requirement
N/A	
8) This model course is to include these other model courses.	
Model Course	Training requirement
N/A	
9) This model course is to include education and training requirements from other IMO Instruments	
Convention and Codes	Training requirement
1974 SOLAS Convention ISPS Code	MSC.1/Circ.1341 MSC.1/Circ.1188 MSC-FAL.1/Circ.3/Rev.2 Guide to maritime security and the ISPS Code, 2021 Manual of maritime security drills and exercises for port facilities, APEC 2012
These specific instructions are to provide the course developer with guidelines to use during the development of a model course. They are as inclusive as possible. However, the course developer may, at his or her discretion, and in consultation and agreement with the IMO Secretariat, adapt these instructions to meet the intent and goals of the Committee/Sub-Committee concerned.	

ANNEX 4

TERMS OF REFERENCE FOR THE REVISION OF MODEL COURSE 3.23 ON ACTIONS TO BE TAKEN TO PREVENT ACTS OF PIRACY AND ARMED ROBBERY

Introduction

1 The Sub-Committee on Standards of Training and Watchkeeping (STW) in 2011, keeping in mind the need to enhance maritime security, validated new model course 3.23 on Actions to be Taken to Prevent Acts of Piracy and Armed Robbery.

2 IMO issued the following circulars:

- .1 in 2011, *Questionnaire on information on port and coastal State requirements related to privately contracted armed security personnel on board ships* (MSC-FAL.1/Circ.2) for the completion of Member States;
- .2 in 2012, *Revised interim guidance to shipowners, ship operators and shipmasters on the use of privately contracted armed security personnel on board ships in the High Risk Area* (MSC.1/Circ.1405/Rev.2);
- .3 in 2012, *Revised interim recommendations for port and coastal States regarding the use of privately contracted armed security personnel on board ships in the High Risk Area* (MSC.1/Circ.1408/Rev.1);
- .4 in 2015, *Recommendations to Governments for preventing and suppressing piracy and armed robbery against ships* (MSC.1/Circ.1333/Rev.1) which incorporated provisions for the establishment of a national point of contact for communication of information on piracy and armed robbery; and
- .5 in 2015, *Revised interim recommendations for flag States regarding the use of privately contracted armed security personnel on board ships in the High Risk Area* (MSC.1/Circ.1406/Rev.3).

3 In 2018, IMO issued the *Revised industry counter piracy guidance* (MSC.1/Circ.1601), containing a comprehensive set of revised industry-developed guidance relating primarily to incidents of piracy and armed robbery against ships, but also to other types of security threats. This includes revised *Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea* (BMP5), which addresses the issues of anti-ship cruise missiles and waterborne improvised explosive devices in the Bab el-Mandeb Strait emanating from the conflict in Yemen. The Revised Guidance (MSC.1/Circ.1601/Rev.1) was issued in 2021.

4 In 2021, IMO published the second edition of the *Guide to Maritime Security and the ISPS Code* (the Guide). The content of the Guide consolidates the existing IMO maritime security-related materials and should be the primary reference document to update the maritime security-related model courses.

Objectives

5 The revision of Model Course 3.23 on Actions to be Taken to Prevent Acts of Piracy and Armed Robbery should include references and updated content related to:

- .1 MSC-FAL.1/Circ.2 on *Questionnaire on information on port and coastal State requirements related to privately contracted armed security personnel on board ships*;
- .2 MSC.1/Circ.1333/Rev.1 on *Recommendations to Governments for preventing and suppressing piracy and armed robbery against ships*;
- .3 MSC.1/Circ.1334 on *Guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships*;
- .4 MSC.1/Circ.1405/Rev.2 on *Revised interim guidance to shipowners, ship operators and shipmasters on the use of privately contracted armed security personnel on board ships in the High Risk Area*;
- .5 MSC.1/Circ.1406/Rev.3 on *Revised interim recommendations for flag States regarding the use of privately contracted armed security personnel on board ships in the High Risk Area*;
- .6 MSC.1/Circ.1408/Rev.1 on *Revised interim recommendations for port and coastal States regarding the use of privately contracted armed security personnel on board ships in the High Risk Area*;
- .7 MSC.1/Circ.1601/Rev.1 on *Revised industry counter piracy guidance*;
- .8 MSC-FAL.1/Circ.3/Rev.2 on *Guidelines on maritime cyber risk management*;
- .9 the ISPS Code; and
- .10 the *Guide to Maritime Security and the ISPS Code 2021 Edition*.

The course should consider and incorporate the latest technological developments and best practices of the industry, and also be aligned with the Guide.

6 The revision of Model Course 3.23 on Actions to be Taken to Prevent Acts of Piracy and Armed Robbery should address the comprehensive set of revised industry-developed guidance relating primarily to incidents of piracy and armed robbery against ships, but also to other types of security threats in the *Revised industry counter piracy guidance* (MSC.1/Circ.1601/Rev.1). The course should not exceed the guidance of MSC.1/Circ.1601/Rev.1.

7 The revision of Model Course 3.23 should cover the following identified areas in need of update, which may include, inter alia:

- .1 reviewing and removing outdated references and guidance material e.g. *Piracy and Armed Robbery against ships in waters off the Coast of Somalia – Best Management Practices for Protection against Somalia Based Piracy* (MSC.1/Circ.1335);

- .2 reviewing and expanding current piracy threats and patterns to include developments off the coast of East Africa, the Gulf of Guinea, the Strait of Malacca and other regions subject to piracy and armed robbery incidents;
- .3 reviewing and expanding the preparations prior to transit through high risk areas;
- .4 reviewing and expanding threat recognition and response;
- .5 reviewing content relating to the definition of "High Risk Area" in light of industry's intention to remove the Indian Ocean HRA with effect from 1 January 2023 and to develop a new methodology to assess security for seafarers and ships operating around the world; and
- .6 reviewing and expanding emergency preparedness, drills and exercises, emphasizing the difference between drills and exercises and adding procedures for responding to additional security incidents, taking into account the *Revised industry counter piracy guidance* (MSC.1/Circ.1601/Rev1), among others.

Activities

8 The course developer will revise Model Course 3.23, based on the competencies and subjects covered in all the instruments and guidance referred to in paragraph 5 above taking into account the model course development guidance for course developers in appendix 3 to the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2). The references and bibliography should make citations using the Harvard Style of Referencing while the common abbreviations for IMO model courses in part C – Detailed Outline should be retained, e.g. R1 for the 1974 SOLAS Convention.

9 The course developer will submit the initial draft to the Head of Maritime Training and Human Element, who is the designated representative of IMO for review and development of model courses. The course developer will then prepare a revised draft taking into account any suggested changes by the IMO designated representative and forward it again to the IMO Secretariat.

10 The IMO Secretariat will forward the draft model course to its review group, which will then provide any comments and guidance to the course developer for inclusion as appropriate in the third draft, which will then be returned by the course developer to the review group for final evaluation and comments, if any. The course developer will finalize the draft model course and submit it to the Head of Maritime Training and Human Element of IMO, for submission to HTW 11, for consideration and validation.

Reporting

11 The model course should be drafted in English, and IMO should be provided with an electronic version compatible with Microsoft Word, to be submitted to the Head of Maritime Training and Human Element, with the deadlines for submission, as outlined in the time frame below. All parties to the revision and review process are encouraged to exchange comments and information and seek feedback at any appropriate time. The dates and deadlines given in the time frame should not serve as limitations for exchange of information.

Deadline	Action to be taken
1 December 2023	The model course developer submits the initial draft of the model course to the designated representative of the IMO Secretariat.
9 February 2024	The IMO Secretariat, following its review of the first draft of the model course for adequacy and consistency with instructions, returns the first draft of the model course to the model course developer with suggested changes, as necessary.
5 April 2024	The model course developer submits the second draft to the IMO Secretariat to forward it to the review group for comments.
31 May 2024	The review group returns any additional comments and guidance to the model course developer for additional edits and development, as appropriate.
2 August 2024	The model course developer submits the final draft of the model course to the IMO Secretariat for forwarding it to the review group for final comments.
4 October 2024	The review group coordinator submits report to the IMO Secretariat including the evaluation questionnaire as contained in appendix 4 to the Revised guidelines.

12 All material shall be prepared in accordance with intellectual property rights and the copyright remains within IMO.

COURSE DEVELOPER – SPECIFIC INSTRUCTIONS / TERMS OF REFERENCE

Course developer specific instructions/terms of reference							
MODEL COURSE 3.23 ON ACTIONS TO BE TAKEN TO PREVENT ACTS OF PIRACY AND ARMED ROBBERY							
<p>1) The overall goal of this model course is to provide guidance to seafarers on precautions to be taken to reduce the risks of piracy attacks and the possible response to a piracy threat, in accordance with the ISPS Code, relevant guidelines established by IMO and industry guidance. IMO model courses are intended for a global audience and must be adaptable to a wide range of candidates and teaching resources.</p>							
<p>2) This model course will be validated by the Sub-Committee on Human Element, Training and Watchkeeping (HTW) at its eleventh session (HTW 11). The final revised draft of the model course should be submitted to the Head of Maritime Training and Human Element (ModelCourses@imo.org) no later than 4 October 2024 with the following subject line:</p> <p>Revised Model Course 3.23 on Actions to be taken to prevent acts of Piracy and Armed Robbery for submission to HTW 11</p>							
<p>3) The following countries, organizations and subject matter experts (SME) have indicated their availability to work with the course developer on this project. Their contact information is listed below. The course developer is also encouraged to use other resources as may also be available to them.</p> <table border="1"> <thead> <tr> <th>Country, Organization, SME</th> <th>Contact information</th> </tr> </thead> <tbody> <tr> <td>To be confirmed after HTW 9</td> <td></td> </tr> </tbody> </table>		Country, Organization, SME	Contact information	To be confirmed after HTW 9			
Country, Organization, SME	Contact information						
To be confirmed after HTW 9							
<p>4) This model course has some common and equal education and training requirements as are found in the listed model courses. The education and training requirements must use similar vernacular and be based upon the same information. However, alterations to reflect individual shipboard departmental requirements are expected.</p> <table border="1"> <thead> <tr> <th>Model Course</th> <th>Training requirement</th> </tr> </thead> <tbody> <tr> <td>3.20 on Company Security Officer</td> <td>MSC/Circ.1154</td> </tr> <tr> <td>3.19 on Ship Security Officer</td> <td>Section A-VI/5, paragraphs 1 to 4 of the STCW Code</td> </tr> </tbody> </table>		Model Course	Training requirement	3.20 on Company Security Officer	MSC/Circ.1154	3.19 on Ship Security Officer	Section A-VI/5, paragraphs 1 to 4 of the STCW Code
Model Course	Training requirement						
3.20 on Company Security Officer	MSC/Circ.1154						
3.19 on Ship Security Officer	Section A-VI/5, paragraphs 1 to 4 of the STCW Code						
<p>5) This model course has some common, but lower-level education and training requirements than that found in the listed model courses. These education and training requirements must use simpler taxonomy or topics to reflect their prerequisite nature.</p> <table border="1"> <thead> <tr> <th>Model Course</th> <th>Training requirement</th> </tr> </thead> <tbody> <tr> <td>N/A</td> <td></td> </tr> </tbody> </table>		Model Course	Training requirement	N/A			
Model Course	Training requirement						
N/A							

Course developer specific instructions/terms of reference	
MODEL COURSE 3.23 ON ACTIONS TO BE TAKEN TO PREVENT ACTS OF PIRACY AND ARMED ROBBERY	
6) This model course has some common, but higher-level education and training requirements than that found in the listed model courses. The education and training requirements must use a more advanced taxonomy or topics to reflect the advanced nature of the material presented.	
Model Course	Training requirement
3.26 on Security Training for Seafarers with Designated Security Duties	Section A VI/6, paragraphs 6 to 8 of the STCW Code
3.27 on Security Awareness Training for All Seafarers	Section A-VI/6, paragraph 4 of the STCW Code
7) This model course is to be included within these other model courses.	
Model Course	Training requirement
N/A	
8) This model course is to include these other model courses.	
Model Course	Training requirement
N/A	
9) This model course is to include education and training requirements from other IMO Instruments	
Convention and Codes	Training requirement
SOLAS Convention	MSC.1/Circ.1154
ISPS Code	MSC.1/Circ.1188
Section A-VI/5 of the STCW Code	MSC.1/Circ.1333/Rev.1
Section A VI/6, paragraphs 6 to 8 of the STCW Code	MSC.1/Circ.1334
Section A- VI/6, paragraph 4 of the STCW Code	MSC.1/Circ.1341
	MSC.1/Circ.1405/Rev.2
	MSC.1/Circ.1406/Rev.3
	MSC.1/Circ.1408/Rev.1
	MSC.1/Circ.1601/Rev.1
	MSC-FAL.1/Circ.3/Rev.2
	Guide to Maritime Security and the ISPS Code, 2021 Edition

Course developer specific instructions/terms of reference

**MODEL COURSE 3.23 ON ACTIONS TO BE TAKEN TO PREVENT ACTS OF PIRACY
AND ARMED ROBBERY**

These specific instructions are to provide the course developer with guidelines to use during the development of a model course. They are as inclusive as possible. However, the course developer may, at his or her discretion, and in consultation and agreement with the IMO Secretariat, adapt these instructions to meet the intent and goals of the Committee/Sub-Committee concerned.

ANNEX 5

TERMS OF REFERENCE FOR THE REVISION OF MODEL COURSE 1.25 ON GENERAL OPERATOR'S CERTIFICATES FOR THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

Introduction

1 The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, was adopted with the objective of promoting safety of life and property at sea and the protection of the marine environment by establishing international standards of training, certification and watchkeeping for seafarers.

2 The IMO Assembly, at its seventeenth session, recommended training requirements as set out in annex 3 (Recommendation on training of radio operators related to the General Operator's Certificate) and in annex 4 (Recommendation on training of radio operators related to the Restricted Operator's Certificate) to resolution A.703(17) on *Training of radio personnel in the Global Maritime Distress and Safety System (GMDSS)*. These recommendations were later incorporated into section B-IV/2 of the STCW Code.

3 IMO Model Courses 1.25 on General Operator's Certificate (GOC) and 1.26 on Restricted Operator's Certificate (ROC) for the GMDSS were first published by the International Maritime Organization in 1997 and 1998, respectively, and both model courses were revised in 2015.

4 The Maritime Safety Committee, at its 106th session (2 to 11 November 2022), and the Marine Environment Protection Committee, at its seventy-ninth session (12 to 16 December 2022), approved the revised *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2), providing new appendices 4 and 5 on action verb taxonomy for model courses and guidance on learning outcomes, respectively, developed by the Sub-Committee on Human Element, Training and Watchkeeping (HTW), at its eighth session (7 to 11 February 2022).

Objectives

5 The revision of Model Course 1.25 on General Operator's Certificate (GOC) should address the practical aspects of the competencies and related knowledge, understanding and proficiency (KUP) requirements in table A-IV/2 of the STCW Code, the guidance set out in section B-IV/2 of the STCW Code regarding training and certification of GMDSS radio operators, and table 47-1 of the Radio Regulations developed by the International Telecommunication Union (ITU). Noting that these instruments may also need to be updated or amended in line with the modernization of the GMDSS.

6 The revision of the model course should address the requirements contained in chapter IV (Radiocommunications) of the International Convention for the Safety of Life at Sea, 1974, as amended by resolution MSC.496(105), including any relevant new resolutions and circulars or those that were revised, amended or revoked as part of the modernization of the GMDSS. Attention should be paid, in particular, to resolution MSC.514(105) on *Guidelines for the avoidance of false distress alerts*.

7 The revision of Model Course 1.25 should cover the following identified areas in need of update, which may include, inter alia:

- .1 updates to functional requirements for the GMDSS, which now excludes general radiocommunications;
- .2 updates to the terminology used in the GMDSS, such as distress, urgency and safety communications;
- .3 redefinition of GMDSS sea area A3 in accordance with SOLAS chapter IV as amended;
- .4 discontinued use of NBDP/Direct printing telegraphy/radiotelex, Inmarsat-EPIRB, Inmarsat-B, Inmarsat-M, Inmarsat fleet-77 and VHF-EPIRB; and
- .5 changes and updates to the GMDSS recognized mobile satellite services.

Activities

8 The course developer will revise the model course, based on the relevant competencies and KUPs covered in table A-IV/2 of the STCW Code, the guidance set out in section B-IV/2 of the STCW Code taking into account the requirements of SOLAS chapter IV as amended and table 47-1 of the Radio Regulations developed by ITU, taking into account the model course development guidance for course developers in appendix 3 to the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2). The references and bibliography should make citations using the Harvard Style of Referencing while the common abbreviations for IMO model courses in part C - Detailed Outline should be retained, e.g. R1 for the 1974 SOLAS Convention.

9 The course developer will submit the initial draft to the Head of Maritime Training and Human Element, who is the designated representative of IMO for review and development of model courses. The course developer will then prepare a revised draft taking into account any suggested changes by the IMO designated representative and forward it again to the IMO Secretariat.

10 The IMO Secretariat will forward the draft model course to its review group, which will then provide any comments and guidance to the course developer for inclusion as appropriate in the third draft, which will then be returned by the course developer to the review group for final evaluation and comments, if any. The course developer will finalize the draft model course and submit it to the Head of Maritime Training and Human Element of IMO, for submission to HTW 11 for consideration and validation.

Reporting

11 The model course should be drafted in English, and IMO should be provided with an electronic version compatible with Microsoft Word, to be submitted to the Head of Maritime Training and Human Element, with the deadlines for submission, as outlined in the time frame below. All parties to the revision and review process are encouraged to exchange comments and information, and seek feedback at any appropriate time. The dates and deadlines given in the time frame should not serve as limitations for exchange of information.

Deadline	Action to be taken
28 July 2023	The model course developer submits the initial draft of the model course to the designated representative of the IMO Secretariat.
6 October 2023	The IMO Secretariat, following its review of the first draft of the model course for adequacy and consistency with instructions, returns the first draft of the model course to the model course developer with suggested changes, as necessary.
1 December 2023	The model course developer submits the second draft to the IMO Secretariat to forward it to the review group for comments.
9 February 2024	The review group returns any additional comments and guidance to the model course developer for additional edits and development, as appropriate.
5 April 2024	The model course developer submits the final draft of the model course to the IMO Secretariat for forwarding it to the review group for final comments.
31 May 2024	The review group coordinator submits report to the IMO Secretariat including the evaluation questionnaire as contained in appendix 4 to the Revised Guidelines.

12 All material shall be prepared in accordance with intellectual property rights and the copyright remains within IMO.

COURSE DEVELOPER – SPECIFIC INSTRUCTIONS / TERMS OF REFERENCE

Course developer specific instructions/terms of reference	
1.25 ON GENERAL OPERATOR'S CERTIFICATE FOR THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)	
1) The overall goal of this model course is to provide guidance for the training and assessment of General Operator's Certificate for the Global Maritime Distress and Safety System (GMDSS) in accordance with table A-IV/2 of the STCW Code, the guidance set out in section B-IV/2 of the STCW Code, taking into account the requirements of SOLAS chapter IV as amended and table 47-1 of the Radio Regulations developed by ITU. IMO model courses are intended for a global audience and must be adaptable to a wide range of candidates and teaching resources.	
2) This model course will be validated by the Sub-Committee on Human Element, Training and Watchkeeping (HTW) at its eleventh session (HTW 11). The final revised draft of the model course should be submitted to the Head of Maritime Training and Human Element (ModelCourses@imo.org) no later than 31 May 2024 with the following subject line: Revised Model Course 1.25 on General Operator's Certificate (GOC) for submission to HTW 11	
3) The following countries, organizations and subject matter experts (SME) have indicated their availability to work with the course developer on this project. Their contact information is listed below. The course developer is also encouraged to use other resources as may also be available to them.	
Country, Organization, SME	Contact information
To be confirmed after HTW 9	
4) This model course has some common and equal education and training requirements as are found in the listed model courses. The education and training requirements must use similar vernacular and be based upon the same information. However, alterations to reflect individual shipboard departmental requirements are expected.	
Model Course	Training requirement
1.31 on Second-Class Radioelectronic for GMDSS	section B-IV/2 of the STCW Code
5) This model course has some common, but lower-level education and training requirements than that found in the listed model courses. These education and training requirements must use simpler taxonomy or topics to reflect their prerequisite nature.	
Model Course	Training requirement
1.26 on Restricted Operator's Certificate for the Global Maritime Distress and Safety System (GMDSS)	section A-IV/2, B-IV/2 of the STCW Code

Course developer specific instructions/terms of reference	
1.25 ON GENERAL OPERATOR'S CERTIFICATE FOR THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)	
6) This model course has some common, but higher-level education and training requirements than that found in the listed model courses. The education and training requirements must use a more advanced taxonomy or topics to reflect the advanced nature of the material presented.	
Model Course	Training requirement
7) This model course is to be included within these other model courses.	
Model Course	Training requirement
N/A	
8) This model course is to include these other model courses.	
Model Course	Training requirement
N/A	
9) This model course is to include education and training requirements from other IMO Instruments	
Convention and Codes	Training requirement
1974 SOLAS Convention	Section A-IV/2 of the STCW Code
1978 STCW Convention and Code	Section B-IV/2 of the STCW Code
	ITU Radio Regulations
These specific instructions are to provide the course developer with guidelines to use during the development of a model course. They are as inclusive as possible. However, the course developer may, at his or her discretion, and in consultation and agreement with the IMO Secretariat, adapt these instructions to meet the intent and goals of the Committee/Sub-Committee concerned.	

ANNEX 6

TERMS OF REFERENCE FOR THE REVISION OF MODEL COURSE 1.26 ON RESTRICTED OPERATOR'S CERTIFICATE FOR THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

Introduction

1 The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, was adopted with the objective of promoting safety of life and property at sea and the protection of the marine environment by establishing international standards of training, certification and watchkeeping for seafarers.

2 The IMO Assembly, at its seventeenth session, recommended training requirements as set out in annex 3 (Recommendation on training of radio operators related to the General Operator's Certificate) and in annex 4 (Recommendation on training of radio operators related to the Restricted Operator's Certificate) to resolution A.703(17) on Training of radio personnel in the Global Maritime Distress and Safety System (GMDSS). These recommendations were later incorporated into section B-IV/2 of the STCW Code.

3 IMO Model Courses 1.25 on General Operator's Certificate (GOC) and 1.26 on Restricted Operator's Certificate (ROC) for the GMDSS were first published by the International Maritime Organization in 1997 and 1998, respectively, and both model courses were revised in 2015.

4 The Maritime Safety Committee, at its 106th session (2 to 11 November 2022), and the Marine Environment Protection Committee, at its seventy-ninth session (12 to 16 December 2022), approved the revised *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2), providing new appendices 4 and 5 on action verb taxonomy for model courses and guidance on learning outcomes, respectively, developed by the Sub-Committee on Human Element, Training and Watchkeeping (HTW), at its eighth session (7 to 11 February 2022).

Objectives

5 The revision of Model Course 1.26 on Restricted Operator's Certificate (ROC) should address the practical aspects of the competencies and related knowledge, understanding and proficiency (KUP) requirements in table A-IV/2 of the STCW Code, the guidance set out in section B-IV/2 of the STCW Code regarding training and certification of GMDSS radio operators and table 47-1 of the Radio Regulations developed by the International Telecommunication Union (ITU). Noting that these instruments may also need to be updated or amended in line with the modernization of the GMDSS.

6 The revision of the model course should address the requirements contained in chapter IV (Radiocommunications) of the International Convention for the Safety of Life at Sea, 1974, as amended by resolution MSC.496(105), including any relevant new resolutions and circulars or those that were revised, amended or revoked as part of the modernization of the GMDSS. Attention should be paid, in particular, to resolution MSC.514(105) on *Guidelines for the avoidance of false distress alerts*.

7 The revision of Model Course 1.26 should cover the following identified areas in need of update, which may include, inter alia:

- .1 updates to functional requirements for the GMDSS, which now excludes general radiocommunications;
- .2 updates to the terminology used in the GMDSS, such as distress, urgency and safety communications;
- .3 redefinition of GMDSS sea area A3 in accordance with SOLAS Chapter IV as amended;
- .4 discontinued use of NBDP/Direct printing telegraphy/radiotelex, Inmarsat-EPIRB, Inmarsat-B, Inmarsat-M, Inmarsat fleet-77 and VHF-EPIRB; and
- .5 changes and updates to the GMDSS recognized mobile satellite services.

Activities

8 The course developer will revise the model course, based on the relevant competencies and KUPs covered in table A-IV/2 of the STCW Code, the guidance set out in section B-IV/2 of the STCW Code taking into account the requirements of SOLAS chapter IV as amended and table 47-1 of the Radio Regulations developed by ITU, taking into account the model course development guidance for course developers in appendix 3 to the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2). The references and bibliography should make citations using the Harvard Style of Referencing while the common abbreviations for IMO model courses in part C – Detailed Outline should be retained, e.g. R1 for the 1974 SOLAS Convention.

9 The course developer will submit the initial draft to the Head of Maritime Training and Human Element, who is the designated representative of IMO for review and development of model courses. The course developer will then prepare a revised draft taking into account any suggested changes by the IMO designated representative and forward it again to the IMO Secretariat.

10 The IMO Secretariat will forward the draft model course to its review group, which will then provide any comments and guidance to the course developer for inclusion as appropriate in the third draft, which will then be returned by the course developer to the review group for final evaluation and comments, if any. The course developer will finalize the draft model course and submit it to the Head of Maritime Training and Human Element of IMO, for submission to HTW 11 for consideration and validation.

Reporting

11 The model course should be drafted in English, and IMO should be provided with an electronic version compatible with Microsoft Word, to be submitted to the Head of Maritime Training and Human Element, with the deadlines for submission, as outlined in the time frame below. All parties to the revision and review process are encouraged to exchange comments and information, and seek feedback at any appropriate time. The dates and deadlines given in the time frame should not serve as limitations for exchange of information.

Deadline	Action to be taken
6 October 2023	The model course developer submits the initial draft of the model course to the designated representative of the IMO Secretariat.
1 December 2023	The IMO Secretariat, following its review of the first draft of the model course for adequacy and consistency with instructions, returns the first draft of the model course to the model course developer with suggested changes, as necessary.
9 February 2024	The model course developer submits the second draft to the IMO Secretariat to forward it to the review group for comments.
5 April 2024	The review group returns any additional comments and guidance to the model course developer for additional edits and development, as appropriate.
31 May 2024	The model course developer submits the final draft of the model course to the IMO Secretariat for forwarding it to the review group for final comments.
2 August 2024	The review group coordinator submits report to the IMO Secretariat including the evaluation questionnaire as contained in appendix 4 to the Revised guidelines.

12 All material shall be prepared in accordance with intellectual property rights and the copyright remains within IMO.

COURSE DEVELOPER – SPECIFIC INSTRUCTIONS / TERMS OF REFERENCE

Course developer specific instructions/terms of reference					
1.26 ON RESTRICTED OPERATOR'S CERTIFICATE FOR THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)					
<p>1) The overall goal of this model course is to provide guidance for the training and assessment of General Operator's Certificate for the Global Maritime Distress and Safety System (GMDSS) in accordance with table A-IV/2 of the STCW Code, the guidance set out in section B-IV/2 of the STCW Code, taking into account the requirements of SOLAS chapter IV as amended and table 47-1 of the Radio Regulations developed by ITU. IMO model courses are intended for a global audience and must be adaptable to a wide range of candidates and teaching resources.</p>					
<p>2) This model course will be validated by the Sub-Committee on Human Element, Training and Watchkeeping (HTW) at its eleventh session (HTW 11). The final revised draft of the model course should be submitted to the Head of Maritime Training and Human Element (ModelCourses@imo.org) no later than 2 August 2024 with the following subject line:</p> <p>Revised Model Course 1.26 on Restricted Operator's Certificate (ROC) for submission to HTW 11</p>					
<p>3) The following countries, organizations and subject matter experts (SME) have indicated their availability to work with the course developer on this project. Their contact information is listed below. The course developer is also encouraged to use other resources as may also be available to them.</p> <table border="1"> <tr> <th>Country, Organization, SME</th> <th>Contact information</th> </tr> <tr> <td>To be confirmed after HTW 9</td> <td></td> </tr> </table>		Country, Organization, SME	Contact information	To be confirmed after HTW 9	
Country, Organization, SME	Contact information				
To be confirmed after HTW 9					
<p>4) This model course has some common and equal education and training requirements as are found in the listed model courses. The education and training requirements must use similar vernacular and be based upon the same information. However, alterations to reflect individual shipboard departmental requirements are expected.</p> <table border="1"> <tr> <th>Model Course</th> <th>Training requirement</th> </tr> <tr> <td>1.31 on Second-Class Radioelectronic for GMDSS</td> <td>section B-IV/2 of the STCW Code</td> </tr> </table>		Model Course	Training requirement	1.31 on Second-Class Radioelectronic for GMDSS	section B-IV/2 of the STCW Code
Model Course	Training requirement				
1.31 on Second-Class Radioelectronic for GMDSS	section B-IV/2 of the STCW Code				
<p>5) This model course has some common, but lower-level education and training requirements than that found in the listed model courses. These education and training requirements must use simpler taxonomy or topics to reflect their prerequisite nature.</p> <table border="1"> <tr> <th>Model Course</th> <th>Training requirement</th> </tr> <tr> <td>N/A</td> <td></td> </tr> </table>		Model Course	Training requirement	N/A	
Model Course	Training requirement				
N/A					

Course developer specific instructions/terms of reference	
1.26 ON RESTRICTED OPERATOR'S CERTIFICATE FOR THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)	
6) This model course has some common, but higher-level education and training requirements than that found in the listed model courses. The education and training requirements must use a more advanced taxonomy or topics to reflect the advanced nature of the material presented.	
Model Course	Training requirement
1.25 on General Operator's Certificate (GOC)	section A-IV/2, B-IV/2 of the STCW Code
7) This model course is to be included within these other model courses.	
Model Course	Training requirement
N/A	
8) This model course is to include these other model courses.	
Model Course	Training requirement
N/A	
9) This model course is to include education and training requirements from other IMO Instruments	
Convention and Codes	Training requirement
1974 SOLAS Convention	Section A-IV/2 of the STCW Code
1978 STCW Convention and Code	Section B-IV/2 of the STCW Code
	ITU Radio Regulations
These specific instructions are to provide the course developer with guidelines to use during the development of a model course. They are as inclusive as possible. However, the course developer may, at his or her discretion, and in consultation and agreement with the IMO Secretariat, adapt these instructions to meet the intent and goals of the Committee/Sub-Committee concerned.	

ANNEX 7¹

**DRAFT AMENDMENTS TO PART A OF THE SEAFARERS' TRAINING, CERTIFICATION
AND WATCHKEEPING (STCW) CODE**

**CHAPTER VI
STANDARDS REGARDING EMERGENCY, OCCUPATIONAL SAFETY, SECURITY,
MEDICAL CARE AND SURVIVAL FUNCTIONS**

Section A-VI/1

Mandatory minimum requirements for safety familiarization, basic training and instruction for all seafarers

1 The existing table A-VI/1-4 (Specification of minimum standard of competence in personal safety and social responsibilities) is amended to read as follows:

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Comply with emergency procedures	<p>Types of emergency which may occur, such as collision, fire, foundering</p> <p>Knowledge of shipboard contingency plans for response to emergencies</p> <p>Emergency signals and specific duties allocated to crew members in the muster list; muster stations; correct use of personal safety equipment</p> <p>Action to take on discovering potential emergency, including fire, collision, foundering and ingress of water into the ship</p> <p>Action to take on hearing emergency alarm signals</p> <p>Value of training and drills</p> <p>Knowledge of escape routes and internal communication and alarm systems</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	<p>Initial action on becoming aware of an emergency conforms to established emergency response procedures</p> <p>Information given on raising alarm is prompt, accurate, complete and clear</p>

¹ Tracked changes are created using "strikethrough" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent pollution of the marine environment	<p>Basic knowledge of the impact of shipping on the marine environment and the effects of operational or accidental pollution on it</p> <p>Basic environmental protection procedures</p> <p>Basic knowledge of complexity and diversity of the marine environment</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Organizational procedures designed to safeguard the marine environment are observed at all times
Observe safe working practices	<p>Importance of adhering to safe working practices at all times</p> <p>Safety and protective devices available to protect against potential hazards aboard ship</p> <p>Precautions to be taken prior to entering enclosed spaces</p> <p>Familiarization with international measures concerning accident prevention and occupational health²</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times
Contribute to effective communications on board ship	<p>Understand the principles of, and barriers to, effective communication between individuals and teams within the ship</p> <p>Ability to establish and maintain effective communications</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Communications are clear and effective at all times

² The ILO Code of practice on accident prevention on board ship at sea and in port may be of assistance in the preparation of courses.

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to effective human relationships on board ship	<p>Importance of maintaining good human and working relationships aboard ship</p> <p>Basic teamworking principles and practice, including conflict resolution</p> <p>Social responsibilities; employment conditions; individual rights and obligations; dangers of drug and alcohol abuse</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Expected standards of work and behaviour are observed at all times
Contribute to the prevention of and response to bullying and harassment, including sexual assault and sexual harassment	<p>Prevention of bullying and harassment:</p> <p>Basic knowledge of bullying and harassment, including sexual assault and sexual harassment, and the continuum of harm</p> <p>Basic knowledge of the consequences of bullying and harassment, including sexual assault and sexual harassment on victims, perpetrators, bystanders, stakeholders, and its effects on safety</p> <p>Understand that power dynamics, drugs or alcohol may be used to create coercive situations that contribute to bullying, harassment, including sexual assault and sexual harassment</p> <p>Responding to bullying and harassment:</p> <p>Ability to identify bullying and harassment, including sexual assault and sexual harassment</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	<p>Acceptable practices and procedures designed for the prevention of bullying and harassment, including sexual assault and sexual harassment are observed at all times</p> <p>Able to identify bullying and harassment, including sexual assault and sexual harassment and the continuum of harm and its effects</p> <p>Acceptable practices and procedures designed for the intervention in and reporting of bullying and harassment, including sexual assault and sexual harassment are observed at all times</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>Basic knowledge of the action to take to intervene in and report bullying, harassment, including sexual assault and sexual harassment</p> <p>Understand the basic principles of trauma-informed response and how to provide appropriate support to a victim, bystanders and self</p>		
Understand and take necessary actions to control fatigue	<p>Importance of obtaining the necessary rest</p> <p>Effects of sleep, schedules and the circadian rhythm on fatigue</p> <p>Effects of physical stressors on seafarers</p> <p>Effects of environmental stressors in and outside the ship and their impact on seafarers</p> <p>Effects of schedule changes on seafarer fatigue</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Fatigue management practices are observed and appropriate actions are used at all times

ANNEX 8

DRAFT AIMS OF THE COMPREHENSIVE REVIEW OF THE 1978 STCW CONVENTION AND CODE

The aim of the comprehensive review of the 1978 STCW Convention and Code is to ensure that the Convention and Code:

- .1 continue to deliver seafarers who are competent and fit to perform the functions required on board ships;
- .2 provide the internationally recognized standards for training and certification of seafarers and standards for watchkeeping;
- .3 respond and adapt to technological, regulatory, operational and other related industry developments; and
- .4 are structured and organized in a manner facilitating harmonized and consistent implementation.

ANNEX 9

DRAFT PRINCIPLES OF THE COMPREHENSIVE REVIEW OF THE 1978 STCW CONVENTION AND CODE

The comprehensive review should:

- .1 consider all provisions of the Convention and Code in order to be comprehensive;
- .2 not downscale existing minimum standards of training, certification and watchkeeping;
- .3 address new and obsolete competencies and proficiencies, outdated requirements and unnecessary duplications;
- .4 address the possibilities of digitalization and emerging technologies and their impact on ships and ship operations;
- .5 address the impact and possibilities from the implementation and use of digitalization and emerging technologies in seafarers' education, training and certification;
- .6 seek the reduction of unnecessary administrative burdens;
- .7 address inconsistencies and different interpretations within the Convention and Code, including clarifications already issued by relevant IMO bodies;
- .8 seek to use a consistent terminology and taxonomy throughout the Convention and Code;
- .9 not address minimum safe manning levels which are regulated by the SOLAS Convention (regulation V/14);
- .10 address training, in principle, related to safety of life and property at sea, security and the protection of the marine environment;
- .11 ensure that the Convention and Code are fully aligned with the IMO standards on ship's operation, construction and equipment;
- .12 ensure that the Convention and Code remain the sole IMO instruments addressing standards for training and certification of seafarers;
- .13 take into account different approaches to organizing and structuring education, training and certification, including formats of delivery of training;
- .14 ensure that reporting and monitoring of implementation under the Convention and Code are appropriately transparent, robust and dynamic;
- .15 ensure that the standards within the Convention and Code for the training and certification of seafarers facilitate, to the extent possible, the mobility of seafarers across different ship types and trades; and
- .16 consider the cumulative impact of requirements for seafarer education, training and certification.

ANNEX 12

BIENNIAL STATUS REPORT FOR THE 2022-2023 BIENNIUM

Sub-Committee on Human Element, Training and Watchkeeping (HTW)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1. Improve implementation	1.11	Measures to harmonize port State control (PSC) activities and procedures worldwide	Continuous	MSC/MEPC	HTW/PPR/NCSR	III	No work requested	No work requested	MSC 101/24, para. 21.48; MEPC 75/18, paras. 11.10 and 11.11; and MSC 104/18, para. 13.7.1
1. Improve implementation	1.26	Revision of MARPOL Annex IV and associated guidelines	2023	MEPC	III/HTW	PPR	No work requested	No work requested	MEPC 71/17, paras. 14.8 and 14.9; MEPC 72/17, para. 15.10; MEPC 73/19, para. 15.19; PPR 6/20, section 14; MEPC 74/18, para. 14.5; and MEPC 78/17, para. 14.11
1. Improve implementation	1.32	Implementation of the STCW Convention	Continuous	MSC	HTW		Ongoing	Completed	MSC 101/24, para. 15.7; MSC 102/24, para. 13.14; HTW 8/16, section 6; and HTW 9/15, section 6
Note: The work on this output has been proposed to MSC for inclusion in output 6.17 on "Comprehensive review of the 1978 STCW Convention and Code"									

Sub-Committee on Human Element, Training and Watchkeeping (HTW)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
2. Integrate new and advancing technologies in the regulatory framework	2.3	Amendments to the IGF Code and development of guidelines for alternative fuels and related technologies	Continuous	MSC	HTW/PPR/SDC/SSE	CCC	No work requested	No work requested	MSC 94/21, paras. 18.5 and 18.6; MSC 96/25, paras. 10.1 to 10.3; MSC 97/22, para. 19.2; PPR 6/20, para. 3.39; MSC 102/24, para. 21.4; and MSC 106/19, para. 16.42
Note: MSC 106 changed description in order to accommodate the consideration of alternative fuels not having a low flashpoint. This resulted in the deletion of output 2.24 on "Development of guidelines for the safety of ships using ammonia as fuel" to avoid duplication									
2. Integrate new and advancing technologies in the regulatory framework	2.8	Development of guidelines for cold ironing of ships and consideration of amendments to SOLAS chapters II-1 and II-2	2023	MSC	III/HTW/SDC	SSE	Completed		MSC 98/23, para. 20.36; SSE 7/21, section 11; HTW 8/16, section 15; SSE 8/20, section 18; and HTW 8/16, section 15
2. Integrate new and advancing technologies in the regulatory framework	2.10	Development of revisions and amendments to existing instruments relating to the amendments to the 1974 SOLAS Convention for modernization of the GMDSS	2022	MSC	HTW/SSE	NCSR	No work requested	Completed	MSC 105/20, paras. 3.42, 3.52 to 3.55, 3.60 to 3.62, 3.63.1 and 3.63.2; A number of resolutions and circulars and HTW 9/15, section 8

Sub-Committee on Human Element, Training and Watchkeeping (HTW)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
4. Engage in ocean governance	4.3	Follow-up work emanating from the Action Plan to address marine plastic litter from ships	2023	MEPC	III/HTW/PPR		Completed		MEPC 74/18, para. 8.37.3 and annex 21; HTW 8/16, section 8
6. Address the human element	6.1	Role of the human element	Continuous	MSC / MEPC	III/PPR/CCC/SDC/SSE/NCSR	HTW	Ongoing	Ongoing	MSC 89/25, paras. 10.10, 10.16 and 22.39 and annex 21; HTW 8/16, section 4; and HTW 9/15, section 4
6. Address the human element	6.2	Validated model training courses	Continuous	MSC/MEPC	III/PPR/CCC/SDC/SSE/NCSR	HTW	Ongoing	Ongoing	MSC 100/20, paras. 10.3 to 10.6 and 17.28; MSC 105/20, section 16; HTW 8/16, paras. 3.3, 3.4 and 13.4; and HTW 9/15, section 3
6. Address the human element	6.3	Reports on unlawful practices associated with certificates of competency	Annual	MSC	HTW		Completed	Completed	MSC 83/28, para. 12.2; HTW 8/16, section 5; and HTW 9/15, section 5
6. Address the human element	6.5	Development of measures to facilitate mandatory seagoing service required under the STCW Convention	2023	MSC	III	HTW	In progress	Completed	MSC 101/24, paras. 21.29 and 21.30; HTW 8/16, section 11; and HTW 9/15, section 10
Note: This output has been proposed to MSC for inclusion in output 6.17 on "Comprehensive review of the 1978 STCW Convention and Code"									

Sub-Committee on Human Element, Training and Watchkeeping (HTW)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
6. Address the human element	6.6	Development of measures to ensure quality of onboard training as part of the mandatory seagoing service required by the STCW Convention	2023	MSC	HTW		In progress	Completed	MSC 101/24, para. 21.1; HTW 8/16, section 10; and HTW 9/15, section 9
Note:		This output has been proposed to MSC for inclusion in output 6.17 on "Comprehensive review of the 1978 STCW Convention and Code"							
6. Address the human element	6.11	Development of training provisions for seafarers related to the BWM Convention	2023	MEPC	HTW		Extended	Completed	HTW 8/16, section 12; and HTW 9/15, section 11
Note:		This output has been proposed to MSC for inclusion in output 6.17 on "Comprehensive review of the 1978 STCW Convention and Code"							
6. Address the human element	6.12	Comprehensive review of the 1995 STCW-F Convention	2023	MSC	HTW		Extended	Completed	MSC 95/22, paras. 19.3 and 19.4; MSC 96/25, para. 12.3; HTW 8/16, section 8; and HTW 9/15, section 8
6. Address the human element	6.13	Development of amendments to the Revised guidelines for the development, review and validation of model courses (MSC-MEPC.2/Circ.15/Rev.1)	2022	MSC	HTW		Completed		MSC 100/20, paras. 17.7 and 17.8; MSC 106/19, para. 10.2; MSC-MEPC.2/Circ.15/Rev.2; and HTW 8/16, para. 7.6

Sub-Committee on Human Element, Training and Watchkeeping (HTW)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
6. Address the human element	6.14	Development of amendments to the STCW Convention and Code for the use of electronic certificates and documents of seafarers	2023	MSC	III	HTW	Completed		MSC 100/20, para. 17.12; MSC 106/19, paras. 10.3 to 10.9; and HTW 8/16, paras. 9.7 to 9.10
Note: MSC 106 approved draft amendments to STCW regulations I/1 and I/2, as well as section A-I/2 of the STCW Code with a view to adoption by MSC 107; MSC 107 to consider the draft amendments to the guidelines									
6. Address the human element	6.15	Revision of resolution A.1050(27) to ensure the safety of personnel entering enclosed spaces on board ships	2024	MSC	III/HTW/PPR/SDC	CCC		No work requested	MSC 101/24, para. 21.48; MSC 104/18, para. 15.16; and MSC 106/19, para. 16.31
Note: MSC 106 expanded the scope of Revision of the <i>Revised recommendations for entering enclosed spaces aboard ships</i> (resolution A.1050(27)) and modified the description, with a target completion year of 2024, assigning the CCC Sub-Committee as the coordinating organ, in association with the III, HTW, PPR, SDC and SSE Sub-Committees									
6. Address the human element	6.17 (New)	Comprehensive review of the 1978 STCW Convention and Code	2026	MSC	HTW			In progress	MSC 105/20, para. 18.13; and HTW 9/15, section 7
Note: MSC 105 instructed the HTW Sub-Committee to develop and finalize, as a matter of priority, STCW training provisions addressing bullying and harassment in the maritime sector, including sexual assault and sexual harassment, as part of this output									
7. Ensure regulatory effectiveness	7.32	Requirements for onboard lifting appliances and anchor handling winches	2022	MSC	HTW	SSE	No work requested	No work requested	MSC 89/25, para. 22.26; MSC 98/23, annex 38; SSE 8/20, section 9; and MSC 106/19, section 11
Note: MSC 106 finalized the work, approved the draft guidelines in principle; MSC 107 is expected to adopt/approve the whole set									

Sub-Committee on Human Element, Training and Watchkeeping (HTW)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
7. Ensure regulatory effectiveness	7.33	Review of SOLAS chapter II-2 and associated codes to minimize the incidence and consequences of fires on ro-ro spaces and special category spaces of new and existing ro-ro passenger ships	2023	MSC	HTW/SDC	SSE	No work requested	No work requested	MSC 97/22, para. 19.19; MSC 98/23, para. 12.42; and MSC 106/19, para. 16.55
7. Ensure regulatory effectiveness	7.42 (New)	Revision of the Interim explanatory notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369) and related circulars	2024	MSC	HTW/SSE	SDC	No work requested	No work requested	MSC 103/21, para. 18.31; and MSC 105/20, paras. 15.24.2 and 18.54

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

Sub-Committee on Human Element, Training and Watchkeeping (HTW)								
Number	Biennium (when the output was placed on the post- biennial agenda)	Reference to Strategic Direction, if applicable	Description	Parent organ(s)	Associated organs(s)	Coordinating organ(s)	Timescale (sessions)	References
191	2022-2023	6	Scoping exercise and enhancement of the effectiveness of provisions on fatigue and seafarers' hours of work and rest	MSC	III	HTW	2	MSC 105/20, para. 18.31

ANNEX 13

PROPOSED BIENNIAL AGENDA FOR THE 2024-2025 BIENNIUM*

Sub-Committee on Human Element, Training and Watchkeeping (HTW)						
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ(s)
1	1.11	Measures to harmonize port State control (PSC) activities and procedures worldwide	Continuous	MSC/MEPC	HTW/PPR/NCSR	III
1	1.26	Revision of MARPOL Annex IV and associated guidelines	2023	MEPC	III/HTW	PPR
4	1.32	Implementation of the STCW Convention	Continuous	MSC	HTW	
2	2.3	Amendments to the IGF Code and development of guidelines for alternative fuels and related technologies	Continuous	MSC	HTW/PPR/SDC/SSE	CCC
2	2.8	Development of guidelines for cold ironing of ships and consideration of amendments to SOLAS chapters II-1 and II-2	2023	MSC	III/HTW/SDC	SSE
2	2.10	Development of revisions and amendments to existing instruments relating to the amendments to the 1974 SOLAS Convention for modernization of the GMDSS	2022	MSC	HTW/SSE	NCSR
4	4.3	Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships	2023	MEPC	III/HTW/PPR	
6	6.1	Role of the human element	Continuous	MSC/MEPC	III/PPR/CCC/SDC/SSE/NCSR	HTW

* Outputs printed in bold have been selected for the draft provisional agenda for HTW 10, as shown in annex 14. Strikethrough text indicates proposed deletions against the current biennial agenda.

Sub-Committee on Human Element, Training and Watchkeeping (HTW)						
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ(s)
6	6.2	Validated model training courses	Continuous	MSC/MEPC	III/PPR/ CCC/SDC/ SSE/NCSR	HTW
6	6.3	Reports on unlawful practices associated with certificates of competency	Annual	MSC	HTW	
6	6.5	Development of measures to facilitate mandatory seagoing service required under the STCW Convention	2024	MSC	III	HTW
6	6.6	Development of measures to ensure quality of onboard training as part of the mandatory seagoing service required by the STCW Convention	2024	MSC	HTW	
6	6.11	Development of training provisions for seafarers related to the BWM Convention	2024	MEPC	HTW	
6	6.12	Comprehensive review of the 1995 STCW-F Convention	2023	MSC	HTW	
6	6.13	Development of amendments to the Revised guidelines for the development, review and validation of model courses (MSC-MEPC.2/Circ.15/Rev.1)	2022	MSC	HTW	
6	6.14	Development of amendments to the STCW Convention and Code for the use of electronic certificates and documents of seafarers	2023	MSC	III	HTW
6	6.15	Revision of resolution A.1050(27) to ensure the safety of personnel entering enclosed spaces on board ships	2024	MSC	III/HTW/ /PPR/SDC	CCC
6	6.17	Comprehensive review and revision of the 1978 STCW Convention and Code	2026	MSC	HTW	
7	7.32	Requirements for onboard lifting appliances and anchor handling winches	2022	MSC	HTW	SSE

Sub-Committee on Human Element, Training and Watchkeeping (HTW)						
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ(s)
7	7.33	Review of SOLAS chapter II-2 and associated codes to minimize the incidence and consequences of fire on ro-ro spaces and special category spaces of new and existing ro-ro passenger ships	2023	MSC	HTW/SDC	SSE
7	7.42	Revision of the Interim explanatory notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369) and related circulars	2024	MSC	HTW/SSE	SDC

ANNEX 14

PROPOSED PROVISIONAL AGENDA FOR HTW 10

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Validated model training courses (6.2)
- 4 Role of the human element (6.1)
- 5 Reports on unlawful practices associated with certificates of competency (6.3)
- 6 Comprehensive review of the 1978 STCW Convention and Code (6.17)
- 7 Biennial status report and provisional agenda for HTW 11
- 8 Election of Chair and Vice-Chair for 2025
- 9 Any other business
- 10 Report to the Maritime Safety Committee

ANNEX 15*

PROPOSED AMENDMENTS TO THE PROVISIONS FOR FAMILIARIZATION, TRAINING AND DRILLS IN SECTIONS I AND II 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

DRAFT GUIDELINES ON MITIGATION MEASURES TO REDUCE RISKS OF USE AND CARRIAGE FOR USE OF HFO AS FUEL BY SHIPS IN ARCTIC WATERS

SECTION I

SHIP OPERATORS' GUIDELINES ON MITIGATION MEASURES TO REDUCE RISKS OF USE AND CARRIAGE FOR USE OF HFO AS FUEL BY SHIPS IN ARCTIC WATERS

7 FAMILIARIZATION, TRAINING AND DRILLS

7.1 Notwithstanding the requirements of the STCW Convention as amended, chapter I, regulation 1/14, all ~~seafarers~~ ~~crew members~~ should be familiar with specific emergency response duties in case of an HFO spill in Arctic waters regarding actions to be taken to mitigate pollution and damage to the marine environment.

7.2 Requirements and frequency related to onboard drills and training for HFO pollution prevention and response are recommended to be included in the ship's SOPEP or SMPEP Manual as applicable (see section 6, paragraph 6.14) and should take into account the requirements in the Polar Code and company requirements set out in the ship's PWOM.

Enhanced preparedness for an HFO spill and actions to be taken in an emergency

7.3 When preparing to respond to an HFO spill, the limitations of the ship in responding to such an HFO spill should be taken into account, as well as the physical and chemical characteristics of spilled HFO and its effect on the efficiency of collection, storage and disposal systems.

~~7.4 Ship PWOMs should include actions to manage bilge water, oily wastes, and pollution in a cold climate and any consequences.~~

~~7.45~~ ~~Seafarers' Crew~~ preparedness to respond in case of accidents and emergencies involving an HFO spill should be one of a ship's drill priorities.

~~7.56~~ Emergency preparedness training should also take into account possible limitations to external SAR and pollution response services due to location remoteness and lack of communication quality.

~~7.7 Training should also include search and rescue in the Arctic, familiarization with contingency plans, knowledge of emergency towing procedures and communication with other ships and local SAR services.~~

~~7.68~~ ~~Seafarers Crew~~ should be familiarized with:

* Tracked changes are created using "strikethrough" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.

- ~~.1 potential methods to prevent hull and equipment damage due to ice or low temperatures;~~
- ~~.2 fire-fighting system limitations related to HFO;~~
- ~~.3 bunkering, fuel transfer and the importance of heating and prevention of spills through overflow pipes or via air pipes;~~
- ~~.4 their role and working procedures to mitigate environmental pollution; and~~
- .5 the potentially serious consequences of any incidents related to HFO in Arctic waters.

Training and familiarization on board and training under the provisions of the STCW Convention and Code section A-V/4

7.7 Masters, officers in the deck and engine departments, and other seafarers whose duties may involve handling HFO on board ships operating in Arctic waters should receive relevant familiarization and training regarding actions to be taken in case of an HFO spill.

7.89 Onboard Training and familiarization conducted in accordance with regulation I/14 of the STCW Convention for seafarers whose duties may involve handling HFO on board ships operating in Arctic waters should include ~~cover, but not be limited to, the following elements:~~

- .1 the content of the PWOM specific to the ship and individual duties and responsibilities;
- .2 fire-fighting system limitations related to HFO;
- .3 safety and pollution prevention procedures related to the use and carriage for use of HFO as fuel;
- .4 bunkering procedures, fuel transfer procedures and the importance of heating fuel oil and prevention of spills through overflow pipes or via air pipes;
- .5 role and working procedures to mitigate environmental pollution; and
- .6 duties and responsibilities and actions to be taken in case of an HFO spill.
- ~~.2 bridge manning requirements aligned with additional external factors affecting fatigue and lookout capabilities;~~
- ~~.3 engine-room manning requirements when navigating in ice; and~~
- ~~.4 familiarization and training regarding specialized procedures and equipment contained or referenced in the PWOM relevant to assigned duties in Arctic waters, including actions to minimize ice accretion and protection of the ship's critical equipment from freezing as required by the Polar Code chapter 12.~~

7.940 In line with the requirements of Under the ISM Code, the use and carriage for use of HFO as fuel in Arctic waters should be identified qualified as a critical operation and the company's safety management system (SMS) should provide for measures requiring specific procedures to be developed to minimize the risk of pollution due to an HFO spill; this should include established emergency drills. Seafarers with emergency duties related to HFO should be familiarized with the procedures and their duties. Crew members engaged in onboard

operations related to HFO should be familiar with the procedure. A familiarization checklist should be developed and included in the SMS.

7.11 Safety and pollution prevention procedures related to the use and carriage for use of HFO as fuel should be included in familiarization provided to crew members prior to entry into Arctic waters.

7.12 Training on navigational and operational measures and on additional precautions regarding the use or carriage for use of HFO as fuel in Arctic waters should form part of any additional professional programmes regarding "Basic Training for Ships Operating in Polar Waters" and "Advanced Training for Ships Operating in Polar Waters". For other crew members already covered by the training under the Polar Code, it may be useful to restructure training under the existing programme of Basic Training on Navigation in Polar Waters.

7.13 Officers in charge of an engineering watch may receive training through an additional professional programme, if developed. Such an additional professional training programme may be developed on "Training for Officers in Charge of an Engineering Watch for Ships Operating in Polar Waters" and should cover the provisions of the STCW Code section B-V/4, including theoretical knowledge and practical work using simulators on operational measures to ensure safety of the ship, power equipment, propulsion system and rudder, heeling and trim system, and onboard technical aids as related to operating in Arctic waters with low ambient temperatures. Such a programme should also cover the management of HFO transfer in low ambient temperatures, switching between HFO and other fuels, and oil-spill equipment limitations.

7.1044 Additional professional training programmes familiarization for engineer officers in charge of an engineering watch may include, but not be limited to:

- .1 the basic concepts of the Polar Code;
- .12 quality characteristics of fuel oils when used in Arctic waters;
- .2 management of HFO transfers in low ambient temperatures, switching between HFO and other fuels, and oil-spill equipment limitations;
- .3 mandatory requirements for ships operating in the Arctic, including the Polar Code and the relevant requirements of the marine administrations in the area of navigation;
- .4 Ice Class construction requirements;
- .35 MARPOL requirements regarding pollution prevention in Arctic waters;
- .46 provisions of the Polar Code on mitigating environmental risks during operations in Arctic waters;
- .57 provisions of the Guidelines to mitigate risks associated with the use and carriage for use of HFO as fuel by ships in Arctic waters; and
- .68 proper handling of HFO in the Arctic area (fuel bunkering, storage, transfer and emergency response preparation); and
- .9 actions required of the Master and crew in response to an HFO spill including assessment training and oil-spill equipment limitations.

SECTION II

MARITIME ADMINISTRATIONS' GUIDELINES ON MITIGATION MEASURES TO REDUCE RISKS OF USE AND CARRIAGE FOR USE OF HFO AS FUEL BY SHIPS IN ARCTIC WATERS

7 FAMILIARIZATION, TRAINING AND DRILLS

7.1 Masters, officers in the deck and engine departments, in charge of a navigational watch, officers in charge of an engineering watch and other seafarers crew members whose duties may involve handling HFO on board ships operating in Arctic waters should receive relevant familiarization and training regarding actions to be taken in case of an HFO spill. Specialized training regarding oil-spill response should be conducted in training centres ashore and include, but not be limited to, spill assessment, the spilled oil's fate/behaviours and the handling of pollution related equipment.

Enhanced preparedness for an HFO spill and actions to be taken in an emergency

7.2 Seafarers' Crew preparedness to respond in case of accidents and emergencies involving an HFO spill should be one of a ship's drill priorities.

Training and familiarization on board and training under the provisions of the STCW Convention and Code section A-V/4

7.3 Training on navigational and operational measures and on additional precautions regarding the use or carriage for use of HFO as fuel in Arctic waters should form part of any additional professional programmes regarding "Basic Training for Ships Operating in Polar Waters" and "Advanced Training for Ships Operating in Polar Waters". For other crew members already covered by the training under the Polar Code, it may be useful to restructure training under the existing programme of Basic Training on Navigation in Polar Waters.

7.4 Officers in charge of an engineering watch may receive training through an additional professional programme, if developed. Such an additional professional training programme may be developed on "Training for Officers in Charge of an Engineering Watch for Ships Operating in Polar Waters" and should cover the provisions of the STCW Code section B-V/g, including theoretical knowledge and practical work using simulators on operational measures to ensure safety of the ship, power equipment, propulsion system and rudder, heeling and trim system, and onboard technical aids as related to operating in Arctic waters with low ambient temperatures. Such a programme should also cover the management of HFO transfer in low ambient temperatures, switching between HFO and other fuels, and oil-spill equipment limitations.

7.3 Onboard training and familiarization conducted in accordance with regulation I/14 of the STCW Convention for seafarers whose duties may involve handling HFO on board ships operating in Arctic waters should include:

- .1 the content of the PWOM specific to the ship and individual duties and responsibilities;
- .2 fire-fighting system limitations related to HFO;
- .3 safety and pollution prevention procedures related to the use and carriage for use of HFO as fuel;
- .4 bunkering procedures, fuel transfer procedures and the importance of heating fuel oil and prevention of spills through overflow pipes or via air pipes;

.5 role and working procedures to mitigate environmental pollution; and

.6 duties and responsibilities and actions to be taken in case of an HFO spill.

7.45 Additional professional training programmes familiarization for engineer officers in charge of an engineering watch may include, but not be limited to:

~~.1 the basic concepts of the Polar Code;~~

.12 quality characteristics of fuel oils when used in Arctic waters;

.2 management of HFO transfers in low ambient temperatures, switching between HFO and other fuels, and oil-spill equipment limitations;

~~.3 mandatory requirements for ships operating in the Arctic, including the Polar Code and the relevant requirements of the marine administrations in the area of navigation;~~

~~.4 Ice Class construction requirements;~~

.35 MARPOL requirements regarding pollution prevention in Arctic waters;

.46 provisions of the Polar Code on mitigating environmental risks during operations in Arctic waters;

.57 provisions of the Guidelines to mitigate risks associated with the use and carriage for use of HFO as fuel by ships in Arctic waters; and

.68 proper handling of HFO in the Arctic area (fuel bunkering, storage, transfer and emergency response preparation).; and

~~.9 actions required of the Master and crew in response to an HFO spill including assessment training and oil-spill equipment limitations.~~

ANNEX 16

STATEMENTS BY DELEGATIONS AND OBSERVERS*

AGENDA ITEM 1

Statement by the delegation of China

"首先，本代表团为今天凌晨发生的造成大量人员伤亡的地震，向土耳其和叙利亚代表团表达深切慰问，向死难者表示哀悼，向他们的家属和所有伤者表示同情和慰问。

关于中国香港旗船舶和中国船员在洪都拉斯被扣留事件，中国感谢 ICS 对这一事件的持续关注和所做的持续努力。中国呼吁当事国履行国际条约义务，采取务实措施，保障已被扣留并拘禁超过 18 个月的中国籍船员 YU YIHAI 的正当权利，并推动相关问题的尽快解决。

本代表团要求将此声明纳入本次会议报告。"

Statement by the delegation of Hong Kong, China

"Thank you Chair for giving me the floor.

Good morning, good afternoon, and good evening to all distinguished delegates.

First and foremost, we would like to offer our deep condolences to the victims and their families who are suffering from the tragic earthquake occurred at Türkiye, Syria, and nearby areas.

Chair, the ex-Captain of the Hong Kong flagged vessel "Mount Hikurangi", IMO No. 9580039, Mr. YU Yihai has been apprehended in Honduras and being confined to prison for almost 18 months until now without conviction. This matter was brought up by this delegation in MSC 106 and MEPC 79 last year.

This delegation extends its concern that Captain YU has not been acquitted, nor next court hearing being scheduled, nor accepting the request for bail, while the connection between Captain YU and the presence of illegal narcotics aboard the vessel has not been proven. The prolonged detention has caused enormous physical and mental stresses to both Captain YU and his family members.

Chair, from at least the humanitarian perspective, this delegation hopes that the legal proceedings in Captain YU's case can be handled fairly in accordance with the law as soon as possible by taking into account of the Guidelines on Fair Treatment of Seafarers as well as the relevant provisions in the ILO MLC 2006.

We would like to request to have this statement appended to the final report of this session. Thank you Chair."

* Statements have been included in this annex in the order in which they are listed in the report, sorted by agenda items, and in the language of submission (including translation into any other language if such translation was provided).

Statement by the observer from ICS

"Thank you Chair. ICS would like to raise awareness of Captain Yu Yihai's imprisonment without trial in Honduras.

Captain Yu is the former Master of the Mount Hikurangi, a vessel owned and operated by Pacific Basin.

In August 2021 the Honduran port authorities in Puerto Cortes discovered bags of cocaine in the vent shaft of one of the Mount Hikurangi's cargo holds during discharge operations.

We understand that there is no evidence linking Captain Yu, or any of the crew, to this discovery and that Captain Yu is detained primarily because he was the Master in charge of the vessel at the relevant time.

Following the discovery, the drugs were removed and then destroyed by the authorities. The vessel was allowed to sail with its crew but Captain Yu was imprisoned in a local jail and has remained in jail in Honduras ever since.

This amounts to almost 18 months in prison without bail and without trial. That is nearly 18 months of Captain Yu not seeing his wife and family and without any indication as to when his ordeal will be over.

He has only recently been formally indicted for a drug-smuggling offence.

Captain Yu's ordeal is contrary to the principles in the IMO / ILO guidelines on the Fair Treatment of Seafarers, the Maritime Labour Convention, and Human Rights law, for trials to be conducted as expeditiously as possible or for the detained person to be released, and for non-custodial alternatives to pre-trial detention to be considered.

Captain Yu's employer and ICS are engaged in seeking both a resolution to his case and, in the interim, that he be released from custody (on bail). We are increasingly concerned for his welfare as the days, weeks, months in prison go by.

Chair, we have been very disappointed to learn that Captain Yu's application for bail was refused in December by the Sentencing Court in the Honduras capital (Tegucigalpa). This hit his loved ones and all concerned hard. We understand that this decision will be appealed but the timeline for that is unknown and may not be soon, if the length of time that it took for the bail application to be considered is anything to go by.

ICS fully understands the damage caused to countries by the trafficking of illegal narcotics and the need to suppress and deter this criminal activity, including through the prosecution of offenders using the full force of the criminal law.

However, the plight of seafarers who are detained on drug smuggling charges when it appears from an early stage of investigations that they are not complicit in the smuggling needs to be recognised and addressed in the context of their fair treatment. Hopefully this will be the case with the further work that is proposed on the Fair Treatment guidelines.

Whilst we recognise that this Sub-Committee and this body has no locus over the matter, ICS would again appeal to the Honduran administration for Captain Yu's release on bail in Honduras and for his trial to be conducted as expeditiously as possible.

We would appreciate if this statement can be attached to the report of the meeting.

Thank you Chair."

AGENDA ITEM 2

Statement by the Secretariat

"On 24 February 2022, at the start of the conflict, when the ports were closed, over 100 merchant vessels and an estimated 1500 crew were stranded in the ports of Ukraine.

Following extensive efforts by all parties and agencies the issue of stranded crew has been largely resolved. Some crews have chosen to remain onboard vessels, others have been replaced by locally employed ship-keepers and some vessels are in cold lay-up.

In the early days of the conflict, 10 of the 100+ vessels departed the port of Berdyansk and the anchorages in Sea of Azov and through the Black Sea Grain Initiative over 30 additional vessels have been able to depart the ports of Chornomorsk, Odesa and Pivdennyi; some of them converting from their normal roles to carry grain. These included number of RoRo ferries departing from the port of Odesa, exporting grain in bags, and consequently meeting the requirement to be authorised to depart as part of the BSGI.

However, today, over 60 merchant vessels, unable to participate in the BSGI, remain stranded across the ports of Ukraine.

On 28 November 2022, the Council took the decision "encouraging the Secretary-General to continue work on humanitarian efforts to evacuate all stranded ships and seafarers in the conflict area".

The tasks relating to the seafarers has been largely resolved, but the challenge of releasing the 60+ remains ships persists.

The Secretary-General is actively pursuing all avenues to develop, negotiate and facilitate the safe departure of these vessels.

Letters received from the governments of both Ukraine and the Russian Federation stating they will undertake the necessary efforts to ensure the safe navigation of vessels departing Ukraine are positive steps to achieving the assurances required to agree the departure of the vessels.

With the duration of the conflict rapidly approaching one year, the requirement to achieve the release of these vessels becomes more urgent.

Many of the vessels can be ready to depart at relatively short notice, although a small number have sustained significant damage that would render them unable to depart unaided.

This situation remains a significant challenge and the Secretariat remains focussed on making every effort to facilitate and support the departure of these vessels."

Statement by the delegation of Australia

"Thank you chair

We add our voice to the condolences already extended to Türkiye.

Australia joins others in condemning the Russian Federation's unilateral, illegal, and immoral aggression against the people of Ukraine. Russia's actions present an immediate and ongoing threat to the safety of seafarers and the marine environment in the Black Sea and the Sea of Azov.

Australia remains a steadfast supporter of Ukraine's sovereignty and territorial integrity.

Russia's invasion and ongoing occupation of parts of Ukraine are a flagrant violation of international law.

While the impacts of the invasion are far-reaching, this Sub-Committee should take particular note of the implications on maritime educational institutions and training centres as well as their deliberate looting. The invasion will have long term implications for the functioning on maritime education and training, and undermines the work we do here to keep the maritime sector safe, efficient and clean.

Australia supports the recommendations in paper HTW 9/2/3 and encourages all administrations to take action where it is suspected a certificate may be issued by an unsubstantiated, unrecognised, or unauthorized authority. This includes in Ukrainian territory illegally occupied by force by Russia. We agree the most practical way forward for recommendation 17.4 is the development of guidance for member states.

Australia will continue to work with the IMO and member States to support Ukraine's rights as a port, flag and coastal state and to protect seafarers and others impacted by the Russia's ongoing aggression against Ukraine.

Australia requests that this statement be attached to the report of the Sub-Committee.

Thank you."

Statement by the delegation of Canada

"Thank you Chair. Canada first wishes to join others in issuing condolences to the families of the victims of the earthquake in Türkiye. We also wish to thank the secretariat for their update on the efforts associated with the vessels remaining in the Black Sea and Sea of Azov. Canada condemns in the strongest possible terms Russia's unprovoked, unjustifiable, and egregious attack on Ukraine. This invasion is an attack on international law, democracy, freedom, and human rights. We stand in solidarity with Ukraine and call on Russia to immediately cease its aggression and withdraw from Ukraine's sovereign territory.

The invasion severely threatens the safety of and security of merchant shipping, the protection of the marine environment, the lives and safety of seafarers and the integrity of global supply lines.

Canada wishes to align itself with the statements by Sweden, France, Japan and others, and requests that this Committee support the actions proposed in para 17 of document 9/2/3. In particular, Canada denounces Russia's illegal unilateral actions in the temporarily occupied territories of Ukraine, including its unauthorized and unlawful practices associated with certificates of competency and seafarers' identity documents and urges this committee to refer this issue to MSC for its consideration and possible development of guidance to aid in implementing the proposal in paragraph 17.4.

I ask that my statement be including in the committee's report.

Thank you chair."

Statement by the delegation of Cyprus

"Cyprus condemns the violation of the territorial integrity and the sovereignty of any Member State of the United Nations which is in turn inconsistent with the principles of the Charter of the United Nations. The current situation in Ukraine and in the Black Sea, represents a grave danger to life and serious risk to safety of navigation and the marine environment.

In short, we align with the statement made by SWEDEN on behalf of the European Union on the issue, thank you Chair."

Statement by the delegation of France

"M. le Président,

La France apporte son entier soutien à la déclaration qui a été faite par la délégation de la Suède au nom des États membres de l'Union européenne. Cette délégation souhaite exprimer une nouvelle fois sa pleine solidarité avec l'Ukraine et le peuple ukrainien, dont la vie a été affectée par la guerre d'agression de la Russie que nous condamnons avec la plus grande fermeté possible. Cette invasion constitue une violation flagrante du droit international et de la Charte des Nations unies.

La France rejette fermement les tentatives récentes d'annexion illégale par la Russie des régions ukrainiennes de Donetsk, Luhansk, Zaporizhzhia et Kherson, comme elle a toujours condamné l'occupation illégale, depuis neuf ans, de la république autonome de Crimée et de la ville de Sébastopol. Toutes ces zones constituent une partie du territoire souverain de l'Ukraine.

La France apporte donc son soutien de principe aux propositions faites par la délégation ukrainienne dans le document HTW 9/2/3. Alors que la communauté maritime est confrontée depuis 2014 à la délivrance de documents par les autorités d'occupation russes, il est grand temps d'établir des lignes directrices à l'usage des États du port et des États du pavillon permettant l'identification des titres délivrés illégalement. En conséquence, nous estimons que les préoccupations soulevées sous le point 17.4 devront être examinées dans le cadre du MSC 107.

Merci, M. le Président."

Statement by the delegation of Georgia

"Thank you chair.

First of all, we would like to express our deepest condolences to the victims and families affected by the earthquake.

Georgia wishes to align with the statement made by the delegation of Sweden.

The Georgian delegation would like to thank Ukraine for document HTW 9/2/3. Georgia wishes also to thank the IMO secretariat for their involvement in the Black Sea Initiative and for providing update regarding the maritime safety situation in the Northern part of the Black Sea. This delegation wishes to express our full solidarity with Ukraine and the Ukrainian people. We condemn in the strongest possible terms the unprovoked and unjustified act of aggression of the Russian federation against Ukraine, which grossly violates international law and the UN Charter. We demand that the Russian federation immediately ceases its military actions, withdraws all its troops from the entire territory of Ukraine.

Georgia condemns the actions of the Russian Federation which undermines the maritime education and training capabilities of Ukraine.

Georgia once again reiterates its unwavering support for the independence, sovereignty and territorial integrity of Ukraine within its internationally recognized borders.

I wish to kindly ask the secretariat to annex this statement to the final report of the sub-committee.

Thank you."

Statement by the delegation of Germany

"Thank you, Mr Chair. Good morning to all distinguished delegation.

First, Germany wishes to join other delegations in expressing its sincere condolences to all victims and their families and friends with regards to the horrible earthquake that just happened this very morning.

Now, going back to the document at hand.

Germany expresses its full solidarity with Ukraine and its people and condemns Russia's war of aggression against Ukraine in the strongest possible terms.

We align ourselves with the statements made by Sweden on behalf of the European Union, France, Japan, the US and others.

Moreover, Germany supports UKR's proposal in paragraph 17.4 and the request by other delegations to refer the matter to MSC for further examination and possible development of guidance.

We wish our support to be mentioned in the report of this sub-committee.

Thank you, Mr. Chair."

Statement by the delegation of Iceland

"This delegation would like to join others in conveying our condolences to Türkiye and Syria for the loss and injuries caused by the devastating earthquake last night.

On the matter at hand. Iceland would like to echo the concerns and condemnations stated by Sweden on behalf of the European Union States, as well as statement by others, on the ongoing illegal aggression by the Russian Federation against the sovereign State of Ukraine, a Member State of IMO.

We would like to ask that this statement be reflected in the report of the Sub-Committee."

Statement by the delegation of Japan

"This delegation would like to express our sincere condolence to the victims, their families and friends and all those suffered from fatal earthquake just happened this morning. Japan also expresses its full solidarity to those people in the Republic of Türkiye and the Syrian Arab Republic in tackling this tragic disaster.

Going back to the document HTW 9/2/3, like many others, this delegation reiterates our firm position against Russia's aggression against Ukraine, which constitutes a clear violation of international law, and is a grave breach of the United Nations Charter. All these actions that shake the very foundation of international order are absolutely unacceptable, and Japan condemns Russia's actions in the strongest terms.

Therefore, this delegation shares the concerns raised by Ukraine in this document, and in general supports the proposals in sub-paragraphs 17.1 to 17.4. On one specific issue, namely on proposal in 17.4, we are of the view that, further guidance would be helpful for to both port states and flag states to ensure smooth and consistent implementation. Thus, we suggest further considering this matter at MSC, in view of developing a guidance to implement this proposal."

Statement by the delegation of Portugal

"Thank you, Mr Chair, and good morning to all,

Like previous delegations, we deeply regret the loss of human life, suffering and material damage caused by the earthquake earlier today centred in Türkiye. We offer our heartfelt condolences to the families of the victims.

Mr Chair,

On the matter in hand, Portugal thanks the Secretariat for the update.

Portugal condemns in the strongest possible terms Russia's unprovoked aggression against Ukraine. This delegation stands in full solidarity with Ukraine and the Ukrainian people.

We fully align with the statement of Sweden, including the recommendation to refer the matter to MSC for further consideration and possible development of guidance to help implementing the proposal in paragraph 17.4 of Ukraine's document, which we support.

We kindly request that this intervention is reflected in the Subcommittee's report.

Thank you."

Statement by the delegation of the Russian Federation

"Благодарим Секретариат за предоставленную обновленную информацию касательно заблокированных судов в черноморских портах Украины и членов их экипажей. Со своей стороны подтверждаем, что наша делегация находится в постоянном контакте с Секретариатом и в частности со Специальным Советником Генерального Секретаря Питером Адамсом по данному вопросу.

В отношении документа HTW 9/2/3, представленного делегаций Украины прежде всего следует отметить один организационный аспект- данный документ стал доступен на сайте ИМОДОКС непосредственно перед истечением установленных сроков для подачи комментирующих документов. В этой связи в очередной раз призываем Секретариат соблюдать соответствующие правила по организации и методам работы органов ИМО и своевременно размещать рабочие документы на сайте ИМОДОКС, с тем, чтобы у других делегаций оставалось время для подачи комментирующих документов при необходимости.

Далее, господин Председатель, хотелось бы вновь подчеркнуть сугубо технический и узкоспециальный характер данного Подкомитета. Мы же в очередной раз наблюдаем попытки вписать в его рамки повестку Генеральной Ассамблеи ООН. Помимо того, что это абсурдно, подобная инициатива неуместна и недопустима.

Отдельно следует подчеркнуть, что этот Подкомитет не обладает полномочиями принимать какие-либо политические решения, как нас к этому призывают авторы документа. Этот Подкомитет не был на это уполномочен ни Комитетом по безопасности на море, ни Советом ИМО.

В рассматриваемом документе, что, к сожалению, стало уже обычной практикой, для документов, представляемых делегацией Украины, содержатся недостоверные факты и производятся манипуляции с ними. Например, в параграфе 13 документа HTW 9/2/3 говорится о том, что здание университета в Николаеве было разбомблено Россией ракетами С-300. В этой связи хотели бы внести ясность, что ракеты С-300 являются средствами противовоздушной обороны (ПВО) и атаки данными ракетами не ведутся. Соответственно, разрушения были вызваны действиями украинских военных, а вина за них попросту перекладывается на другую сторону. И это только один такой пример манипулирования фактами и их искажение. В целях экономии времени Подкомитета мы не будем останавливаться на других подобных примерах.

Что же касается существа вопроса, изложенного в документе Украины, то хотели бы обратить внимание Подкомитета, что необходимые разъяснения по этому поводу уже не раз приводились Российской стороной, как в письменной, так и устной форме. Они размещены в соответствующих разделах на сайте Организации.

В завершение вновь подчеркнем, что Российская Федерация неоднократно информировала членов ИМО о том, что безопасность и охрана мореплавания, защита морской среды от загрязнения в акватории Крыма всецело обеспечиваются, а российские обязательства по всем инструментам ИМО выполняются в полном объеме.

We thank the Secretariat for providing updated information regarding stranded ships in the Black Sea ports of Ukraine and their crew members. From our side, we confirm that our delegation is in constant contact with the Secretariat and, in particular, with the Special Adviser to the Secretary General, Mr. Peter Adams, on this issue.

With regard to the document HTW 9/2/3, submitted by Ukraine, first of all, one organizational aspect should be noted – this document has become available on the IMODOCS website just before the deadline for submitting commenting documents. In this regard, we once again urge the Secretariat to comply with the relevant rules on the organization and methods of work of the IMO working bodies and post working documents on the IMODOCS website in a timely manner, so that other delegations have time to submit commenting documents if necessary.

Further, Mr. Chair, we would like to emphasize again the purely technical and highly specialized nature of this Subcommittee. At the same time we are once again seeing attempts to fit the agenda of the UN General Assembly into its framework. Apart from being absurd, such an initiative is inappropriate and unacceptable.

Separately, it should be stressed that this Subcommittee does not have the authority to make any political decisions, as the authors of the document call on us to do. This Subcommittee was not authorized to do so by either the Maritime Safety Committee or the IMO Council.

The document under consideration, and it, unfortunately, has already become a common practice, for documents submitted by Ukraine, contains unreliable facts and manipulates them. For example, paragraph 13 of document HTW 9/2/3 states that the University building in Nikolaev was bombed by Russia with S-300 missiles. In this regard, we would like to make it clear that S-300 is anti-missile defence system and therefore attacks with these missiles are not carried out. Accordingly, any destruction was caused by the actions of the Ukrainian military forces, and the blame for it is simply shifted to the other side. This is just one such example of the manipulation of facts and their distortion. In order to save the time of the Subcommittee, we will not dwell on other similar examples.

As for the substance of the issue set out in Ukraine's document, we would like to draw the Subcommittee's attention to the fact that all the necessary clarifications on this matter have already been repeatedly given by the Russian side, both in writing and orally. They are posted in the relevant sections on the Organization's website.

In conclusion, we emphasize once again that the safety and security of navigation, the protection of the marine environment from pollution in the waters of Crimea are fully ensured, and Russian obligations under all IMO instruments are being fulfilled in full."

Statement by the delegation of Spain

"España se une a las muestras de condolencias expresadas por otras delegaciones en relación con las pérdidas de vidas y las consecuencias derivadas del terremoto ocurrido esta madrugada.

En relación con el tema que nos ocupa, España apoya en su totalidad la intervención de la delegación de Suecia en nombre de la Unión Europea en la que se condena la agresión militar no provocada e injustificada de la Federación de Rusia contra Ucrania.

Aprovechamos esta oportunidad para volver a expresar nuestro compromiso y solidaridad con el pueblo ucraniano ante la agresión de la que está siendo objeto por parte de la Federación de Rusia.

España comparte las mismas preocupaciones manifestadas por la delegación de Ucrania contenidas en el documento HTW 9/2/3 en relación con las repercusiones de la agresión de la Federación de Rusia contra Ucrania en el funcionamiento del sistema de instituciones de educación y formación marítimas en Ucrania y apoya en general las medidas que se piden en el párrafo 17 de dicho documento.

Respecto a la propuesta contenida en el párrafo 17.4, y al igual que ha propuesto Suecia, consideramos que esta cuestión debe remitirse al MSC 107 para que se continúe considerando.

Solicitamos por último que esta declaración sea incluida en el informe final del Subcomité."

Statement by the delegation of Sweden

"Thank you Chair,

And good morning, good afternoon and good evening, to all Distinguished delegates, wherever you are.

First, this delegation would like to address the news we got this morning about the terrible earthquake in Türkiye and the horrible consequences on both sides of the border (reaching also into Syria). Our deepest condolences and thoughts go out to all the victims of this event – and of course their families, friends and loved ones.

Continuing. We would also like to thank the Secretariat for their update on the situation for ships and seafarers in the Black Sea and Sea of Azov. And thank them and the SG for their efforts in this regard.

On behalf of the Member States of the European Union, which are all members of the IMO, Sweden wish to express the EU's and its MS' full solidarity with Ukraine and the Ukrainian people.

We condemn in the strongest possible terms Russia's unprovoked and unjustified act of aggression against Ukraine, which grossly violates international law and the UN Charter, and undermines international security and stability.

We demand that Russia immediately cease its military actions, withdraw all its troops from the entire territory of Ukraine and fully respect Ukraine's territorial integrity, sovereignty and independence within its internationally recognised borders and abide by UN General Assembly resolution titled "Aggression against Ukraine" supported by 141 states at the 11th emergency special session.

We resolutely support Ukraine's inherent right of self-defence and the Ukrainian armed forces' efforts to defend Ukraine's territorial integrity and population in accordance with Article 51 of the UN Charter. Russia must respect its obligations under international law at all times, including international humanitarian and human rights law, including with respect to the protection of civilians, women and children. Russia also needs to stop its disinformation campaign and cyber-attacks.

Furthermore, we strongly reject and unequivocally condemn Russia's attempted illegal annexation of the Ukrainian regions of Donetsk, Luhansk, Zaporizhzhia and Kherson. Following these decisions, the European Union adopted on 6 October sanction measures against Russian maritime transport of hydrocarbons.

In addition we also strongly condemn the reported attacks aimed at maritime educational institutions and training centres, over which we are gravely concerned e.g. their impact on the functioning of the system of maritime education and training in Ukraine, safety and well-being of maritime cadets and institutions' staff.

We thank the distinguished delegation of Ukraine for its submission of document HTW 9/2/3 and in this regard denounce Russia's illegal unilateral actions in the temporarily occupied territories of Ukraine, including its unauthorized and unlawful practices associated with certificates of competency and seafarers' identity documents. And we urge all IMO MS to take no action with regard to such documents or any other administrative decisions issued by the Russian occupation authorities that might be interpreted as recognizing an alteration in the status of the said territories.

Finally, in this regard, we recall that the Council in its 35th Extraordinary Session strongly condemned Russia's invasion of Ukraine, and we note that in resolution MSC.495(105) the Maritime Safety Committee called on Russia to immediately and unconditionally cease its war against Ukraine. Therefore, and in the light of Russia ignoring the demands of the international community to end the war, we can support Ukraine's proposal in 17.4 of document HTW 9/2/3, and in this regard recommend that the sub-committee refer this matter to MSC for its consideration and possible development of guidance to aid in implementing the proposal in paragraph 17.4.

I would like this statement to be attached to the report of this meeting.

Thank you Chair."

Statement by the delegation of Ukraine

"Mr. Chair,

Ukraine joins other delegations in expressing its condolences to the Government of Türkiye and to the victims and their families, who suffered devastating impact of the earthquake that caused tragic loss of human lives and damages across the affected areas. We also wish a speedy recovery to those who sustained injuries.

Mr. Chair,

The document HTW 9/2/3 does not require a special introduction as the IMO and its member states have been long witnessing the devastating impact of the Russian Federation's aggression against Ukraine on international shipping and on seafarers.

Since February 2014, when the Russian Federation started its armed aggression against Ukraine by temporarily occupying the Autonomous Republic of Crimea and the city of Sevastopol, which is a clear breach of international law, including the UN Charter, Russian occupation authorities introduced large-scale measures aimed at expropriation and nationalization of state- and private-owned property. These illegal actions also affected the maritime educational and training institutions, operating in Crimea.

As part of its campaign to legalise the land grab the Russian occupation authorities in Crimea had started issuing certificates of competency / proficiency and seafarers' identity documents, despite their lack of legal authority to do so.

In its resolutions the UN General Assembly called upon all states, international organizations, and UN specialized agencies to refrain from recognizing any documents issued by the Russian occupation authorities in the temporarily occupied regions of Ukraine. Now the IMO has to follow the suit with regard to the certificates of competency / proficiency and seafarers' identity documents.

The situation reached a boiling point in February 2022, when the Russian Federation launched a full-scale invasion of Ukraine, targeting cities and causing indiscriminate and disproportionate attacks on civilian and coastal infrastructure, including Ukrainian maritime educational institutions.

The shelling of Ukrainian cities, including Mariupol, Kherson, Mykolaiv and Odesa, led to the heavy damaging of prominent Ukrainian maritime educational and training institutions, among others Kherson State Maritime Academy, Azov Maritime Institute, and Admiral Makarov National University of Shipbuilding.

The attacks have caused loss of life, forced academic workers and students to leave their homes, disrupted the educational process, and impacted the financial stability of the institutions. The constant air attacks, the need to move to bomb shelters, and the disruption of the electricity supply further complicate the educational process.

Mr. Chair,

All of the territories occupied by Russia will be liberated, the damaged infrastructure that was burnt to ashes by Russian barbarians will be rebuilt. But no one will resurrect those who lost their lives because of the vicious plans of the Kremlin gang: of those courageous men and women who stood up to protect their land against the Russian menace, of those seafarers and their families who fell victims of deadly bombardments from sea and air raids, and sadly of their spouses who died of a heart stroke while being on duty at sea and not knowing what happened to their loved ones in Mariupol and other cities.

Thus, it is imperative that the IMO demonstrates its commitment to upholding the principles and purposes of the organization, as well as to protecting the rights and interests of seafarers, maritime educational institutions, and the maritime industry as a whole.

The impact of the Russian invasion on Ukraine's maritime sector is a matter of great concern, and it is vital that the international community takes a stand against such violations of international law and human rights.

In view of the above, we kindly request that the Sub-Committee considers the actions proposed in para 17 of HTW 9/2/3 and reflects them in its report as a decision on specific actions for the Member States to implement. These actions are long overdue.

I thank you, Mr. Chair, and request this this statement is appended to the Sub-Committees report."

Statement by the delegation of the United Kingdom

"Thank you, Chair

As we approach the anniversary of Russia's unprovoked and illegal invasion of Ukraine, the United Kingdom wishes to reiterate its unwavering support for Ukraine and continues to condemn the Russian government's reprehensible actions.

To support Ukrainian efforts to secure a just and sustainable peace that respects the UN Charter, the United Kingdom is accelerating its support to Ukraine. We again call upon Russia to immediately halt its illegitimate attacks and unconditionally withdraw its forces from Ukraine. We must not allow the duration of this ongoing war to desensitise us to the severity of Russia's actions and the widespread suffering that they are purposefully inflicting on the civilians of Ukraine.

Alongside our international partners, the United Kingdom will continue to increase the pressure on Russia and hold perpetrators to account for their crimes. Our aim remains clear: we will support Ukraine to succeed. And we will do everything we can to ensure that happens.

[Finally, regarding HTW 9/2/3 by Ukraine, we support the actions requested in general and align with the statement from the United States regarding the action requested in paragraph 17.4 and to request MSC to consider developing guidance accordingly.]

Thank you, Chair"

Statement by the delegation of the United States

"The United States condemns in the strongest possible terms the Russian Federation's unprovoked and illegal full-scale invasion of Ukraine. Russia's full-scale invasion of Ukraine is a blatant violation of the United Nations Charter and is inconsistent with the purposes of the IMO as set out in Article 1 of the IMO Convention which seek to provide for "co-operation among governments" in matters related to shipping and in "adoption of the highest practicable standards" for, among other things, maritime safety. The United States deplores this war and the Russian Federation's attacks on maritime educational institutions and training centers that threaten the safety and welfare of cadets and staff of these institutions.

We thank the Secretariat and Mr. Adams for the update on the situation of seafarers and vessels stranded as a result of Russia's war on Ukraine. We support all efforts to ensure the safety of seafarers, commercial vessels, and the marine environment in the Black Sea and

Sea of Azov. The swiftest and surest way to accomplish all of this is for the Russian Federation to immediately end its war against Ukraine and withdraw all its forces from Ukraine's territory, extending to its territorial waters.

The United States thanks the distinguished delegation of Ukraine for its submission of document HTW 9/2/3. This document highlights the Russian Federation's unlawful actions that preclude Ukraine from fully exercising its coastal State rights and from carrying out its obligations under applicable treaties and instruments, including the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers.

As was noted by the delegation of Sweden and others, the Council in its 35th Extraordinary Session strongly condemned Russia's invasion of Ukraine, and MSC in resolution MSC.495(105) called on Russia to immediately and unconditionally cease its war against Ukraine. Yet Moscow continues to ignore the demands of the international community to end its barbaric war of choice. The United States, therefore, supports the proposals in paragraph 17 of HTW 9/2/3 and asks that the report of this sub-committee reflect support for these proposals. We fully support the recommendation from Sweden that this matter be referred to MSC for its consideration and possible development of guidance to aid in implementing the proposal in paragraph 17.4.

We ask that our statement be appended to the final report of this sub-Committee.

Thank you, Chair."

Statement by the observer from EC

"Good morning to all distinguished delegates

Firstly on behalf of the European Commission, we wish to express our sincere condolences to all those affected in Türkiye and Syria by the terrible earthquake this morning.

Turning to the Ukraine paper, the European Commission wishes to align itself with the statement of Sweden, France and others, wishes to support the proposal in paragraph 17.4 of the Ukrainian paper and recommends that it be referred to MSC for its consideration and the possible development of guidelines.

We ask that this statement be included in the report of the Sub Committee."

AGENDA ITEM 5

Statement by the delegation of China

"Thank you, Chair. China appreciates the document HTW 9/INF.2 from the Secretariat and the HTW Sub-Committee's continued concern over unlawful practices associated with the Certification of competency (CoC). China has always strictly implemented the regulation of I/5 of the STCW Convention, spared no effort to take measures to prevent fraud and other unlawful practices involving certificates and endorsements issued, and actively cooperated with other countries to verify various certificates.

China noticed that reports on fraudulent certificates in the past two years listed information about fraudulent Chinese ship's cook certificates. In such case, China has revised the format of the ship's cook certificates to strengthen the anti-counterfeit function since July last year, and the certificates updated could be verified through the electronic verification system based on the certificate database of the competent authority, which has achieved good effects.

China will continue to support the efforts of the Sub-Committee in this regard and strengthen the crackdown and supervision on unlawful practices related to fraudulent certificates. In addition, we note that according to MSC/Circ.900 and A.892(21), the types of documents mentioned in the Report on Unlawful Practices Associated with Certificates of Competency refer to those certifications and endorsements under the STCW Convention. It needs to be further clarified that whether the ship's cook certificate is covered by the Report. China requests this statement is attached to the report of the Sub-Committee.

Thank you, Chair."

AGENDA ITEM 7

Statement by the observer from ITF

"The ITF is aware and proactive regarding new and ongoing issues of bullying and harassment in the maritime sector, including sexual assault and sexual harassment (also known as SASH), as it has worked for a long time to resolve many such cases. ITF strongly believes that personal safety and well-being of seafarers is also a matter of safety of ships.

As you may be aware, in 2016 in collaboration with the ICS, we published industry "Guidance on eliminating shipboard harassment and bullying", which may be considered as a good basis for further development (<https://www.itfglobal.org/sites/default/files/resources-files/harassment-guide.pdf>).

ITF appreciates and strongly supports MSC 105's decision to instruct the HTW Sub-Committee to prioritize the development and codification of STCW training provisions on bullying and harassment, including SASH, as part of the output of the "Comprehensive review of the 1978 STCW Convention and Code" and the start of the preliminary assessment of the scope of work required, identifying specific areas which must be reviewed, and prepare a roadmap for approval by the Committee before initiating the development of draft amendments.

Furthermore, the ITF highly appreciates MSC 105's decision to refer the issue of abuse and harassment, including SASH, to the Joint IMO/ILO Tripartite Working Group to work on recommendations for further steps, including the development of legislations, mechanisms and policies as well as the recommendation to launch awareness campaigns by relevant stakeholders with the aim of preventing, reporting and solving these issues. Thus, further solidifying the importance of this matter for the maritime sector.

Returning quickly to the prioritization and roadmap plan for a comprehensive review of the STCW, the ITF wishes to state its support for the decision and emphasize the need to add training on the human rights of seafarers, including the prevention of abuse, sexual assault and harassment, to a basic safety education course for all seafarers. It will also be invaluable to produce education and training on human rights relations and human resource management from a gender-sensitive perspective in leadership and teamwork education for all stakeholders. In closing, ITF proposes that all relevant submissions be considered in the WG.

Lastly, we also put at your consideration that equivalent and adequate revisions should be taken into account for the possibility of amendments to the ISM Code and FAL Convention in the roadmap planning, where appropriate."