



SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
32nd session
Agenda item 16

STW 32/16
2 February 2001
Original: ENGLISH

REPORT TO THE MARITIME SAFETY COMMITTEE

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1 GENERAL

1.1 The Sub-Committee on Standards of Training and Watchkeeping held its thirty-second session from 22 to 26 January 2001 at the Headquarters of the Organization under the chairmanship of Mr. C. Young (United States). The Vice-Chairman, Mr. K.H.K. Rangan (Singapore), was also present.

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

ALGERIA	LATVIA
ANTIGUA AND BARBUDA	LEBANON
ARGENTINA	LIBERIA
AUSTRALIA	LITHUANIA
BAHAMAS	LUXEMBOURG
BANGLADESH	MALAWI
BARBADOS	MALAYSIA
BELGIUM	MALTA
BELIZE	MARSHALL ISLANDS
BRAZIL	MEXICO
BULGARIA	MOROCCO
CANADA	MYANMAR
CHILE	NETHERLANDS
CHINA	NIGERIA
COLOMBIA	NORWAY
CROATIA	PANAMA
CYPRUS	PAPUA NEW GUINEA
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA	PERU
DENMARK	PHILIPPINES
DOMINICA	POLAND
EGYPT	PORTUGAL
ESTONIA	REPUBLIC OF KOREA
FINLAND	ROMANIA
FRANCE	RUSSIAN FEDERATION
GERMANY	SINGAPORE
GREECE	SOUTH AFRICA
HONDURAS	SPAIN
HUNGARY	SWEDEN
ICELAND	SYRIA
INDIA	THAILAND
INDONESIA	TURKEY
IRAN (ISLAMIC REPUBLIC OF)	UKRAINE
IRELAND	UNITED KINGDOM
ISRAEL	UNITED STATES
ITALY	URUGUAY
JAMAICA	VANUATU
JAPAN	VENEZUELA

and the following Associate Member of IMO:

HONG KONG, CHINA

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

EUROPEAN COMMISSION (EC)
 LEAGUE OF ARAB STATES
 INTERNATIONAL MOBILE SATELLITE ORGANIZATION (IMSO)
 INTERNATIONAL SHIPPING FEDERATION (ISF)
 INTERNATIONAL UNION OF MARINE INSURANCE (IUMI)
 INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS (ICFTU)
 THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)
 INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
 OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF)
 INTERNATIONAL MARITIME PILOTS' ASSOCIATION (IMPA)
 INTERNATIONAL ASSOCIATION OF INSTITUTES OF NAVIGATION (IAIN)
 INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATIONS (IFSMA)
 INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS
 (INTERTANKO)
 SOCIETY OF INTERNATIONAL GAS TANKERS AND TERMINAL OPERATORS
 (SIGTTO)
 INTERNATIONAL LIFEBOAT FEDERATION (ILF)
 INTERNATIONAL ASSOCIATION OF DRY CARGO SHIPOWNERS
 (INTERCARGO)
 THE INSTITUTE OF MARINE ENGINEERS (IME)
 INTERNATIONAL MARINE CONTRACTORS ASSOCIATION (IMCA)
 WORLD NUCLEAR TRANSPORT INSTITUTE (WNTI)
 INTERNATIONAL HARBOUR MASTERS' ASSOCIATION (IHMA)
 INTERNATIONAL SHIP MANAGERS' ASSOCIATION (ISMA)

1.4 In welcoming the participants, the Secretary-General recalled the major event involving the Sub-Committee's work since its last meeting: the creation of the first so-called 'white list'. The Secretary-General recalled that the forecast for his report to be made to MSC 72 had proved to be unachievable due to the slow pace of progress being made with the evaluations at that time. MSC 72 had recognized the difficulties being encountered and agreed that every effort should be made by all involved for him to report to MSC 73 in November last year.

The Secretary-General recalled that MSC 73 had concluded that all reasonable efforts had been made to complete the work and had agreed that his report should be submitted at that session. The Committee was thus able to identify those STCW Parties which had been found to give full and complete effect to the provisions of the revised STCW Convention, which was an important milestone in the life of IMO because the STCW Convention was the first IMO instrument in which the Organization has been given a role in monitoring implementation. The Secretary-General welcomed the successful outcome to this work and congratulated those maritime Administrations whose efforts had resulted in their ensuring a place on the first list and also acknowledged the contribution of all concerned, particularly the competent persons and panel chairmen. The Secretary-General also recalled that the process of compiling the information to be communicated to IMO by STCW Parties was a challenging one and preparing the information for scrutiny by others required a rigorous attention to detail.

The Secretary-General also observed that the 'white list' process is only one of the measures introduced in the STCW Convention revision to improve monitoring and implementation. He also noted that a position on the 'white list' should not be the sole means of assessing whether seafarers issued with certificates by a particular Party are competent and expressed concern about numerous inspections of facilities and processes, to varying standards, which may have unwanted and adverse effects, including a negative impact on highly-skilled existing seafarers.

The Secretary-General also noted that the requirement in the Convention for quality standards is an important provision for ensuring that appropriate training and certification standards are not only implemented but also maintained and the work of the Sub-Committee at this session was important in this regard.

As at STW 31, the Secretary-General expressed his concern about the issuing of fraudulent certificates of competency, or authentic certificates on the basis of forged foreign certificates, and the potential hazards and consequences to safety and the environment posed by inadequately trained seafarers and urged a free exchange of information on fraudulent certificates and the measures adopted by Parties to address them, to curb this dangerous practice.

The Secretary-General reported that four seminars on Assessment, examination and certification of seafarers had been successfully held, in Mumbai, India; Buenos Aires, Argentina; Cape Town, South Africa; and Port of Spain, Trinidad and Tobago, with the next one due to be held in Bangkok, Thailand, in February 2001 and expressed his appreciation to the Governments of the countries concerned for hosting these meetings.

In concluding his speech, the Secretary-General expressed his dissatisfaction with the low number of signatories to the STCW-F Convention. The Secretary-General informed the Sub-Committee that the Secretariat was considering ways of raising awareness of the training standards for fishing vessel personnel in the STCW-F Convention.

1.5 In response, the Chairman agreed that the publication of the first so-called 'white list' was a major milestone in the work of the Organization and also drew attention to the work which remained to be done, including consideration during the session of the procedures to be followed in respect of the reports of the independent evaluations required by regulation I/8.

Adoption of the agenda

1.6 The Sub-Committee adopted the provisional agenda (STW 32/1) and provisional timetable, (STW 32/1/1), as amended. The agenda of the session, including a list of documents submitted under each agenda item, is given at annex 1.

2 DECISIONS OF OTHER IMO BODIES

Communication of information (decisions of MSC 72)

2.1 The Sub-Committee recalled that MSC 71 had agreed to relax, to 1 March 2000, the deadline for the submission of the Secretary-General's report to MSC 72. The Sub-Committee noted that, when it had become clear that insufficient progress had been made to enable the work to be completed in time for the Secretary-General to report to MSC 72, the Secretariat, following consultations with the Committee Chairman, had issued circular letter No.2207 advising Member Governments that it was unlikely that a working group on STCW matters would be established during MSC 72.

2.2 The Sub-Committee was informed that MSC 72 had noted an oral report on progress, provided by the Secretariat. The Sub-Committee also noted that MSC 72 had approved MSC/Circ.948 on Preparation of reports pursuant to STCW regulation I/7, paragraph 2 urging Member Governments, Parties to the STCW Convention and competent persons to fulfil their responsibilities in a timely manner.

Communication of information (decisions of MSC 73)

2.3 The Sub-Committee was informed that the Secretariat had taken action in accordance with the Committee's instructions in MSC/Circ.948, and also noted that the Secretariat had notified those Parties whose competent persons' panels had been provided with sufficient information to enable them to complete their evaluations. The Sub-Committee was also informed that MSC 73 had noted a progress report on reasons why the panels had not been able to complete their work and had concluded that all reasonable efforts had been made to complete the work and that the Secretary-General should therefore make his report (MSC 73/WP.4 and Corr.1 and 2 and MSC 73/WP.4/Add.1 and Corr.1) in respect of those Parties which had communicated information in advance of the STCW Convention deadline of 1 August 1998 and, for those Parties with a later implementation date, reports for those Parties which had communicated information in advance of their respective deadlines.

2.4 The Sub-Committee also noted that the Committee had subsequently approved MSC/Circ.978, listing the STCW Parties confirmed by the Committee as having communicated information, which demonstrated that full and complete effect was given to the relevant provisions of the STCW Convention, as amended, and had also approved MSC/Circ.979, based on MSC/Circ.948, providing a timetable of actions in respect of those Parties whose evaluations were still in progress, in order to facilitate the Secretary-General reporting on those Parties at MSC 74. The Secretariat drew the attention of those competent persons present to the timetable of actions in MSC/Circ.979 which sets 5 February 2001 as the date for Parties to be made aware of requests for clarifications.

Update on progress

2.5 The Sub-Committee noted an update on progress with the communication of information process provided by the Secretariat as follows:

- .1 in respect of the 5 Parties, of the original 82, whose evaluations were not completed by MSC 73, clarifications were still awaited from 3 Parties, clarifications were being considered by the panels in respect of the remaining 2; and
- .2 in respect of the 17 Parties that had communicated information after the 1 August 1998 deadline; 3 panel chairman have made their reports to the Secretary-General, clarifications are awaited from 6 Parties and work is on-going in respect of the remainder.

Decisions of the Committee and other IMO bodies

2.6 The Sub-Committee was also informed of other decisions and comments, pertaining to its work, taken by the Committee at its seventy-second session (STW 32/2) and received an oral report on the outcome of the seventy-third session. The Sub-Committee was also informed (STW 32/2/1), of the decisions and comments, pertaining to its work, of the forty-third session of the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety, the forty-third

session of the Sub-Committee on Ship Design and Equipment, the eighth session of the Sub-Committee on Flag State Implementation, the fifth session of the Sub-Committee on Radiocommunications and Search and Rescue and the forty-sixth session of the Sub-Committee on Safety of Navigation. The action taken by the Sub-Committee with respect to these decisions and comments thereon are reported under the relevant sections of this report.

Human element analysing process (HEAP)

2.7 The Sub-Committee was informed of the instruction given to the sub-committees by MSC 72 to apply the Human Element Analysing Process (HEAP) given in MSC/Circ.878/MEPC/Circ.346 as a matter of priority in their work and also its request to the sub-committees to provide information on experience gained during application of the HEAP process with a view to further improving of the process (see also paragraph 13.5).

IALA standards for training and certification of vessel traffic service (VTS) personnel

2.8 The Sub-Committee noted that MSC 72 had approved MSC/Circ.952 on IALA standards for training and certification of vessel traffic service (VTS) personnel and noted information provided by the IALA observer that three IALA model courses had been published.

Approval of competent persons

2.9 The Sub-Committee noted that MSC 73 had approved additional competent persons nominated by Governments and had instructed the Secretariat to update MSC/Circ.797/Rev.4 accordingly.

Post-Erika issues

2.10 The Sub-Committee noted that MSC 73 had referred the outcome of the working group on Oil tanker safety and environmental matters (MSC 73/WP.14) to the Sub-Committees to consider the issues assigned to them with a view to possible proposals for inclusion in their work programmes (see also agenda item 13).

3 VALIDATION OF MODEL TRAINING COURSE CONTENT

Review and updating of model courses

3.1 The Sub-Committee recalled that, at its thirty-first session, the Secretariat had advised the Sub-Committee on the progress with the revision and updating of model courses, and in particular those related to the STCW Convention.

3.2 The Sub-Committee noted information provided by the Secretariat (STW 32/3/1) on progress with the revision, updating and development of model courses and also noted that, whilst revision of all STCW existing model courses has been completed, courses indirectly related to the implementation of the revised STCW Convention were now being considered.

Translation of model courses into French and Spanish languages

3.3 The Sub-Committee welcomed information provided by the Secretariat on progress with the translation of model courses into French and Spanish languages as follows:

- .1 model courses that had been translated into French and Spanish and were awaiting publication:
 - .1 Radar Navigation at Operational Level (1.07);
 - .2 Radar Navigation at Management Level (1.08);
 - .3 Proficiency in Personal Survival Techniques (1.19);
 - .4 Personal Safety and Social Responsibilities (1.21); andin addition: Guidance on the implementation of IMO model courses; and
- .2 model courses being considered for translation into French and Spanish:
 - .1 Fire Prevention and Fire Fighting (1.20);
 - .2 Proficiency in Survival Craft and Rescue Boats other than Fast Rescue boats (1.23);
 - .3 Proficiency in Crowd Management for Passenger Ships and Ro-Ro Passenger Ships (1.28); and
 - .4 Proficiency in Passenger Safety, Cargo Safety, Hull Integrity, Crisis Management and Human Behaviour Training on Passenger and Ro-Ro Passenger Ships (1.29).

Validation of model courses

3.4 The Sub-Committee recalled that it had agreed to only consider in detail new model courses and those subject to major revision. The Sub-Committee validated model course 6.09 – Training for Instructors (STW 32/INF.2) - noting that it was not exclusively an STCW-related course and had not been subject to major revision.

3.5 The Sub-Committee recalled that validation of model courses by the Sub-Committee in this context means that it finds no grounds to object to their contents and, in doing so, the Sub-Committee has not granted **approval** to the document and therefore it was not regarded to be an official interpretation of the Convention.

3.6 The Sub-Committee noted that the uniform implementation of the revised STCW Convention would be assisted if model course 6.09 was published as soon as possible and instructed the Secretariat to publish the model course as soon as practicable.

Validation of new model courses and those subject to major revision

3.7 The Sub-Committee noted that two new model courses, which provide guidance on the implementation of the training and assessment provisions of the STCW Convention, had been developed (STW 32/3/2 and STW 32/INF.2).

3.8 The Sub-Committee noted information provided by the Russian Federation (STW 32/3/3) that, following preliminary development at the Maritime Academy of Gdynia, Poland, a group of Polish and Russian experts had agreed the framework for a model course for the GMDSS second-class radioelectronics certificate and welcomed the work undertaken by the Admiral Makarov State Maritime Academy of St. Petersburg to finalise the model course.

3.9 In considering the draft model course for the GMDSS second-class radioelectronics certificate, the Sub-Committee expressed concern about the proposed entry-level requirement for the course of a BSc degree and considered that the entry requirement should be expressed in terms of knowledge requirements. The Sub-Committee noted that rapid developments in technology had already made some of the text out-of-date and agreed that the text should be reviewed to ensure that it was as up-to-date as possible. Some concern was also expressed by the Sub-Committee about the suggested length of the model course. The Sub-Committee agreed to the establishment of a drafting group to consider both draft model courses, taking into account the decisions of the Plenary, and to comment on the text as appropriate.

3.10 On receipt of the report of the drafting group (STW 32/WP.4) the Sub-Committee validated the two model courses, as amended by the Group, (annex 2) and requested the Secretariat to publish them as soon as practicable.

3.11 The Sub-Committee expressed its thanks to members of the IMO/ILO validating group for their work in reviewing the drafts.

3.12 The Sub-Committee expressed appreciation to the Government of Norway for providing the funds for revising these model courses and to the Governments of Poland and the Russian Federation (GMDSS 2nd class) and Singapore (On-board assessment) for undertaking the development of the new model courses free of costs to the Organization; and to ISF for providing the funds for updating model course 6.09 on Training of Instructors.

Review of procedures

3.13 The Sub-Committee considered the procedures currently used to review, develop and validate model courses (STW 32/3) and noted that they pre-dated the Committees' current guidelines on the organization and method of work (MSC/Circ.931/MEPC/Circ.366). The delegation of Cyprus therefore proposed an amendment to the procedures such that draft model courses were not submitted for consideration as information documents but that they should be submitted in accordance with the guidelines and thus follow the submission deadlines and also be translated into all three working languages. The Sub-Committee supported the proposal but some concerns were expressed about the possible impact on the Secretariat's workload of such a change.

3.14 The Sub-Committee recalled discussions at MSC 72, in the Technical Co-operation Committee and the FSI Sub-Committee with respect to the benefits to be gained by the translation of model courses into all three working languages and also recalled the Council's discussions with respect to the need to allocate sufficient funds for this work in the budget for the next biennium.

3.15 In considering the translation of those model courses that had already been validated, the Sub-Committee recalled that the Secretariat had identified funds for this work and noted that it was unlikely that there would be a large number of STCW-related model courses to be considered by the Sub-Committee in the future as most had now been revised, so the effect on the Secretariat and the budget would be limited.

3.16 In considering the work of the IMO/ILO Validation Group, the Sub-Committee agreed that wider scrutiny of draft model courses would be welcome. The United States delegation recalled that developments in communications, such as the internet, might be utilised to provide wider access to the drafts and encourage more effective scrutiny, including greater shipowner and seafarer participation. The United Kingdom delegation warned of the dangers of excessive academic input to vocational training without an appropriate level of input from shipowners and seafarers and also suggested that review in a working group, if other Sub-Committee work priorities permitted, rather than in a drafting group, would improve scrutiny. The Sub-Committee agreed that ILO should be consulted before the Secretariat took steps to widen scrutiny as proposed. The Sub-Committee also confirmed its earlier view that model courses should be outcome-oriented.

3.17 The Sub-Committee invited the Committee to approve its recommendation that new STCW-related model courses to be considered by the Sub-Committee in the future should be subject to the guidelines for submission of documents (not information papers). The Sub-Committee also invited the Committee to instruct the Secretariat to consult with ILO on wider scrutiny of draft model courses.

4 TRAINING AND CERTIFICATION OF MARITIME PILOTS AND REVISION OF RESOLUTION A.485 (XII)

4.1 The Sub-Committee recalled that, at its twenty-ninth session, it had developed draft proposals for the revision of annex 1 to resolution A.485 (XII) and had instructed the Secretariat to forward the draft to the NAV Sub-Committee for its comments on the operational aspects in annex 2 to the resolution.

4.2 The Sub-Committee also recalled that, at its thirty-first session, the Sub-Committee had deferred considering this item in detail pending the review of the operational aspects by the NAV Sub-Committee.

4.3 The Sub-Committee further recalled (STW 31/17 paragraph 4.5), that it had identified a number of issues which should be further considered at its next session, including the following:

- .1 the establishment by competent authorities of entry requirements for new pilots;
- .2 clarification of the relationship between the competent authority and pilots' associations;
- .3 clarification of the duties of the competent authority in respect of the maintenance of developed standards and the investigation of incidents involving pilotage as subjects for inclusion in a recommendation on training and certification;
- .4 amendments to the syllabus for pilotage certification to include landmarks, leading lines, radar distances from shore and use of various types of tugs; and
- .5 specific emergencies to be addressed by pilotage training.

4.4 In considering a revised draft text of annex 1 submitted by IMPA (STW 32/4), the Sub-Committee noted that, at the request of the NAV Sub-Committee, the Committee had deferred further consideration of the revised text of annex 2 to resolution A.485(XII), until NAV 47 (2-6 July 2001), with a target completion date of 2001.

4.5 The Sub-Committee, recalling that its policy adopted so far had been to develop training requirements after the operational requirements had been determined, and noting that the twenty-second Assembly meets in November this year, considered various options, as follows:

- .1 to consider the training aspects and prepare a draft Assembly resolution and forward it to the NAV Sub-Committee for finalization; or
- .2 to prepare a stand-alone draft Assembly resolution based on the text at annex to STW 32/4, detailing only the training aspects, for approval by the Committee; or
- .3 in view of the decision of NAV 46 to defer consideration of operational aspects to NAV 47, to request the Committee to extend the target completion date until 2002 to allow the NAV Sub-Committee to complete its review of operational aspects before STW addresses the training issues.

4.6 The Sub-Committee welcomed the revised draft text prepared by IMPA but, even though a number of delegations expressed support for the draft, agreed that it was more important to develop appropriate and valid guidance than to complete the work hastily. The Sub-Committee therefore agreed that the NAV Sub-Committee should finalise the operational requirements before the STW Sub-Committee finalised the training requirements.

4.7 The delegation of the Bahamas, supported by other delegations, identified three issues that needed further consideration:

- .1 the need to clarify the role of the pilot on board and the master/pilot relationship;
- .2 the requirement to plan passages from berth to berth and the need for the co-operation of pilots to undertake this task; and
- .3 the responsibilities of flag States to investigate accidents and the need for access to pilots and their co-operation to assist flag States in their task.

The delegation of Greece stated that the meaning of the term 'Administration' and the guidance on demonstration of continued proficiency in the IMPA draft also required further consideration. The delegation of Panama drew the Sub-Committee's attention to the dynamic nature of passage planning and the impracticability of planning voyages from berth to berth.

4.8 The Sub-Committee invited the Committee to extend the target completion date for the finalisation of the training requirements in order to allow the Sub-Committee to consider the operational requirements finalised by the NAV Sub-Committee. The Sub-Committee also invited the Committee to allocate one session for the completion of this work and invited the Committee to urge the NAV Sub-Committee to complete its work on this item at NAV 47, taking into account the discussions at STW 32.

5 FOLLOW-UP ACTION TO THE 1995 STCW CONFERENCE

5.1 The Sub-Committee noted that MSC 72 (MSC 72/23, paragraph 6.4) had approved STCW.6/Circ.5 on Amendments to part B of the STCW Code, developed by STW 31.

5.2 The Sub-Committee noted that NAV 46 (NAV 46/16, paragraph 4.27) had instructed the Secretariat to bring to the attention of the Sub-Committee the fact that NAV 46 was of the opinion that the STW Sub-Committee should be requested to make training establishments aware of the importance of paying proper attention in the training of officers of the navigational watch to the matter of conflicting actions in collision avoidance.

5.3 The Sub-Committee recalled that the majority of the Working Group on Routeing at NAV 46 was of the opinion that proper training in collision avoidance, including the dangers of conflicting actions, would be more effective than the inclusion of an additional provision in Rule 8 of the COLREGS. Accordingly, that working group did not support one proposed amendment to Rule 8. Instead, the STW Sub-Committee was requested to make provisions for the proper training of officers of the navigational watch and was invited to consider the preparation of an appropriate circular to maritime training establishments to emphasize this point.

5.4 The Sub-Committee considered the need for the development of appropriate guidance for maritime training institutes and decided that there was insufficient information on which to take action. The Sub-Committee invited the Committee to invite the NAV Sub-Committee to provide examples to clearly demonstrate the issues involved in order that the Sub-Committee might propose appropriate solutions in due course.

Guidance regarding recognition of certificates

5.5 The Sub-Committee noted that MSC 72 had approved circular MSC/Circ.950 on Guidance on arrangements between Parties to allow for the recognition of certificates under STCW regulation I/10, prepared by STW 31.

5.6 The Sub-Committee recalled that STW 31 had agreed that the issue of recognition of certificates issued by Parties not on the so-called 'white list' and their acceptance under port State control required further consideration and had invited comments and proposals from Member Governments for this session, but noted that none had been submitted under this sub-item.

5.7 The Sub-Committee agreed that this matter should be decided by individual Administrations and port State control authorities.

Clarification of STCW Convention and STCW Code provisions

5.8 The Russian Federation (STW 32/5/1) expressed the view that the ability to use and understand the IMO Standard Marine Communication Phrases with respect to internal communications should not be required for those who serve exclusively on ships with a national language (mono-lingual) crew, and therefore proposed an amendment to table A-II/1 of the STCW Code to address this issue.

5.9 Some delegations expressed sympathy with the proposals, particularly with respect to ships operating in home waters only, but also expressed concern about making a distinction between internal and external communications. The United Kingdom delegation drew attention to the fact that, a monolingual crew may not be the same as a monolingual ship and that, although the seafarers on board a ship may use a common language, it was important on a passenger ship for the crew to be able to transmit emergency instructions to passengers in a language that the passengers would understand. ISF drew attention to the provisions of section A-V/2 of the STCW Code which require personnel providing direct service to passengers in passenger spaces to communicate with passengers during an emergency in languages appropriate to the route or use an elementary English vocabulary.

5.10 The Sub-Committee noted that the sections of the Standard Marine Communication Phrases (SMCP) proposed to be mandatory for training under the STCW Code had been divided into two sub-sections: one relating to external communications and the other to internal communications, mostly related to bridge operations. The Sub-Committee also recalled that the latest revisions to SOLAS chapter V, regulation 14 included the provision that English shall be used on the bridge as the working language for bridge-to-bridge and bridge-to-shore safety communications as well as for communications on board between the pilot and bridge watchkeeping personnel, unless those directly involved in the communication speak a common language other than English. The Sub-Committee did not support the amendments to the STCW Code proposed by the Russian Federation and supported by a number of delegations but agreed to consider the issue further under agenda item 10 (see paragraph 10.9).

5.11 Croatia (STW 32/5/2) advised the Sub-Committee of the outcome of the review by a group of experts of table B-I/9-2 of the STCW Code that had raised some practical issues with respect to the uniform and effective implementation of the new provisions on demonstrating physical ability. Croatia therefore proposed clear and unambiguous guidance on standards for the equipment and the allowed time for the performance of the tasks required to demonstrate the related physical ability.

5.12 The Sub-Committee welcomed the proposals and the feedback provided by Croatia on experience gained to date but recalled that, during the discussions on the physical abilities for seafarers, the development of such detailed proposals had not been supported as some discretion on the application of the standards by Administrations was considered to be necessary. The Sub-Committee agreed that more experience with the application of the physical abilities for seafarers was necessary before developing further guidance or interpretations.

Review of training related resolutions and circulars with a view to revoking

5.13 The Sub-Committee noted that the Committee had approved MSC/Circ.949 on MSC circulars superseded by the 1995 amendments to the 1978 STCW Convention; and had also approved a draft Assembly resolution on Assembly resolutions superseded by the 1995 amendments to the 1978 STCW Convention, for submission to the twenty-second session of the Assembly for adoption.

5.14 The Sub-Committee recalled that, at its thirty-first session, while considering the draft Assembly resolution and MSC circular related to personnel to whom the STCW Convention is not applicable, the Sub-Committee had expressed general agreement with the contents but, noting that the planned revocations do not come into force until 1 February 2002, considered that the text could be consolidated into one instrument and had instructed the Secretariat to prepare a consolidated text (STW 32/5) for consideration at this session.

5.15 The Sub-Committee noted the consolidated text prepared by the Secretariat and expressed general support for the issue of a resolution but considered that it was necessary to clarify to whom the provisions at annex were addressed. Whilst noting that it was for Administrations to determine applicability of the provisions, the Sub-Committee also noted that the draft resolution only referred to seafarers on board those seagoing ships excepted from STCW Convention requirements in accordance with Article III and that other instruments, including the STCW-F Convention applying to fishing vessel personnel and resolution A.891(21) relating to the training of personnel working on MOUs, provided guidance on training for those to whom the STCW Convention does not apply.

5.16 The Sub-Committee agreed that the title of the draft resolution should refer to recommendations (not standards) and might also include a recommendation to apply STCW-F Convention provisions, on a voluntary basis, to the training of fishing vessel personnel pending entry into force of that Convention. The Sub-Committee also agreed that the draft should address the requirements of seafarers, as opposed to ships, as far as practicable and referred the draft to a working group for detailed consideration.

5.17 The delegation of Liberia, supported by some delegations, questioned the value of the draft resolution and recommendations annexed thereto as the recommendations repeat requirements that are contained in the STCW and STCW-F Conventions. The delegation of Liberia expressed the view that any Administration desirous of developing such standards for seafarers to whom the Conventions do not apply can use the provisions of the Conventions, therefore, the draft resolution was superfluous and should be abandoned.

Guidance on preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code

5.18 The Sub-Committee recalled that, at its thirty-first session, the Sub-Committee had developed provisional guidance on preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code (annex 6 of STW 31/17), based on the assumption that the STCW Convention and STCW Code required amendment.

5.19 The Sub-Committee also recalled that a number of outstanding issues remained to be clarified, including detailed issues raised by Denmark at STW 31 (STW 31/5/8), and the following issues identified by STW 31 (STW 31/17, paragraph 5.17):

- .1 the sanctions that should be applied, if any, to Parties which fail to communicate their reports of independent evaluations;
- .2 the action to be taken if the report of the independent evaluation is inadequate;
- .3 noting the obligation for Parties to communicate these reports and for the competent persons to express their views to the Secretary-General, the action that should be taken by the Secretary-General subsequently;
- .4 the criteria that should be used by the competent persons when evaluating these reports;
- .5 if the Secretary-General reports to the Committee, the action that the Committee should take; and

- .6 clarification of the phrase in STCW.7/Circ.7 'any document listing Parties identified by the MSC as giving full and complete effect to the provisions of the STCW Convention (the so-called 'white list') will be a dynamic document and therefore subject to updating according to the provisions of the Convention.

5.20 In response to the request by STW 31 for comments and proposals, Croatia (STW 32/5/3) proposed that:

- .1 Parties be called upon to nominate persons who are knowledgeable of quality standards systems in order to review any report of evaluation;
- .2 an updated list of all institutions in the Party concerned which must establish a quality standards system was an essential document; and
- .3 the updated list should contain a minimum of information, as described in document STW 32/5/3.

Croatia also expressed the view that the credibility of implementation of the provisions of the revised Convention relied on the reports of independent evaluations to maintain standards.

5.21 ISF (STW 32/5/4) made proposals for an amendment to the provisional draft guidance; and for the Secretary-General to appoint his own competent persons to evaluate the reports communicated of independent evaluations.

5.22 The Sub-Committee recalled that the provisional draft guidance developed at STW 31 (STW 31/17, annex 6 and STW 32/WP.3) was based on an assumption that an amendment was required to the STCW Code.

5.23 The United States delegation expressed the view that the existing text of regulations I/7 and I/8 provided an effective framework for ensuring that a system of mutual oversights can be maintained to verify that Parties continue to comply with the requirements of the STCW Convention and, therefore, there was no need to amend the regulations. In this regard the United States noted that:

- .1 paragraph 4 of section A-I/7 of the STCW Code requires Parties to report the results of each evaluation carried out pursuant to regulation I/8, paragraph 2 within six months of its completion;
- .2 paragraph 8 of section A-I/7 provides that competent persons shall express their confidential views on the report submitted under regulation I/8 paragraph 3;
- .3 paragraph 2 of regulation I/7 says that the Secretary-General will report to the Maritime Safety Committee when complete information presented in section A-I/7 has been reviewed and confirmed that full and complete effect is given to the provisions of the Convention (in this case, to the provision of regulation I/8); and
- .4 paragraph 3 of regulation I/7 describes the role to be played by the Committee in receiving the Secretary-General's reports.

The United States agreed that there was a need to clarify the contents of the reports to be submitted by Parties to the Organization, and the criteria to be used by competent persons.

5.24 In reconsidering the provisional draft, the majority of the Sub-Committee supported the views expressed by the United States and agreed that an amendment to the STCW Convention or STCW Code was not necessary but that it was important to provide practical guidance on the contents of the report on independent evaluations required by regulation I/8 and on the processes to be followed. The delegation of Cyprus expressed the view that it was not the task of the Sub-Committee to interpret the STCW Convention and STCW Code requirements in this regard but to seek instructions from the Committee.

5.25 The Sub-Committee recalled that the majority of Parties included in the first so-called 'white list' had not submitted reports of independent evaluations and that the deadline for doing so for many Parties was 1 August 2002 and it was therefore important to conclude the development of guidance on the preparation of such reports at this session.

5.26 The delegation of Cyprus expressed concern about the possibility of different standards of evaluation being applied to those reports of independent evaluations that preceded the development of such guidance. A number of delegations supported the view that a uniform format or checklist for the submission of the information required would aid Parties, competent persons and the Secretariat in their respective tasks associated with the submission of the reports.

5.27 The delegation of Vanuatu drew attention to two elements of any quality standards system: one part addressing the administration of the certification and related processes, and the other addressing academic standards which was more difficult to evaluate.

5.28 The delegation of Denmark recalled its comments to STW 31 and, in particular, the need to clarify the reporting requirements with respect to a number of training institutes in any Party that may have different dates for their independent evaluations or have quality standards systems also meeting other quality standards requirements such as those in the ISO series. A number of delegations recalled the background to the development of a requirement for quality standards and recalled that the objective of this Convention provision was to demonstrate to other Parties that functions delegated to others were being monitored to maintain standards.

5.29 The delegation of the Bahamas drew the Sub-Committee's attention to the fact that an ISO series quality standards system may not address all of the Convention requirements and it was therefore important that the outcome of training was monitored.

5.30 After extensive discussion, the Sub-Committee agreed that it was important to provide guidance for Parties on the submission of multiple, consolidated or summary reports in respect of independent evaluation reports of training institutes and that such reports would also aid their evaluation by panels of competent persons.

5.31 A number of delegations expressed the view that the term 'independent evaluation' required clarification and, in particular, the reference in the definition in section A-I/1 to 'suitably qualified persons'. The Sub-Committee did not agree that the independent evaluation had to be undertaken by a body outside of the Party.

5.32 The Sub-Committee noted that pursuant to regulation I/10, paragraph 3 of the STCW Convention and section A-I/7.3.2 of the STCW Code, a report summarizing the measures taken to ensure compliance with regulation I/10 on the recognition of certificates issued by another party must be submitted to the Secretary-General by 1 August 2002. In this connection,

the delegation of Japan expressed the need for guidance on the format of such reports, and suggested that a notification on the recognition of certificates issued by another party, accompanied by a copy of the undertaking referred to in MSC/Circ.950, would satisfy the above-mentioned requirements. The Sub-Committee also recalled the requirement in section A-I/7, paragraph 3, for other reports and agreed that guidance on the content of these reports would also be useful. The Sub-Committee invited Member Governments to submit comments and proposals for consideration at its next session.

Establishment of a working group

5.33 After preliminary discussion as reported in paragraphs 5.5 to 5.32 above, the Sub-Committee established a working group and instructed it, taking into account discussions and decisions in the plenary, and on the basis of document STW 32/WP.3 and the proposals contained in documents STW 32/5/3 and STW 32/5/4, to develop practical guidelines on the preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code, including possible action by the Committee, as follows:

- .1 noting that document STW 32/WP.3 is in three parts: contents of the report, work of competent persons' panels and the actions required to be undertaken by the Secretary-General; with respect to the contents of the report:
 - 1.1 provide guidance on the use of multiple, consolidated, summary or comprehensive reports with respect to training institutes and other activities subject to regulation I/8, including the report on the administration of the certification system, taking into account workload and complexity; and
 - 1.2 develop a framework, format or checklist of contents to ensure standardisation of contents and to facilitate the work of the competent persons and promote uniformity;
 - 1.3 with respect to the competent persons' panels:
 - .1.3.1 clarify the task of the competent persons and the criteria to be used in evaluation of the report; and
 - .1.3.2 provide guidance to the Secretary-General on the membership of the competent persons' panels, including numbers and qualifications;
 - .1.4 with respect to the action to be taken by the Secretary-General and the Committee:
 - .1.4.1 provide guidance on action to be taken by the Secretary-General; and
 - .1.4.2 guidance on the role of the Committee on receipt of a report by the Secretary-General;
- .2 to clarify the meaning of the phrase 'independent evaluations' and particularly the phrase 'suitably qualified persons' as used in section A-I/1.6 of the STCW Code;

- .3 to clarify the action to be taken in respect of those reports of independent evaluations that are communicated before the promulgation of any guidance; and
- .4 as a lower priority, on the basis of the draft Assembly resolution in document STW 32/5, consider further the necessity for the resolution and, if found to be necessary, determine the categories of seafarers and/or ships to which such a resolution would be applicable and finalise the text for approval by the Committee and submission to twenty-second session of the Assembly for adoption.

5.34 Having received the working group's report (STW 32/WP.5), the Sub-Committee took action as summarised hereunder.

Guidance on preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code

5.35 The Sub-Committee agreed that:

- .1 the report of independent evaluation should be a consolidated report and should include a list of training institutions/centres covered by the independent evaluation (individual reports with a summary, where a consolidated report is not possible);
- .2 the evaluation should cover all aspects of training and certification as required by the Convention;
- .3 the report of independent evaluation should be submitted to the Secretary-General at intervals of not more than five years and should include both administration of certification systems and training institutions/centres covered by the independent evaluation;
- .4 the Maritime Safety Committee, on receipt of the Secretary-General's report on the independent evaluation, should confirm that the Party is giving 'full and complete effect' to the requirements of regulation I/8 and section A-I/7, paragraph 4 of the STCW Code;
- .5 there is no provision in the Convention to apply any sanctions to Parties that fail to communicate their reports on independent evaluation;
- .6 the panel of competent persons should be selected from the list of competent persons approved by the Maritime Safety Committee. There was no further need to invite fresh nominations with exclusive expertise in quality standards system;
- .7 there was no need to include the additional requirements as proposed in STW 32/5/3 paragraph 4;
- .8 the composition of the panel of competent persons for evaluating the reports of independent evaluation should be in accordance with the provisions of section A-I/7 paragraph 7 of the STCW Code;
- .9 there was no need to further clarify the meaning of the phrases 'independent evaluation' and 'suitably qualified persons' as used in section A-I/1, paragraph 1.6 of the STCW Code, since it was quite clear in the Code itself; and

- .10 in respect of Parties who had submitted their reports of independent evaluations at the same time as their information communicated as required by section A-I/7 of the STCW Code, it was not necessary for them to resubmit a fresh report. However, some delegations expressed their disagreement as, in their opinion Parties should review their original submissions on independent evaluations in comparison with the proposed guidelines and, if necessary, submit an updated report of evaluations but, whatever the case may be, their already submitted independent evaluation reports must be re-evaluated by competent persons.

5.36 The Sub-Committee invited the Committee to endorse the above views. The Sub-Committee also prepared a draft MSC circular (see annex 3) including an index of materials for the use of the Parties and a check list for the use of competent persons for consideration and approval by the Committee.

5.37 During the discussion on the development of guidance on the preparation and review of independent evaluations Vanuatu expressed the view that it was fundamental for all Parties to be treated equally under the assessment process. In particular, either the competent persons should be anonymous to the Parties that they are assessing or their identities should be revealed in all cases, several delegations expressed concern about the lack of procedures to be followed in the case of a Party not meeting its obligations under regulation I/8, either by not submitting the required report or by submitting a report which is considered inadequate by the panel of competent persons. Several delegations also expressed concerns about the lack of procedures to be followed in case of a Party not meeting its obligations under Article IV of the STCW Convention and section A-I/7 paragraph 3 of the STCW Code, either by not submitting the required information or by submitting information which is considered inadequate by the competent persons. The Sub-Committee noted that consideration and tackling of this issue would be an on-going process. Some delegations suggested that the Committee, at each session, should identify those Parties that continue to give 'full and complete effect' to the Convention; the practical difficulties of such an exercise were, however, raised and acknowledged. Members were invited to submit comments and proposals on the aforementioned concerns and how best to deal with them, for the consideration of the Sub-Committee at its next session.

Review of training-related resolutions and circulars with a view to revoking

5.38 The Sub-Committee agreed that no useful purpose would be served by developing an Assembly resolution on guidance for personnel to whom the STCW Convention is not applicable. The Sub-Committee considered that the subject matter did not warrant an Assembly resolution, which has a very high standing, and unanimously decided not to proceed further in the development of the proposed Assembly resolution. Parties requiring the information found at annex to document STW 32/3 for developing their own national guidance could do so by referring to the existing IMO instruments.

5.39 In considering progress made during the session, the Sub-Committee invited the Committee to delete the following sub-item(s) from its work programme:

- .1 guidance regarding recognition of certificates;
- .2 review of training-related resolutions and circulars with a view to revoking; and
- .3 guidance on the preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code.

6 UNLAWFUL PRACTICES ASSOCIATED WITH CERTIFICATES OF COMPETENCY

6.1 The Sub-Committee recalled that the Committee, at its seventy-first session, had agreed that the Secretariat undertake a research project to evaluate the extent of the problem of unlawful practices associated with certificates of competency and also recalled that, at its thirty-first session, the Sub-Committee had received an update on the progress made on the research project.

6.2 The Sub-Committee noted a further update on progress provided by the Secretariat (STW 32/6), the main findings of which are summarised hereunder.

6.3 A total of 12,635 detected cases of forgery in certificates of competency and endorsements were reported to the research team by national administrations. Twenty-one maritime administrations had provided data on cases of fraudulent certificates detected in the past five years but only nine were able to provide full details. These respondents had reported full details in 501 cases. A detection rate of 12,635 certificates over five years was considered to be statistically insignificant when compared to the total population of seafarers (estimated as 1.2 million (BIMCO-ISF 2000)), and when considered against the total number of certificates held, as any individual seafarer might typically hold at least five types of professional documents or certificates.

6.4 In a survey of employers, the research team's findings included the following:

- .1 82% percent of the respondents had detected forged certificates of competency in the last five years. Of these, 41% reported having had detected forged basic safety training certificates, 27% had reported forged sea service record books and, 18% had detected forged OOW (deck) certificates. 14% had also reported forged GMDSS (GOC) certificates; and
- .2 some 45% of the employers perceived this trend to be decreasing, while 25% had reported an increase in the incidences of forgery. 31% of the employers believed that the demanding nature of the revised STCW Convention will actually increase the incidence of forgery in certificates of competency.

6.5 In a survey of employees, the research team's findings included the following:

- .1 from data from one major labour-supplying country in the Eastern and Central European region, a total of 37% of seafarers had reported first-hand knowledge and/or experience of forgery in certificates of competency; of these, 66% themselves possessed unlawfully obtained certificates and 38% had reported known cases of forgery among other crew members with whom they had worked. 24% of seafarers who had reported a known case of forgery also themselves possessed an unlawfully obtained certificate; and
- .2 the majority of seafarers (18%) with unlawfully obtained certificates had worked on their own national fleet. However, a significant proportion, ranging from 5% to 9%, had worked on some of the major open and other national registers in the world.

6.6 The Sub-Committee welcomed the information provided and expressed its appreciation to the Governments of Cyprus, Norway and the United Kingdom; the European Union and the International Confederation of Free Trade Unions (ICFTU) for providing funds to support the research.

6.7 Vanuatu (STW 32/6/1) reported a number of cases related to fraudulent documents submitted by deck or engineer officers for endorsement under regulation I/10 of the STCW Convention, or by ratings purporting to have qualifications required by the Convention, and advised the Sub-Committee that those involved will be forever denied employment on ships registered in Vanuatu. In some cases, the owners of the ships had also been fined. Vanuatu also expressed its appreciation of document STW 32/6 and to the sponsors of the research programme. It was also grateful for the presentation during the lunch break of the results of the research by the Seafarers International Research Centre (SIRC). This presentation produced details of fraudulent practices including statistics using letters and numbers to hide the identities of offenders. Vanuatu asked why this had been done and suggested that transparency would make a major contribution to the elimination of fraudulent practices.

6.8 The Philippines (STW 32/6/4 and STW 32/INF.8) provided information on the action taken by its Administration in response to the discovery by Vanuatu of fraudulent certificates and also provided information on the preventive measures adopted in order to protect the integrity of authentic Philippines-issued certificates.

6.9 In a further statement, the Philippines delegation advised the Sub-Committee as follows. Representatives of the Professional Regulation Commission (PRC), Maritime Industry Authority and the Philippine Overseas Employment Administration (POEA) met representatives of Vanuatu to obtain more details on those Filipino seafarers who submitted fraudulent documents. PRC then commenced criminal and administrative proceedings against the Filipino seafarers identified by Vanuatu.

The Philippines delegation also advised the Sub Committee that under President Gloria Macapagal-Arroyo it takes seriously reports of Filipino seafarers who present fraudulent certificates because this problem presents a serious threat to an important component of the Philippine economy. For this reason, administrative and police measures are in place to stop the proliferation of fraudulent seafarers documents.

As a qualification for employment overseas, Filipino seafarers must possess the POEA Seafarer's Registration Certificate (SRC), which shows that they have passed the minimum requirements and qualification standards. The issue of the SRC involves the verification and cross-checking of a seafarer's education and training records, vessel service records, birth certificates and other ancillary documents.

In addition, the PRC, under the Philippine Merchant Marine Officers Act of 1998, re-numbered the certificates or licenses of marine deck and engine officers to ensure the integrity of these documents. At the same time, the Maritime Training Council established the National Assessment Centre, which will revalidate all training certificates required under the STCW Convention.

STCW 95 enabled the Philippines to weed out seafarers who submitted fraudulent documents and prevent the entry of such documents into the employment processing system of the Philippines. The 12,000 reported cases cited in document STW 32/6/1 were prevented from entering this system. The Philippines delegation acknowledged that the measures put in place by

the Philippines need to be further tightened because there are individuals in dire need of employment, or groups of individuals with criminal intentions, who continue to challenge the screening system with fraudulent documents. And in this regard, the Philippine Government will be working closely with the IMO to develop measures or “firewalls” that will block these fraudulent documents wherever they may be produced by unscrupulous agents or bought by unqualified seafarers.

6.10 India (STW 32/6/2) reported the results of an exercise identifying the sources of unlawful practices and provided information to encourage maritime Administrations to streamline systems and introduce adequate security measures into documents in order to avoid forgeries, including measures for checking and verification of documents on-the-spot.

6.11 Spain (STW 32/6/3) made proposals for the use of special paper comprising certain security measures for the issue of certificates and endorsements under the STCW Convention, also with a view to preventing falsification of such documents.

6.12 The Sub-Committee recalled that MSC/Circ.900 and resolution A.892(21) invite STCW Parties to provide the Organization with information on any unlawful practices which come to their attention and urged STCW Parties to continue to make information available to the Sub-Committee to assist its work in addressing this important issue.

6.13 The Sub-Committee considered whether the final report of the outcome of the research project into unlawful practices associated with certificates of competency should include the names of the Parties involved. The Sub-Committee noted that identifying the Parties would not indicate criticism of the Administrations concerned as they were discovering and reporting fraudulent activities undertaken by others. The Sub-Committee agreed, that as much transparency as possible was helpful in addressing the problem of unlawful practices but, as some information may have been provided on the understanding of anonymity, the Sub-Committee agreed that including names was not appropriate at this stage.

6.14 The Sub-Committee considered the need for an electronic 'black list' of seafarers, managing agents, shipowners and others found to be holding or producing fraudulent certificates but expressed some concern about identifying individual seafarers in this manner. The delegation of Ukraine expressed the view that ineffective checking of documents was at the centre of the problem of unlawful practices and expressed the view that seizure of documents was an effective response. The ISF urged Administrations to develop electronic registers of certificates in order to allow shipping companies to meet their obligations under STCW Convention regulation I/14. The Sub-Committee noted that consideration was being given by some Administrations to providing electronic access to information on certificates.

6.15 The delegation of Hong Kong, China commented on the list of Parties in table 1 to document STW 32/6, which indicated that there were 5 reported cases of fraudulent certificates from Hong Kong, China. Hong Kong, China made clear that these cases were fraudulent certificates of another authority and they were revealed when the fraudulent certificate holder applied for recognition to serve on ships under the Hong Kong Shipping Register. Hong Kong, China, provided information on its procedures when receiving applications for recognition of certificates including confirmation of validity from other issuing authorities. In order to facilitate other Administrations verification of certificates issued by Hong Kong, China, the delegation of Hong Kong, China reported the recent launch of a checking facility on the internet. The address for the verification of authenticity for certificates issued by Hong Kong, China is www.info.gov.hk/mardep.

6.16 The delegation of Panama reported that a list of fraudulent certificates which had been discovered by the Panamanian Administration was available on its website at the following address: www.autoridadmaritima.gob.pa under the Directorate of Seafarers section of the site. Further details could be obtained from General Director of Seafarers at gentemar@sinfo.net.

6.17 The Sub-Committee noted that the target completion date for this item was 2001 but recognised that more work remained to be done to address the issue of unlawful practices associated with certificates of competency. Some delegations favoured making the item a continuous item on the Sub-Committee's agenda. The Sub-Committee identified a list of areas which might be further examined as part of the effort to identify measures which could be put in place to reduce or eliminate unlawful practices associated with certificates of competency and other documents, as follows:

Preventive measures

- .1 introduction of "anti-fraud" measures and minimum security features (STW 32/6/3) with due regard to features that could be checked on-the-spot;
- .2 increased awareness of the problem;
- .3 increased commitment (and dedication of resources) to combat unlawful acts associated with certificates of competency and documents;
- .4 guidance for parties to guide companies in detecting unlawful acts associated with certificates and documents;
- .5 the possible use of an 'international' system of certificates of competency;
- .6 definition of validity of certificates and documents which are not in national register;
- .7 the provision of technical assistance to establish effective systems;

Information exchange

- .8 increased use of technology, particularly secure and reliable electronic access to information, and promotion of instant/expedited access to national registers on a round-the-clock basis, and establishment of a uniform format for the exchange of information (STW 31/17, paragraph 6.12);
- .9 improved exchange of information, certificates and documents on specific cases including removal of documents where unlawful acts are discovered;
- .10 improved exchange of information concerning "best practices" being applied in issuing certificates and documents;
- .11 improved information on procedures being used by Administrations in identifying unlawful acts associated with certificates and documents;

Enforcement measures

- .12 review of the adequacy of IMO provisions including regulations I/9, paragraph 4 and I/10 to address unlawful acts associated with certificates and documents;
- .13 increased enforcement of regulations and verification procedures;
- .14 development of uniform guidance to promote the use of national disciplinary measures or common sanctions sufficiently severe to discourage violations by all involved in fraudulent practices;
- .15 on-going training for those who are involved in the inspection of certificates of competency, including the possible use of specimen certificates and documents; and
- .16 establishment of a system to identify offenders.

6.18 In considering the list of issues, the Sub-Committee noted that further discussion on the issues would necessarily occur in the future following receipt of the final report from the researchers and a direction from the Committee. The Sub-Committee also noted that the development of fraudulent techniques rapidly follow the development of anti-fraud measures and it was therefore important to have a range of features to address the general problem. The Sub-Committee noted further that fraudulent practices may be practised by not only seafarers, but also by officials from Administrations, shipping companies, manning agencies, representative organizations and others.

6.19 The Sub-Committee, recognizing the importance of taking measures to address the issue of unlawful practices associated with certificates of competency, invited the Committee to take into account the list of issues identified by the Sub-Committee when considering its request to extend the target completion date of this agenda item to 2003 to allow the Sub-Committee to discuss the final report from the researchers and any necessary follow-up action, including any instructions from the Committee.

6.20 The Sub-Committee also instructed the Secretariat to bring the contents of paragraph 6.17.7 to the attention of the Technical Co-operation Committee.

7 FOLLOW-UP ACTION TO THE 1995 STCW-F CONFERENCE

7.1 The Sub-Committee noted that MSC 72 had approved MSC/Circ.951 providing guidance on the standards of certification for officers in charge of an engineering watch and engineering watchkeeping provisions and that the Committee had approved the request of the Sub-Committee to include the development of mandatory requirements for officers in charge of an engineering watch, for inclusion in the STCW-F Convention, in the Sub-Committee's work programme.

7.2 The Sub-Committee noted that MSC 72 (MSC 72/23, paragraph 6.9) had approved the FAO/ILO/IMO Document for Guidance on the Training and Certification of Fishing Vessel Personnel and that it was being prepared for publication by IMO.

7.3 The Sub-Committee noted an oral report by the Secretariat that the Committee, at its seventy-third session, had noted a list of ILO actions to promote safety and health in the fishing industry following the ILO Tripartite meeting on Safety and Health in the fishing industry, (13 to 17 December 1999) (MSC 72/22/6 and MSC 73/21, paragraph 20.13 to 20.15). In recalling that the outcome of the Tripartite meeting had not been considered by MSC 72 due to lack of time, the Sub-Committee noted the Committee's request to consider document MSC 72/22/6 and, in this regard, received an oral report from the Secretariat on progress with the list of actions, as follows:

- .1 the FAO/ILO/IMO Document for Guidance on Training and Certification of Fishing Vessel Personnel was currently being prepared for publication;
- .2 work was continuing in the SLF Sub-Committee on revision of the FAO/ILO/IMO Code of Safety for Fisherman and Fishing Vessels; and
- .3 the IMO Secretariat and representatives from the Governments of Finland and the United Kingdom had attended a preliminary meeting with representatives of WHO and ILO with respect to the revision of ILO/IMO/WHO Medical Guide for Ships.

7.4 The Sub-Committee recalled that STW 31 had invited the Committee to include in the Sub-Committee's work programme, development of a definition of a 'large fishing vessel' and also development of standards of training and certification for fishing vessel personnel serving on such large fishing vessels (resolution 6 of the STCW-F Conference) and that the Committee had approved the request.

7.5 Ukraine (STW 32/7) proposed that large seagoing fishing vessels, which navigate other than in sheltered waters or areas where port regulations apply, are equivalent to seagoing vessels and, therefore, the standards of knowledge and qualification of the personnel of large seagoing fishing vessels should comply with the requirements of the STCW Convention and STCW Code. For these purposes, Ukraine proposed a definition of large fishing vessel as one of length of 42 metres and above.

7.6 The Sub-Committee noted that STCW-F regulation 2 (Application) uses a threshold of less than 45 metres for reducing the English language requirements for vessels operating exclusively within limited waters. The Sub-Committee also noted that the Torremolinos Convention, like STCW-F, applies to fishing vessels of 24 metres in length or over but also uses thresholds of 45 metres, 55 metres, 60 metres and 75 metres for various provisions and questioned the basis on which the length of 42 metres had been proposed for the definition of a large fishing vessel.

7.7 A number of delegations supported the principle of defining a large fishing vessel and the need for the development of guidance, as invited by STCW-F Conference resolution 6, on standards of training, certification and watchkeeping for fishing vessel personnel serving on board such vessels. Other delegations, drawing attention to the fact the STCW-F Convention was not yet in force internationally, expressed concern about adding requirements which might affect those Parties which had already ratified the Convention and also those that were still considering ratification.

7.8 The delegation of Japan, noting that the proposal by Ukraine related to the standards of training in the STCW Convention, sought clarification on whether the proposal for application of the STCW Convention provisions applied to both deck and engineer officers and also whether fishing vessel personnel on large fishing vessels would also be required to meet the STCW-F Convention provisions.

7.9 The Sub-Committee recalled that the STCW-F Convention cannot be amended until it enters into force and that, currently, there are only 2 acceptances of the 15 required for its entry into force. The Sub-Committee welcomed information provided by the Secretary-General that the Secretariat was considering the development of measures aimed at improving the safety and health of fishing vessel personnel through the promotion of the improved training standards contained in the STCW-F Convention and the FAO/ILO/IMO Document for Guidance.

7.10 The Sub-Committee noted that the STCW-F Convention training standards apply to fishing vessels of 24 metres in length and over and agreed that, until such standards were determined not to be satisfactory, it was premature to develop guidance on additional standards. The Sub-Committee also agreed that an analysis of the technical characteristics of the fishing vessel fleet was necessary to determine the most appropriate threshold measures (e.g. length, tonnage) at which such guidance might apply.

7.11 Member Governments were invited to submit such analyses and additional comments and proposals for consideration at its next session. The Sub-Committee invited the Committee to amend the target completion date of the sub-item on the development of guidance on training, certification and watchkeeping standards for fishing vessel personnel serving on board large fishing vessels to two sessions and, noting that no proposals had been submitted on the development of mandatory requirements for officers in charge of an engineering watch, also invited the Committee to amend the target completion date of this sub-item to two sessions and the clarification of STCW-F Convention requirements.

8 CASUALTY ANALYSIS

8.1 The Sub-Committee recalled that the Committee, at its seventy-first session, had instructed the Sub-Committee to consider the report of the Correspondence Group on Casualty Analysis, including any recommendations related to training and watchkeeping, and any proposals submitted.

8.2 The Sub-Committee also recalled that the Committee, at its seventy-second session, had instructed the Secretariat to issue regular circulars containing information on casualties, collected and prepared by the Secretariat, also posted on a regular basis on the IMO Bulletin Board/Secure Internet.

8.3 The Sub-Committee noted that the Committee had endorsed the request by STW 31 for the FSI Sub-Committee to provide examples when identifying factors for consideration by the STW Sub-Committee. The Sub-Committee also noted the FSI Sub-Committee's request to other Sub-Committees to identify specific areas of concern or casualty types for which those Sub-Committees would like to receive further analyses.

8.4 The Sub-Committee considered the relevant parts of the report of the correspondence group on casualty investigations (annex 4 to document FSI 8/19), and noted that there was insufficient information upon which to consider taking action. The Sub-Committee urged the FSI Sub-Committee to include all or parts of the reports of analyses as agreed at FSI 8 (FSI 8/19, paragraph 11.2).

8.5 In response to the FSI Sub-Committee's request to identify specific areas of concern or casualty types for which the Sub-Committee would wish to receive further analyses, the Sub-Committee identified the following:

- .1 shortcomings in watchkeeping procedures;
- .2 inadequate training or experience in watchkeeping, navigation, use of navigational equipment, engineering systems etc.;
- .3 fatigue; and
- .4 human factors,

and instructed the Secretariat to convey the decisions of the Sub-Committee to the FSI Sub-Committee. The Sub-Committee welcomed advice from IUMI that its members could provide information under these headings.

9 DEVELOPMENT OF GUIDANCE ON TRAINING IN THE USE OF ECDIS

9.1 The Sub-Committee recalled a request by NAV 46 (NAV 46/16, paragraph 5.6) to develop new comprehensive guidance on training in the use of new navigational technology, subject to the approval of the Committee.

Guidance on training in the use of ECDIS

9.2 The Sub-Committee recalled that STW 30, when validating the model course on ECDIS, had agreed that there was a need for the development of guidance, preferably to be included in part B of the STCW Code, on training in the use of ECDIS, similar to the existing guidance on ARPA and radar training.

9.3 The Sub-Committee further recalled that it had recommended to the Committee to include in its work programme the item "Development of guidance on training in the use of ECDIS" which MSC 72 had endorsed and had included the item with a target completion date of 2001.

9.4 The Sub-Committee also recalled that while discussing similar proposals made by the Russian Federation (STW 31/9), it had agreed that further work was necessary.

9.5 Poland (STW 32/9) had considered the guidance proposed by the Russian Federation and, taking into account the text of model course 1.27 on ECDIS, had prepared revised guidance.

9.6 The Sub-Committee welcomed the proposals in general but expressed concern about the level of detail and duplication of information contained in the ECDIS model course. The Sub-Committee recalled that the SOLAS Convention did not require the mandatory fitting of ARPA for all ships so it was therefore not appropriate in a training recommendation to make training in the use of ARPA a pre-condition for training in the use of ECDIS. The Sub-Committee also noted that, in addition to full mission bridge simulators, ECDIS training might be undertaken using other means. The Sub-Committee agreed to establish a drafting group to streamline the text and to develop interim guidance based on the annex to document STW 32/9, taking into account the discussions in plenary.

9.7 On receipt of the drafting group's report (STW 32/WP.7) the Sub-Committee agreed the draft STCW.7 circular and the interim guidelines (annex 4) prepared by the group and invited the Committee to approve it for circulation. As work on this agenda item had now been completed the Sub-Committee invited the Committee to delete this item from its work programme.

Guidance on training in the use of new navigation technology

9.8 The Sub-Committee, noting the request by NAV 46 (NAV 46/16, paragraph 5.6) to develop new comprehensive guidance on training in the use of new navigational technology, and also noting that MSC 72 had approved the NAV 46 report in general, considered the need to revise the scope of this agenda item in the Sub-Committee's work programme to take into account training in the use of new navigational technologies, subject to confirmation by the Committee. The Sub-Committee, noting the small number of documents submitted under this agenda item, considered it premature to revise its scope at the present time.

9.9 The Sub-Committee recalled the benefit to its discussions gained from the additional background information provided in the presentations on unlawful practices associated with certificates of competency and agreed that the delivery of a presentation to the Sub-Committee, during its next session, on new navigation technology would be beneficial before commencing detailed discussions on the item. The Sub-Committee agreed that such presentation should focus on general concepts and operational issues and should avoid promotion of any specific manufacturer's products.

10 IMO STANDARD MARINE COMMUNICATION PHRASES

10.1 The Sub-Committee recalled that the Committee, at its sixty-eighth session, had considered draft Standard Marine Communications Phrases (SMCPs) prepared by the NAV Sub-Committee and had approved their dissemination as MSC/Circ.794.

10.2 The Sub-Committee also recalled that the Committee had also invited Member Governments and international organizations concerned to conduct trials using the SMCPs and to report results of such trials to NAV 45 for consideration at NAV 46 and COMSAR 4, which could then finalise it with the co-operation of COMSAR and STW Sub-Committees.

10.3 The Sub-Committee further recalled that MSC 73 had noted that the NAV Sub-Committee had agreed to the draft Standard Marine Communication Phrases and the associated draft Assembly resolution (NAV 46/16/Add.1), for submission to MSC 74 for consideration and approval, subject to comments by COMSAR 5 and STW 32, and subsequent submission to the twenty-second session of the Assembly for adoption.

10.4 The Sub-Committee noted that NAV 46 had divided the SMCP into External Communication Phrases and On-board Communication Phrases as far as its application is concerned, and into Part A and Part B as to its status within the framework of the STCW Convention, 1978, as amended. Part A covers phrases to be applied in external communications and those on-board communication phrases related to bridge operations and may thus be regarded as the replacement of the Standard Marine Navigational Vocabulary, 1985, which is requested to be used and understood by the STCW Code, 1995, Table A-II/I. Part B calls attention to other on-board standard safety-related phrases which, supplementary to Part A, may also be regarded useful for maritime English instruction.

10.5 The Secretariat (STW 32/10) advised the Sub-Committee that COMSAR 5 (11 to 15 December 2000) had reviewed the amended draft SMCP and that amendments proposed by COMSAR were given in document COMSAR 5/WP.1 annex. In addition, the Sub-Committee was requested by NAV 46 to clarify whether the use of the amended draft SMCP meets the requirements of Table A-II/1 of the STCW Code.

Proposed amendments to the SMCP

10.6 France (STW 32/10/1) made a number of proposals for amendments mainly to the glossary of the SMCP; ISF (STW 32/10/3) also made proposals for amendments to the draft.

10.7 The Sub-Committee expressed support for the amendments proposed with minor additional amendments related to the definitions of 'give way vessel' and 'veering wind'. The Sub-Committee also noted the views of the Correspondence Group chairman on the amendments proposed.

Application of the SMCP

10.8 ISF (STW 32/10/2) made a number of proposals for amendments to the STCW Code to clarify the position of the SMCP in maritime education and training, including the addition of footnotes. The Sub-Committee did not agree to amending the STCW Code but did agree to the development of suitable guidance to be referenced as a footnote in a future edition of the STCW publication and recalled that footnotes are not part of the Convention or Code.

10.9 The Sub-Committee also reconsidered document STW 32/5/1 (Russian Federation) and, whilst some delegations expressed sympathy with the principle of the proposal, the Sub-Committee did not agree to an amendment to the STCW Code. The Sub-Committee also noted that it was important when seeking to clarify any of the STCW Convention or STCW Code provisions that there was consistency both within these documents and with other IMO instruments, particularly in the case of English language requirements in SOLAS chapter V.

10.10 The Sub-Committee confirmed that the use of the amended draft SMCP, as proposed by NAV 46 (Internal/External communications and Part A) and as indicated in the introduction to the SMCP, met the requirements of Table A-II/1 of the STCW Code.

Establishment of a drafting group

10.11 The Sub-Committee agreed to establish a drafting group which, taking into account discussions and decisions in the plenary, was instructed to:

- .1 review the draft SMCP prepared by NAV 46 (NAV 46/16, Add.1), taking into consideration the suggested amendments by COMSAR 5 (COMSAR 5/WP.1, annex) and documents STW 32/10/1 and STW 32/10/3 with a view to finalise the same for approval by the Committee for possible adoption at the twenty-second session of the Assembly; and
- .2 prepare, on the basis of document STW 32/10/2, an STCW.7 circular with respect to the application of the SMCP.

10.12 On receipt of the drafting group's report (STW 32/WP.6), the Sub-Committee took action as summarised hereunder.

Amendments to the SMCP

10.13 The Sub-Committee approved the proposed amendments to the draft SMCP (annex 5) and invited the Committee to approve the draft SMCP with a view to its adoption, in the form of an Assembly resolution at the twenty-second session of the Assembly.

Application of the SMCP

10.14 The Sub-Committee agreed the draft STCW.7 circular (annex 6) with respect to the application of the SMCP and invited the Committee to approve it for circulation. The Sub-Committee also agreed the draft Assembly resolution prepared by the NAV Sub-Committee without amendment.

10.15 As this agenda item had now been completed the Sub-Committee invited the Committee to delete it from the work programme.

11 DEVELOPMENT OF REQUIREMENTS FOR TRAINING IN BALLAST WATER MANAGEMENT

11.1 The Sub-Committee recalled that it had made a recommendation (STW 30/13, paragraph 12.4) that incorporating training requirements in a new instrument dealing with ballast water management would create an undesirable precedent that would undermine the integrity of the STCW Convention. It had therefore recommended that the MEPC, rather than including the text referred to in paragraph 12.2 in the proposed new instrument, had requested the Maritime Safety Committee to instruct the Sub-Committee to prepare, subject to the development of the instrument, an appropriate possible amendment to the STCW Convention to cover the issue using as a basis of such an amendment the text agreed to above.

11.2 The Sub-Committee also recalled that MEPC 43 (MEPC 43/21) had endorsed the view of STW 30 that training of seafarers on ballast water management should be covered by the STCW Convention rather than in the instrument on ballast water.

11.3 The Sub-Committee further recalled that the Committee, at its seventy-first session, had included (MSC 71/23, paragraph 20.55) in the work programme of the Sub-Committee the development of training requirements for ballast water management and that MSC 73 had extended the target completion date for this agenda item until 2001, pending the development of a new international instrument.

11.4 The Sub-Committee considered that it should be aware of the operational requirements of ballast water management before developing the training requirements and, noting that no documents or proposals had been submitted to this session of the Sub-Committee, invited the Committee to keep this item in its work programme and, when the Committee considers it necessary, to add it to its agenda. The Sub-Committee also instructed the Secretariat to inform MEPC accordingly.

12 DEVELOPMENT OF GUIDELINES FOR SHIPS OPERATING IN ICE-COVERED WATERS

12.1 The Sub-Committee recalled that, at its thirtieth session, it had recognized that the Code as developed by the DE Sub-Committee was in embryonic form and it therefore had had difficulty in making definitive comments (STW 30/13, paragraph 8.3).

12.2 The Sub-Committee also recalled that the Committee, at its seventy-first session had agreed, amongst other things, that each Sub-Committee should conduct a thorough review of the parts of the guidelines falling under its purview to determine what value is being added by establishing the proposed requirements, whether the issues in the guidelines are addressed elsewhere, and the implications of such requirements and had extended the target completion date for this item to 2001.

12.3 The Secretariat (STW 32/12) informed the Sub-Committee that the DE Sub-Committee had, at its forty-third session, reviewed the draft guidelines further developed by the DE correspondence group and identified sections falling under the purview of the Sub-Committee. The Sub-Committee noted that the comments made by STW 30 on the earlier draft had been taken into account in the revised draft.

12.4 The delegation of Singapore drew the Sub-Committee's attention to the absence of any training for engineer officers on board ships in ice-covered waters and the dangers associated with loss of cooling water due to frozen sea chests or overboard discharge valves. Singapore proposed that, in the absence of a structured training programme, a list of difficulties that may be faced by engineer officers while a ship is in ice-covered waters and information on how to overcome such difficulties should be posted in the control room of machinery spaces. The delegation of Greece drew attention to the fact that classification societies provide such information on ice-classed ships and noted that it was not the intention of the Committee to include training requirements for officers serving on ships in ice-covered waters, in the STCW Convention.

12.5 The Sub-Committee noted that work was continuing on the Guidelines in the DE working group and it was not therefore possible to make more substantive comments on the text until a revised draft was completed.

12.6 The Sub-Committee invited the Committee to extend the target completion date of this item to 2002 pending finalisation of the draft guidelines by the DE Sub-Committee.

13 WORK PROGRAMME AND AGENDA FOR STW 33

13.1 Taking into account the progress made during the session and the instructions of the Committee, the Sub-Committee reviewed its work programme (STW 32/WP.1, annex 1), as approved by MSC 72, and prepared the draft revised work programme, given at annex 7 and the provisional draft agenda for STW 33 (annex 8), for consideration and approval by the Committee. In considering its work programme and agenda the Sub-Committee agreed that, as there were currently few signatories to the STCW-F Convention, the Committee should only add item H.4 to its agenda until 8 of the required 15 Parties become signatories. As progress on items H.1 and L.2 depended on action by other IMO bodies and the timing of that action was unclear, an appropriate number of sessions needed was proposed in preference to a target completion date.

13.2 The Sub-Committee invited the Committee to approve the following deletions, and amendments to its work programme as listed below.

13.3 Deletions from the work programme:

- H.2 **IMO Standard Marine Communication Phrases** (co-ordinated by NAV)
- H.3 **Follow-up action to the 1995 STCW Conference** including:
 - .1 guidance regarding recognition of certificates (regulation I/10)
 - .3 review of training-related resolutions and circulars with a view to revoking
 - .4 guidance on the preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code
- L.3 **Development of guidance on training in the use of ECDIS**

13.4 Amendments to target completion dates:

- H.1 **Training and certification of maritime pilots and revision of resolution A.485(XII)** (in co-operation with NAV) 1 session
- H.4 **Follow-up action to the 1995 STCW-F Conference** including:
 - .1 guidance on training, certification and watchkeeping standards for fishing vessel personnel serving on board large fishing vessels (resolution 6) 2 sessions
 - .2 requirements for officers in charge of an engineering watch and watchkeeping provisions 2 sessions
 - .3 clarification of STCW-F Convention requirements 2 sessions
- H.5 **Unlawful practices associated with certificates of competency** 2003
- L.1 **Development of guidelines for ships operating in ice-covered waters** (co-ordinated by DE) 2002
- L.2 Development of requirements for training in ballast water management 1 session

Other items

13.5 The Sub-Committee considered document MSC 73/WP.14, annex 1 and, noting that the Committee had agreed that the Sub-Committees should not embark on substantial debate, considered the relevant proposals and agreed there was insufficient justification to add these items to the work programme at present but noted that issues requiring consideration by the Sub-Committee might arise following consideration by other Sub-Committees. In considering issues related to the human element, the Sub-Committee attempted to apply HEAP as instructed by the Committee (MSC 72/23, paragraph 15.16) but concluded that this process was only useful for evaluating proposed solutions rather than for identifying issues to be considered.

Date of next session

13.6 The Sub-Committee noted that STW 33 had been tentatively scheduled to be held from 21 to 25 January 2002.

14 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN

14.1 The Chairman, Mr. C. Young (United States) advised the Sub-Committee that, owing to an up-coming change of position, he would not be available for re-election. The Sub-Committee expressed deep appreciation to Mr. Young for his contribution to its work and to the revision and implementation of the revised STCW Convention. In accordance with the Rules of Procedure of the Maritime Safety Committee and its subsidiary bodies, the Sub-Committee unanimously re-elected Mr. K.H.K. Rangan (Singapore) as Vice-Chairman for the calendar year 2002.

14.2 The Sub-Committee noted that the Chairman would be elected at the opening of its next session.

15 ANY OTHER BUSINESS

2000 Manpower Update

15.1 The Sub-Committee noted the summary conclusions of the 2000 Manpower update submitted by BIMCO and ISF (STW 32/INF.3) including the need for improved national data on the supply of seafarers given the numerous references in the full Update highlighting the weakness of manpower data currently available in many countries. The Sub-Committee welcomed the work done by BIMCO/ISF in compiling the information.

Maintaining records to demonstrate compliance with the minimum rest hour requirements contained in STCW regulation VIII/1

15.2 ISF (STW 32/INF.4) provided information on computer software it had developed to help shipping companies maintain records of their seafarers' hours of rest, in accordance with the recommended format contained in IMO/ILO Guidelines. The program also checks compliance with the detailed requirements of section A-VIII/1 of the STCW Code.

15.3 The Sub-Committee welcomed the ISF initiative to develop this computer-based system and for making available copies for delegates.

Safety of life on board (SOLOB)

15.4 The Sub-Committee noted information provided by India (STW 32/INF.5) which highlighted the fact that ships are required to be surveyed to ensure that they met international and class regulations when new but factors affecting the crew, so-called personal safety factors (PS) (noise, light, ergonomics etc.) are not surveyed. The condition of the ship is checked throughout its life during surveys to maintain standards but the factors that effect the crew are allowed to deteriorate over the life of the ship. As these factors have a significant effect on the well-being and performance of the crew, India suggested that they too should be regularly surveyed to maintain standards.

Benchmarking of seafarers

15.5 The Sub-Committee noted information provided by India (STW 32/INF.6) which recommended the addition of guidance in part B of the STCW Code aimed at identifying factors and collecting data to benchmark the performance of seafarers. The Sub-Committee agreed that documents STW 32/INF.5 and STW 32/INF.6 were relevant to the work of the Human Element working group and instructed the Secretariat to convey these documents to that group.

Issues to be considered when integrating computer-based technologies into the training and assessment of seafarers

15.6 IFSMA reported the Nautical Institute's first annual CBT@Sea Conference which was held in London in October 2000. This successful conference was an interdisciplinary international professional forum to discuss the use and integration of computer-based technology for training and assessing seafarers. Valuable guidance emanated from the Conference on the issues to be considered when integrating computer-based technologies into the training and assessment of seafarers.

15.7 The Sub-Committee welcomed the information provided by IFSMA and agreed that advice on integrating computer-based technologies into training and assessment of seafarers should be given the widest possible dissemination. Accordingly, the Sub-Committee invited IFSMA, in conjunction with a Member Government, to submit a proposal for consideration at the next session with a view to promulgating the information as an IMO circular.

Dispensations issued under article VIII

15.8 The Sub-Committee considered and noted information (STW 32/WP.2) on the submissions made by Parties in accordance with article VIII of the Convention on dispensations granted by them in the years 1998 and 1999. The delegation of Liberia questioned the purpose of these reports and expressed the view that the reports do not provide any useful information relating to the work of the organization, the STCW convention and the Parties thereto. Some delegations expressed the view that consideration should be given to gaining general agreement to cease the practice.

16 ACTION REQUESTED OF THE COMMITTEE

16.1 The Committee, at its seventy-fourth session, is invited to:

- .1 note the validation of three IMO model courses, as given in documents STW 32/3/2 and STW 32/3/3; and instruct the Secretariat to publish them as soon as practicable (paragraphs 3.4 and 3.10);
- .2 endorse the Sub-Committee's decision that new STCW-related model courses to be considered by the Sub-Committee in the future should be subject to wider scrutiny and be submitted as normal documents (not information papers); and instruct the Secretariat to consult with ILO on the issue of wider scrutiny (paragraph 3.17);
- .3 note the Sub-Committee's consideration of the need for the development of appropriate guidance for maritime training institutes with respect to training in collision avoidance and invite the NAV Sub-Committee to provide examples clearly demonstrating the issues involved in order that the Sub-Committee might propose appropriate solutions in due course (paragraph 5.4);
- .4 endorse the Sub-Committee's views with respect to reports of independent evaluations required by STCW regulation I/8; and approve the draft MSC circular on Guidance on preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code (paragraph 5.36 and annex 3);
- .5 endorse the Sub-Committee's view that no useful purpose would be served by developing further an Assembly resolution on guidance for personnel to whom the STCW Convention is not applicable (paragraph 5.38);
- .6 take into account the list of issues identified by the Sub-Committee when considering its request to extend the target completion date of the item on Unlawful practices associated with certificates of competency; and endorse the Sub-Committee's decision to instruct the Secretariat to bring paragraph 6.17.7 to the attention of the Technical Co-operation Committee (paragraphs 6.19, 6.20 and 13.4);
- .7 note the specific areas of concern or casualty types identified by the Sub-Committee for which it would wish to receive further analyses from the FSI Sub-Committee; and endorse its instruction to the Secretariat to convey its decisions to that Sub-Committee (paragraph 8.5);
- .8 approve the draft STCW.7 circular on Interim guidance on training and assessment in the operational use of the electronic chart display and information systems (ECDIS) simulators (paragraph 9.7 and annex 4);
- .9 approve the proposed amendments to the Standard Marine Communication Phrases (SMCPs), for submission of the amended phrases and the associated draft Assembly resolution to the twenty-second session of the Assembly for adoption (paragraph 10.13 and annex 5);

- .10 approve the draft STCW.7 circular on Guidance to Parties on the application of the Standard Marine Communication Phrases, as required by section AII/1 of the STCW Code (paragraph 10.14 and annex 6);
- .11 note the Sub-Committee's instruction to the Secretariat to inform MEPC of its decision with respect to the development of requirements for training in ballast water management (paragraph 11.4);
- .12 note the Sub-Committee's comments with respect to the application of the Human Element Analyzing Process (HEAP) (paragraph 13.5);
- .13 endorse the Sub-Committee's request that documents STW 32/INF.5 and STW 32/INF.6 be conveyed to the Human Element Working Group for consideration (paragraph 15.5);
- .14 approve the revised work programme of the Sub-Committee (paragraphs 13.1 to 13.5 and annex 7); and the draft provisional agenda for STW 33 (paragraph 13.1 and annex 8); and
- .15 approve the report in general.

ANNEX 1**AGENDA FOR THE THIRTY-SECOND SESSION
INCLUDING A LIST OF DOCUMENTS**

Agenda item 1		Adoption of the Agenda	
STW 32/1	Provisional agenda	Secretariat	
STW 32/1/1	Annotation to the provisional agenda	Secretariat	
STW 32/INF.1	List of participants	Secretariat	
Agenda item 2		Decisions of other IMO bodies	
STW 32/2	MSC 72	Secretariat	
STW 32/2/1	Sub-Committees	Secretariat	
Agenda item 3		Validation of model training courses	
STW 32/3	Validation of model training courses	Secretariat	
STW 32/3/1	Updating of IMO model courses	Secretariat	
STW 32/3/2	Model courses to be validated	Secretariat	
STW 32/3/3	Validation of model courses for: Training of GMDSS Second-Class Radioelectronics	Russian Federation	
STW 32/INF.2	Validation of model training courses: On-board assessment Training of instructors GMDSS Second-Class Radioelectronics		
STW 32/WP.4	Report of the Drafting Group	Secretariat Drafting group	
Agenda item 4		Training and certification of maritime pilots and revision of resolution A.485(XII)	
STW 32/4	Training and certification of maritime pilots and revision of resolution A.485(XII)	IMPA	
Agenda item 5		Follow-up action to the 1995 STCW Conference	
STW 32/5	Review of training-related resolutions and circulars with a view to revoking	Secretariat	
STW 32/5/1	Taking into consideration the English language level for certification of deck officers in national (mono-lingual) crew ships	Russian Federation	
STW 32/5/2	Guidance on assessment of minimum entry-level and in-service physical abilities for seafarers	Croatia	
STW 32/5/3	Guidance on the preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code	Croatia	
STW 32/5/4	Guidance on the preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code	ISF	

STW 32/WP.3	Provisional draft guidance on the preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code	Secretariat
STW 32/WP.5	Report of the Working Group	Working Group

Agenda item 6 Unlawful practices associated with certificates of competency

STW 32/6	Unlawful practices associated with certificates of Competency	Secretariat
STW 32/6/1	Fraudulent certificates and preventive measures	Vanuatu
STW 32/6/2	Certificates of competency - efforts to maintain its credibility	India
STW 32/6/3	Preventive measures related to fraudulent certificates	Spain
STW 32/6/4	Fraudulent certificates and preventive measures	Philippines
STW 32/INF.8	Measures to protect the integrity of Philippine crew certificates and documents	Philippines

Agenda item 7 Follow-up action to the 1995 STCW-F Conference

STW 32/7	Definition of 'large fishing vessel'	Ukraine
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Agenda item 8 Casualty analysis

No documents submitted.

Agenda item 9 Development of guidance on training in the use of ECDIS

STW 32/9	Draft guidance on training and assessment in the operational use of the electronic chart display and information systems (ECDIS)	Poland
STW 32/WP.7	Report of the Drafting Group	Drafting Group

Agenda item 10 IMO Standard Marine Communications Phrases

STW 32/10	Update on progress	Secretariat
STW 32/10/1	IMO Standard Marine Communications Phrases	France
STW 32/10/2	IMO Standard Marine Communications Phrases	ISF
STW 32/10/3	Standard Marine Communications Phrases	ISF
STW 32/WP.6	Report of the Drafting Group	Drafting Group

Agenda item 11 Development of Requirements for Training in Ballast Water Management

No documents submitted.

Agenda item 12 Development of guidelines for ships operating in ice-covered waters

STW 32/12	Development of guidelines for ships operating in ice-covered waters	Secretariat
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Agenda item 13 Work programme and agenda for STW 33

STW 32/WP.1	Draft work programme of the Sub-Committee and provisional draft agenda	Secretariat
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Agenda item 14 Election of Chairman and Vice-Chairman for 2002

No documents submitted

Agenda item 15 Any other business

STW 32/INF.3	2000 Manpower update	BIMCO & ISF
STW 32/INF.4	Maintaining records to demonstrate compliance with the minimum rest hour requirements contained in STCW regulation VIII/I	ISF
STW 32/INF.5	Safety of life on board	India
STW 32/INF.6	Benchmarking of seafarers	India
STW 32/INF.7	Issues to be considered when integrating computer-based technologies into the training and assessment of seafarers	IFSMA
STW 32/WP.2	Dispensations issued under Article VIII of the STCW Convention	Secretariat

Agenda item 16 Report to the Maritime Safety Committee

STW 32/WP.8	Draft report to the Maritime Safety Committee	Secretariat
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ANNEX 2

AMENDMENTS TO DRAFT IMO MODEL COURSES

Amendments to the draft IMO model course on second-class radioelectronic certificate for the global maritime distress and safety system (GMDSS)

Title	Amend to read Second-Class Radioelectronic Certificate for Global Maritime Distress and Safety System Radio Personnel.
Page 1	Introduction Paragraph 1, first sentence, replace “maritime training institutes” by “training providers”.
Page 3	Part A - Course Framework Paragraph 1, second sentence, should read as follows: The main purpose of the Course is to give trainees theoretical knowledge and practical skills to perform functions of second-class radioelectronics personnel. NOTE: Throughout this document the title second-class radioelectronics should read second-class radioelectronics personnel. Standard Requirements Paragraph 1, last word should read radioelectronics. Paragraph 2, end of phrase should read radioelectronics personnel. 4th point under <i>should have knowledge of:</i> amend documents to read publications. 6th point under <i>should have knowledge of:</i> amend “GNDSS” to read “GMDSS”.
Page 5	Performance Requirements New paragraph 2 should read Knowledge of changes in equipment, systems and legislative requirements should be incorporated in the course. Next sentence should read Performance requirements on completion of the course are tabulated below.
Page 6	In row 9 of the table, delete SEASPEAK,

Entry level

Paragraph 1, line 2, delete B.Sc. and insert undertaken a higher education programme in electronics or an appropriate level of education in electronics according to national standards.

Page 7

Part B – Organization

Staff requirements

Paragraph 2, line 1, insert overall **before** charge.

Paragraph 2, line 3, delete considerable.

Paragraph 2, line 4, delete good.

Page 8

Teaching Facilities and Equipment

1st point, last line should read work station;

Points 9, 10 and 11, replace laboratory **with** equipment.

Last paragraph is amended to read: Development of skills and assessment of competence as regards trouble-shooting and repairs for the GMDSS equipment to the level of replaceable module/unit requires the use of live equipment. A set of measuring equipment is required, including at least a multimeter, oscillograph, signal generator, frequencymeter, as well as a set of electronic and radio navigation aids.

Add new sentence to read: As technology changes, subjects should be modified, as appropriate.

Page 9

Amend paragraph in bold to read: Use of specific equipment in examples in the Model Course Compendium is called for by methodology considerations and does not reflect any preferences for a manufacturer's hardware or software and may not reflect state-of-the-art equipment.

Page 10

IMO/ICAO References (R)

Add new reference R10. IMO Model Course for Maritime English.

Page 11

Add new reference B17 Guidelines for the installation of GMDSS radio equipment onboard ships and offshore structures. Telenor Nett AS, Norway 3rd ed. 1998

Page 12

Part C – Course Outline

Replace paragraph 2 with Teaching staff should note that the outlines below are suggestions for each objective. These factors may be adapted by lecturers to suit individual groups of trainees, depending on their experience, ability, equipment and staff available for training.

In the table, for points 5, 6 and 7, add an asterisk and footnote with the words
In accordance with STCW Code, Section B-IV/2, paragraph 20.

Notes: 1., first sentence, amend to read It is assumed that the trainees are familiar with microprocessors fundamentals and PC software and hardware in accordance with the Entry Standard. In this case sections 3 and 4 are optional. Use of PC software and hardware is covered in section 9.

2., at the end, add (see R10.).

Page 13 **Detailed teaching syllabus**

Delete second paragraph.

In the table title replace Learning Objectives **with** Objectives/Subjects.

NOTE: The above applies elsewhere except on page S8-5.

Page 14 **In row numbered 5., column 3, add B17.**

In row numbered 1., column 3, add B17.

In row numbered 9., column 3, add B17.

Page 16 **VI. SHIPBORNE RADAR, ARPA (90 hours)**

Table point 5. name should read Electronic chart display and information system.

Page 17 **VII RADIONAVIGATION SYSTEMS (58 hours)**

Under 3. Satellite RNS move Satellite COPSAS, SARSAT System; Structure and purpose of systems segments, principle of position-fixing, radio-beacons **to** Page 18 **beginning of 4. GMDSS Alerting Systems.**

Delete GPS, GLONASS and GPS-based systems.

In Textbooks, Bibliography column add B17.

In row 6. add B17.

Page 18 **VIII. REGULATIONS AND COMMUNICATIONS PROCEDURES (134 hours)**

In Textbooks, Bibliography column, in row 4., add B17

IX. TECHNICAL MAINTENANCE OF SHIPBORNE GMDSS EQUIPMENT (40 hours)

In Textbooks, Bibliography column, in rows 1. and 2., add B17.

- Page 19 **In Textbooks, Bibliography column, in row 3. add B17**
- In IMO reference column, in row X. THE ENGLISH LANGUAGE (optional) add R10.**
- Page 23 **Part E – Compendium**
- Insert** Abbreviations and **before** Glossary of terms
- Page 24 **After DRAM read** Dynamic Random Access Memory
- After ECDIS read** Electronic Chart Display and Information System
- Page 25 **After HDOP read** Horizontal Dilution of Precision
- Page 26 **After MCA read** MicroChannel Architecture
- After MDRAM read** Multibank Dynamic Random Access Memory
- After MP read** Microprocessor
- After MPS read** Microprocessor System
- Page 28 **Delete** TCA Time of Closest Approach
- After TCPA read** Time of Closest Point of Approach
- After VFAT read** Virtual File Allocation Interface
- Page S7-3 **7.1 Radionavigation systems (RNS)**
- Paragraph 1, delete** last sentence **and** Fig. 7.1.
- Page S7-4 **Insert footnote referenced to** DECCA **to read** System discontinued 1 January 2000.

Amendments to the draft IMO model course on on-board assessment

Page 3 **Training and the STCW 1995 Convention**

Paragraph 1, last line, correct reference to read Section A-I/6

Page 5 **Part A – Course Framework**

Under Aims, replace paragraph 1 with the following text: This course is primarily intended for any person responsible for conducting onboard assessment.

Objectives

Amend .1 to read apply the international provisions concerning the training and assessment of officers and ratings on merchant vessels;

Points 4 and 5 should be renumbered points 3 and 4, respectively.

.3, replace appropriate **with** effective

Page 6 **Entry standards**

Delete paragraphs 1 and 2.

After paragraph beginning Fluency, insert new paragraph, as follows:
No specific entry standards are required of participants to this training course. Individuals completing the course will have to meet the standards laid down in Section A-I/6, paragraph 6 of the STCW Code, as required by their local Administration in order to conduct in-service assessment of a competency of a seafarer.

Course certificate

Replace paragraph with On successful completion of the course a certificate may be issued.

Course intake limitations

Amend second sentence to read This will allow each trainee to benefit and participate fully during the course.

Staff requirements

Paragraph 1, amend first sentence to read The conduct of the course requires experienced instructors who should have background and knowledge of competence-based assessment.

Delete paragraphs 2 and 3.

Page 7 **Delete** paragraph at the top of the page.

Teaching facilities and equipment

Replace paragraph 1 with the following: A suitable classroom is required with desks or tables and chairs. It should be possible to move the furniture around so that different arrangements of the room may be used. Additional rooms may be needed when the class is split into groups. Each group should have a separate space in which to work.

The main room should be provided with a whiteboard or blackboard and writing materials, a flip-over board with writing materials and an overhead projector. Electrical outlets should be available so that the equipment can be positioned safely.

Page 10 **Part B – Course Outline**

First sentence, second line, replace required **with** recommended.

Second sentence replace Teaching staff **with** Instructors.

NOTE: Throughout the document replace Teaching staff **with** Instructors.

Page 25 **Part D – Instructor Manual**

Introduction

Paragraph 1, 4th point, delete Participants **and start with** Workshops.

Paragraph 6, 4th line from the bottom, 59 should read 54..

Page 31 **3) IMO and Its Contribution to Training (1 hour)**

Last paragraph, second sentence, theses should read these.

Sentence beginning The criteria to be used **becomes a** new paragraph.

Page 34 **Under Learning, world should read** word.

ANNEX 3**DRAFT MSC CIRCULAR****GUIDANCE ON THE PREPARATION AND REVIEW OF INDEPENDENT
EVALUATIONS REQUIRED BY STCW REGULATION I/8
AND SECTION A-I/7 OF THE STCW CODE**

1 The Maritime Safety Committee at its [] session in [] 2001, in order to facilitate the review of independent evaluations required by regulation I/8 of the STCW Convention and section A-I/7, paragraph 4 of the STCW Code, has agreed to the procedures as set out below.

Contents of the report

2 On completion of an independent evaluation, pursuant to paragraph 2 of regulation I/8, the Party concerned should prepare a consolidated report (individual reports with a summary, where consolidated report is not possible) on the results of the evaluation for submission to the Secretary-General. The report to be submitted at intervals of not more than five years, covering all aspects of training and administration of certification systems, should contain, as a minimum, the following items:

- .1 the qualifications and experience of those who conducted the evaluation pursuant to section A-I/8, paragraph 4; (e.g. certificates of competency held, experience as a seafarer and independent evaluator, experience in the field of maritime training and assessment, experience in the administration of certification systems, or any other relevant qualifications/experiences);
- .2 the terms of reference for the independent evaluation and those of the evaluators;
- .3 a list of training institutions/centres covered by the independent evaluation;
- .4 the results of the independent evaluation, including:
 - .4.1 verification that all internal management control and monitoring measures and follow-up actions comply with planned arrangements and documented procedures and are effective in ensuring achievement of defined objectives in accordance with section A-I/8 paragraph 3.1;
 - .4.2 a brief description of:
 - .4.2.1 the non-conformities found, if any, during the independent evaluation;
 - .4.2.2 the corrective measures recommended to address the identified non-conformities; and
 - .4.2.3 the corrective measures carried out to address the identified non-conformities.
- .5 an index of material submitted (appendix 1).

Action by competent persons in accordance with A-I/7 paragraph 8.2

3 When a report is received from any Party under regulation I/8, paragraph 3 of the STCW Convention, the Secretary-General will designate competent persons from the list maintained in accordance with section A-I/7 paragraph 5 of the STCW Code, to consider the report and provide their views on whether:

- .1 the report is complete and demonstrates that the Party has carried out an independent evaluation of the knowledge, understanding, skills and competence acquisition and assessment activities, and of the administration of the certification system, endorsement and revalidation in accordance with section A-I/8, paragraph 3 of the STCW Code;
- .2 the report is sufficient to demonstrate that:
 - .2.1 the evaluators were qualified;
 - .2.2 the terms of reference were clear enough to ensure that the implementation of clearly defined objectives in accordance with regulation I/8, paragraph 1 of the STCW Convention could be verified over the full range of relevant activities;
 - .2.3 the procedures followed during the independent evaluation were appropriate to identify any significant non-conformities in the Party's system of training, assessment of competence, and certification of seafarers, as may be applicable to the Party concerned; and
 - .2.4 the actions being taken to correct any noted non-conformities are timely and appropriate.

4 On completion of their consideration of the report, the competent persons shall on a confidential basis provide their view, in writing in the format given at appendix 2, to the Secretary-General. In the event that the competent persons are unable to reach an affirmative conclusion on the criteria in paragraph 3.2 above, the competent persons should seek additional information or clarifications from the Party concerned, through the Secretary-General, to assist them to come to their conclusion.

Action to be taken by the Secretary-General and the Maritime Safety Committee

5 The Secretary-General taking into account the views expressed by the competent persons shall timely submit a report to the Maritime Safety Committee when the information received from the competent persons confirms that 'full and complete effect' is given to the provisions of regulation I/8, of the STCW Convention and section A-I/7, paragraph 4 of the STCW Code.

6 The Maritime Safety Committee having received the report of the Secretary-General shall at the earliest possible time identify those Parties which have that the Party in question has satisfied the requirements of regulation I/8 of the STCW Convention and section A-I/7, paragraph 4 of the STCW Code.

7 Member Governments are invited to be guided accordingly and to bring this circular to the attention of all parties concerned.

APPENDIX 1

INDEX OF MATERIALS SUBMITTED IN ACCORDANCE WITH REGULATION I/8 OF THE STCW CONVENTION AND SECTION A-I/7 PARAGRAPH 4 OF THE STCW CODE.

Report of results of evaluations carried out pursuant to regulation I/8 covering:

Terms of reference of evaluators for the independent evaluation

Qualifications and experience of evaluators

Date and scope of evaluation

Non-conformities found

Corrective measures recommended

Corrective measures carried out

List of training institutions covered by the independent evaluation

APPENDIX 2

INFORMATION COMMUNICATED IN ACCORDANCE WITH REGULATION I/8 OF THE STCW CONVENTION AND SECTION A-I/7 PARAGRAPH 4 OF THE STCW CODE

.....(NAME OF PARTY)

	Reference	Information	Convention regulations to be met (includes STCW Code)	Evaluation	
		Complete		Implementation measures	Monitoring and compliance measures
	A-I/7 paragraph 4				
	Report of results of evaluations carried out pursuant to regulation I/8 covering: Terms of reference of evaluators Qualifications and experience of evaluators Date and scope of evaluation Deficiencies found Corrective measures recommended Corrective measures carried out		chapter I: I/8		

General Evaluation: Is the material communicated sufficient to support a conclusion that the information "confirms that full and complete effect is given to the relevant provisions of the Convention" in accordance with regulation I/8 of the STCW Convention and section A-I/7, paragraph 4 of the STCW Code?

_____ Yes

_____ No

Comments:

.....

.....

Date

Signature

ANNEX 4

DRAFT STCW.7 CIRCULAR

**INTERIM GUIDANCE ON TRAINING AND ASSESSMENT IN THE OPERATIONAL
USE OF THE ELECTRONIC CHART DISPLAY AND INFORMATION
SYSTEMS (ECDIS) SIMULATORS**

- 1 The Sub-Committee on Standards of Training and Watchkeeping, at its thirty-second session (22 to 26 January 2001), noted that interim guidance on training and assessment in the operational use of the Electronic Chart Display and Information Systems (ECDIS) simulators was necessary.
- 2 The Sub-Committee developed interim guidance on training and assessment in the operational use of ECDIS simulators given at annex.
- 3 Member Governments are invited to bring this interim guidance to the attention of all concerned.

ANNEX

Interim Guidance on Training and Assessment in the Operational Use of the Electronic Chart Display and Information Systems (ECDIS) simulators*

- 1 When simulators are being used for training or assessment in the operational use of the ECDIS the following interim guidance should be taken into consideration in any such training or assessment.
- 2 Training and assessment in the operational use of the ECDIS should:
 - .1 incorporate the use of an ECDIS simulation equipment; and
 - .2 conform to standards not inferior to those given in paragraphs 3 to 29 below.
- 3 ECDIS simulation equipment should, in addition to meeting all applicable performance standards set out in section A-I/12 of the STCW 1995 Convention, be capable of simulating navigational equipment and bridge operational controls which meet all applicable performance standards adopted by the Organization, incorporate facilities to generate soundings and:
 - .1 create a real-time operating environment, including navigation control and communications instruments and equipment appropriate to the navigation and watchkeeping tasks to be carried out and the maneuvering skills to be assessed; and
 - .2 realistically simulate 'own ship' characteristics in open water conditions, as well as the effects of weather, tidal stream, and currents.
- 4 Demonstrations of and practice in ECDIS use should be undertaken where appropriate through the use of simulators. Training exercises should preferably be undertaken in real time, in order to increase trainees' awareness of the hazards of the improper use of ECDIS. Accelerated time-scale may be used only for demonstrations.

* IMO Model Course 1.27 – *The Operational Use of Electronic Chart Display and Information Systems (ECDIS)* may be of assistance in the preparation of courses.

General

Goals of ECDIS course

- 5 The ECDIS trainee should be able to:
- .1 operate the ECDIS equipment, use the navigational functions of ECDIS, select and assess all relevant information and take proper action in the case of a malfunction;
 - .2 state the potential errors of displayed data and the usual errors of interpretation; and
 - .3 explain why ECDIS should not be relied upon as the sole reliable aid to navigation.

Theory and demonstration

6 As the safe use of ECDIS requires knowledge and understanding of the basic principles governing ECDIS data and their presentation rules as well as potential errors in displayed data and ECDIS-related limitations and potential dangers, a number of lectures covering the theoretical explanation must be provided. As far as possible, such lesson should be presented within familiar context and make use of practical examples. They should be reinforced during simulator exercises.

For safe operation of ECDIS equipment and ECDIS-related information (use of the navigational functions of ECDIS, selection and assessment of all relevant information, becoming familiar with ECDIS man-machine interfacing), practical exercises and training on the ECDIS simulators should constitute the main content of the course.

For the definition of training objectives, structure of activities should be defined. A detailed specification of learning objectives should be developed for each topic of this structure.

Simulator exercises

7 Exercises should be carried out on individual ECDIS simulators or full-mission navigation simulators including ECDIS to enable trainees to acquire the necessary practical skills. For real time navigation exercises, navigation simulators are recommended to cover the complex navigation situation. The exercises should provide training in the use of the various scales, navigational modes, and display modes which are available, so that the trainees will be able to adapt the use of the equipment to the particular situation concerned.

8 The choice of exercises and scenarios is governed by the simulator facilities available. If one or more ECDIS workstations and a full-mission simulator are available, the workstations may primarily be used for basic exercises in the use of ECDIS facilities and for passage planning exercises, whereas full-mission simulators may primarily be used for exercises related to passage monitoring functions in real time, as realistic as possible in connection with the total workload of a navigational watch. The degree of complexity of exercises should increase throughout the training course until the trainee has mastered all aspects of the learning subject.

9 Exercises should produce the greatest impression of realism. To achieve this, the scenarios should be located in fictitious sea area. Situations, functions and actions for different learning objectives which occur in different sea areas can be integrated into one exercise and experienced in real time.

10 The main objective of simulator exercises is to ensure that trainee understands his responsibilities in the operational use of ECDIS in all safety-relevant aspects and is thoroughly familiar with the used system and equipment.

Principal types of ECDIS systems and their display characteristics

11 Knowledge of the principal types of ECDIS systems in use; their various display characteristics, data structure and understanding of;

- .1 differences between vector and raster charts;
- .2 differences between ECDIS and ECS;
- .3 differences between ECDIS and RCDS*;
- .4 characteristics of ECDIS systems and their different solutions;
- .5 characteristics of systems for special purposes (unusual situations/emergencies).

Risks of over-reliance on ECDIS

12 The training in ECDIS operational use should assess:

- .1 the limitations of ECDIS as a navigational tool;
- .2 potential risk of improper functioning of the system;
- .3 system limitations, including those of its sensors;
- .4 hydrographic data inaccuracy; limitations of vector and raster electronic charts (ECDIS vs. RCDS and ENC vs. RNC); and
- .5 potential risk of human errors.

Emphasis should be placed on the need to keep a proper look-out and to perform periodical checking, especially of the ship's position, by ECDIS-independent methods.

Detection of misrepresentation of information

13 Knowledge of the limitations and their detection is essential for the safe use of ECDIS system. The following factors should be emphasized:

- .1 performance standards of the equipment;
- .2 radar data representation on an electronic chart, elimination of discrepancy between the radar image and the electronic chart;
- .3 possible projection discrepancies between an electronic and paper charts;

* SN/Circ.207 - Differences between RCDS and ECDIS

- .4 possible scale discrepancies (overscaling and underscaling) in displaying an electronic chart and its original scale;
- .5 effects of using different reference systems for positioning;
- .6 effects of using different horizontal and vertical datum;
- .7 effects of the motion of the ship in a seaway;
- .8 ECDIS limitations in raster chart display mode;
- .9 potential errors in the display of:
 - .1 the own ship's position;
 - .2 radar data and ARPA information;
 - .3 different geodetic co-ordinate systems; and
- .10 verification of the results of manual or automatic data correction:
 - .1 comparison of chart data and radar picture;
 - .2 checking the own ship's position by using the other independent position fixing system.

14 False interpretation of the data and proper action taken to avoid errors of interpretation should be explained. The implications of the following should be emphasized:

- .1 ignoring overscale of the display;
- .2 uncritical acceptance of the own ship's position;
- .3 confusion of display mode;
- .4 confusion of chart scale;
- .5 confusion of reference systems;
- .6 different modes of presentation;
- .7 different modes of vector stabilization;
- .8 differences between true north and gyro north (radar);
- .9 the same data reference system;
- .10 appropriate chart scale;
- .11 using the best suited sensor to the given situation and circumstances;

- .12 entering the correct values of safety data; and
 - .1 the own ship's safety contour;
 - .2 safety depth (safe water);
 - .3 events;
- .13 proper use of all available data.

15 Appreciation that RCDS is only a navigational aid and when operating in the RCDS mode, ECDIS equipment should be used together with an appropriate portfolio of up-to-date paper charts.

Factors affecting system performance and accuracy

16 An elementary understanding should be attained of the principles of ECDIS system, together with a full practical knowledge of:

- .1 starting and setting up ECDIS, connecting data sensors: satellite and radionavigation system receivers, radar, gyrocompass, log, echo-sounder; accuracy and limitations of these sensors, including effect of measurements errors and ship's position accuracy, manoeuvring on the accuracy of course indicators performance, compass error on the accuracy of course indication, shallow water on the accuracy of log performance, log correction on the accuracy of speed calculation, disturbance (sea state) on the accuracy of an echo-sounder performance;
- .2 the current electronic chart display and information system performance standards adopted by the Organization*;

Practice

Setting up and maintaining display

17 Knowledge/Skills should be attained in:

- .1 the correct starting procedure to obtain the optimum display of ECDIS information;
- .2 the selection of display presentation (standard display, display base, all other information displayed individually on demand);
- .3 the correct adjustment of all variable radar/ARPA display controls for optimum display of data;
- .4 the selection of convenient configuration;

* See: Resolution A.817(19) – Performance Standards for Electronic Chart Display and Information System (ECDIS);
Resolution MSC.64(67) annex 5 amending resolution A.817(19);
Resolution MSC.86(70) annex 4 amending resolution A.817(19).

- .5 the selection, as appropriate, of required speed input to ECDIS;
- .6 the selection of the time scale of vectors; and
- .7 performance checks of position, radar/ARPA, compass, speed input sensors and ECDIS.

Operational use of electronic charts

18 Knowledge/skills should be attained in:

- .1 the main characteristics of the display of ECDIS data and selecting proper information for navigational tasks;
- .2 the automatic functions required for monitoring ship's safety such as display of position, heading/gyro course, speed, safety values and time;
- .3 the manual functions (by cursor, electronic bearing line, range rings);
- .4 selecting and modification of electronic chart content;
- .5 scaling (including underscaling and overscaling);
- .6 zooming;
- .7 setting of the own ship's safety data;
- .8 using a daytime or night-time display mode;
- .9 reading all chart symbols and abbreviations;
- .10 using different kinds of cursors and electronic bars for obtaining navigational data;
- .11 viewing area in different directions and returning to the ship's position;
- .12 finding necessary area using geographical co-ordinates;
- .13 displaying indispensable data layers appropriate to navigational situation;
- .14 selecting appropriate and unambiguous data (position, course, speed, etc.);
- .15 entering the mariner's notes;
- .16 using north-up orientation presentation and other kinds of orientation; and
- .17 using true and relative motion modes.

Route planning

19 Knowledge/skills should be attained in:

- .1 loading the ship's characteristics into ECDIS;
- .2 sea area selecting for route planning:
 - .1 reviewing required waters for the sea passage;
 - .2 changing over of chart scale;
- .3 route planning on a display by means of ECDIS using the graphic editor taking into consideration rhumb-line and great circle sailing:
 - .1 using ECDIS database for obtaining navigational, hydrometeorological and other data;
 - .2 taking into consideration turning radius and wheel over points/lines when it is expressed on chart scale;
 - .3 marking dangerous depths and areas and exhibiting guarding isolines;
 - .4 marking waypoints with the crossing isolines and critical x-track deviations, as well as by adding, replacing and erasing of waypoints;
 - .5 taking into consideration safe speed;
 - .6 checking pre-planned route for navigational safety;
 - .7 generating alarms and warnings;
- .4 route planning with calculation in the table format including:
 - .1 way-points selection;
 - .2 recalling the way-points list;
 - .3 planning notes;
 - .4 adjustment of a planned route;
 - .5 checking preplanned route for navigational safety;
 - .6 alternative route planning;
 - .7 saving planned routes, loading and unloading or deleting routes;
 - .8 making a graphic copy of the monitor screen and printing a route;
 - .9 editing and modification of the planned route;

- .10 safety values setting according to size and manoeuvring parameters of the vessel;
- .11 back-route planning; and
- .12 connecting several routes.

Route monitoring

20 Knowledge/skills should be attained in:

- .1 using independent data to control ship's position or using alternative systems within ECDIS;
- .2 using look-ahead function
 - .1 changing charts and their scales;
 - .2 reviewing navigational charts;
- .3 vector time selecting;
- .4 predicting the ship's position for some time interval;
- .5 changing the pre-planned route (route modification);
- .6 entering independent data for the calculation of wind drift and current allowance;
- .7 reacting properly to the alarm;
- .8 entering corrections for discrepancies of the geodesic datum;
- .9 displaying time markers on a ship's route;
- .10 entering manually ship's position; and
- .11 measuring co-ordinates, course and bearings and distances on a chart.

Alarm handling

21 Knowledge/ability to interpret, react properly to all kinds of systems, such as navigational sensors, indicators, data and charts alarms and indicator warnings including switching the sound and visual alarm signalling system in case of:

- .1 absence of next chart in ECDIS database;
- .2 crossing safety contour;
- .3 exceeding cross-track limits;

- .4 deviation from planted route;
- .5 approaching a waypoint;
- .6 approaching a critical point;
- .7 discrepancy between calculated and actual time of arrival to a waypoint;
- .8 information on underscale or overscale;
- .9 approaching an isolated navigational danger/danger area;
- .10 crossing specified area;
- .11 different geodetic datum;
- .12 approaching other ships;
- .13 watch termination;
- .14 switching timer;
- .15 system test failure;
- .16 malfunctioning of positioning system used in ECDIS;
- .17 failure of dead-reckoning; and
- .18 inability to fix vessel's position using navigational system.

Manual correction of a ship's position and motion parameters

- 22 Knowledge/skills should be attained in manually correcting:
- .1 the ship's position in dead-reckoning mode, when satellite and radionavigation system receiver is switched off;
 - .2 the ship's position, when automatically obtained co-ordinates are inaccurate; and
 - .3 course and speed values.

Records in the ship's log

- 23 Knowledge/skills should be attained in:
- .1 automatic voyage recording;
 - .2 reconstruction of past track taking into account:
 - .1 recording media;

- .2 recording intervals;
- .3 verification of database in use;
- .3 viewing records in the electronic ship's log;
- .4 instant recording in the electronic ship's log;
- .5 changing ship's time;
- .6 entering the additional data;
- .7 printing the electronic ship's log content;
- .8 setting up the automatic record time intervals;
- .9 composition of voyage data and reporting; and
- .10 interphase with voyage data recorder (VDR).

Chart updating

24 Knowledge/skills should be attained in:

- .1 performing manual updating of electronic charts. Special attention should be paid to reference-ellipsoid conformity and to conformity of measurements units used on a chart and in the correction text;
- .2 performing semi-automatic updating of electronic charts using the data obtained on a diskette in the electronic chart format; and
- .3 performing automatic updating of electronic charts, obtained via modern communication lines.

In the scenarios where non-updated data are employed to create critical situation trainees have to perform *ad hoc* updating of the chart.

Operational use of ECDIS where radar/ARPA connected

25 Knowledge/skills should be attained in:

- .1 connecting ARPA to ECDIS;
- .2 indicating target's speed vectors;
- .3 indicating target's tracks;
- .4 archiving target's tracks;
- .5 viewing the table of the targets;

- .6 simulating the manoeuvre;
- .7 corrections of a ship's position using a reference point captured by ARPA; and
- .8 corrections using the ARPA's cursor and electronic bar.

Operational use of ECDIS where AIS connected

26 Knowledge/skills should be attained in:

- .1 inter phase with AIS; and
- .2 interpretation of AIS data.

Operational warnings, their benefits and limitations

27 Appreciation of the uses, benefits and limitations of ECDIS operational warnings and their correct setting, where applicable, to avoid spurious interference.

System operational tests

28 Knowledge and/or skills of:

- .1 methods of testing for malfunctions of ECDIS systems, including functional self-testing;
- .2 precautions to be taken after a malfunction occurs; and
- .3 adequate back-up arrangements (takeover and navigate using the back-up system).

Debriefing exercise

29 The instructor should analyse the results of all exercises completed by all trainees and print them out. The time spent on the debriefing should occupy between 10% and 15% of the total time used for simulator exercises.

ANNEX 5

**PROPOSED AMENDMENTS TO THE IMO STANDARD
MARINE COMMUNICATION PHRASES**

Introduction

Page 11

5 Typographical conventions

- .1 replace the definition of ~ **(tildes)** with the words “~ **tildes** precede possible words or phrases which can be used after / in association with the given standard phrase.”

Page 16

General**14 Distances**

- .1 delete the word “Preferably” at the beginning and the phrase “otherwise in kilometres or metres” after the word “mile)” in the definition of “Distances”.

Glossary**1 General terms**

Page 18 onwards

1. insert the new text in the definition of “Adrift” to read “Uncontrolled movement at sea under the influence of current, tide or wind;
2. delete the words “in time (opposite” after the word “manner,” and add the words “for example from north to west. Opposite of veering.” In the definition of “Backing (of wind)”;
3. amend the definition of “Blast” to read “ A whistle signal made by the vessel”;
4. delete the letter ‘s’ at the end of the word “sectors” and amend the definition to read “An area which cannot be scanned by the ship’s radar because it is shielded by parts of the superstructure, masts etc.”;
5. amend the definition of “Cable” to read as follows:
 - .1 Chain connecting a vessel to the anchor(s);
 - .2 Wire or rope primarily used for mooring a ship;
 - .3 (Measurement) one hundred fathoms, 600 feet or one tenth of a nautical mile;

6. replace "Capsizing" with the word "Capsize" (to) and amend the definition to read, "To turnover";

Page 19

7. amend the definition of Cardinal points to read "The four main points of the compass: north, east, south and west";
8. add the word "safely" between the words "be" and "stowed", delete the last word 'hold' and insert the words 'cargo spaces' in the definition of "Compatibility (of goods)";
9. add a new definition "Vessel constrained by her draught" that means "a vessel severely restricted by her draught in her ability to deviate from the course followed in relation to the available depth and width of navigable water"; (before the definition of 'Convoy');
10. replace the definition of "Derelict" to read "Vessel still afloat, abandoned at sea";

Page 20

11. replace the definition of "Draught (or draft)" to read "Depth in water at which a vessel floats";
12. replace the definition of "Drifting" to read "Being driven along by the wind, tide or current";
13. Insert a new definition 'Fathom' to read ' A measure of 6 feet';
14. delete the word "crew" between the words "A" and "member" at the beginning of the first line of the definition of "Fire patrol";
15. insert the word 'uncontrolled' after the word 'major ' in the definition of 'Flooding';
16. add the letter "s" at the end of the word "Fume" to read "Fumes";

Page 21

17. insert a new definition 'Give way (to) to read ' To keep out of the way of another vessel';
18. add a new definition "Half cardinal points" before 'Hampered vessel' to read "The four main points lying between the cardinal points: north east, southeast, south west and north west"; replace multiple references to "cardinal points" with the words "cardinal and half cardinal points";
19. delete from the definition of "Hampered vessel" the words "or her deep draft",
20. delete the words "an oil" before the first word "tank" and replace with the word 'a' in the definition of Inert (to);
21. replace the definition of the word "Leeward" to read "On or towards the sheltered side of a ship; opposite of windward";

22. replace the definition of the word “Leeway” to read “Vessel’s sideways drift leeward of the desired course”;
23. delete the words “where they must gather” after the word “passengers” and replace it with the words “to muster” in the definition of “Lifeboat station”;

Page 22

24. replace the word “all” between the words “and” and “on” with the word “others” in the definition of “Muster list”;
25. replace the definition of “Overflow” to read “Escape of oil or liquid from a tank because of a two-fold condition as a result of overflowing, thermal expansion, change in vessel trim or vessel movement”;

Page 23

26. amend the definition of “Safe speed” to read “That speed of a vessel allowing time for effective action to be taken under prevailing circumstances and conditions to avoid a collision and to be stopped within an appropriate distance”;
27. delete the definition “Safety load”;
28. add a new definition “SWL” to read “Safe working load: maximum working load of lifting equipment that should not be exceeded”;
29. replace the word “seemark” to read ‘Seamark’ amend the definition to read “A navaid placed to act as a beacon, or warning”;
30. amend the definition of “Shackle” to read, “
 - .1 Length of chain cable measuring 15 fathoms”,
 - .2 U-shaped link closed with a pin used for connecting purposes”;

Page 24

31. Amend the definition of “Spill control gear” to read “Anti-pollution equipment for combating accidental spills of oil or chemicals”;
32. insert the word “elongated” before the word “step” in the definition of “Spreader”;
33. amend the definition of “Stripping” to read ‘Final pumping of tank’s residues’;
34. amend the definition of “Union purchase” to read “A method of cargo handling by combining two derricks, one of which is positioned over the hatch, the other over the ship’s side”;
35. delete the word “characteristics” after the word “light”, delete the word ‘inoperative’ and insert the words ‘ not working’ in the definition of “Unlit”;

- 36 delete the word 'ex' before the word 'GMT' in the definition of "UTC";
- 37 amend the definition of "Variable (of winds)" to read "A wind that is constantly changing speed and direction";
- 38 replace the definition of "Veering (of wind)" to read "Clockwise change in the direction of the wind, the opposite of backing";

Page 25

- 40 amend the definition of " Walk out (to) " (of anchors) to read "to reverse the action of a windlass to lower the anchor until it is clear of the hawse pipe and ready for dropping";
- 41 insert the new definition " Walk back (to) " (of anchors) to read "to reverse the action of a windlass to ease the cable";

2 VTS special terms

- 42 replace the definition of "Manoeuvring speed" to read ' A vessel's reduced speed in circumstances where it may be required to use the engines at short notice';
- 43 delete the word "fictive" and insert the word ' track' in the definition of 'Reference line';

Page 32

AI/1.1.11 Person overboard

- 44 Insert the letter (s) at the end of the word 'Person' in the sub-title and in .11.1;

AI/1.2 Search and Rescue ...

- 45 .1.9.1 delete the words 'inadvertently switched on.' After the word 'on';
- 46 insert new sub-paragraph.9.2 to read 'Yes, I accidentally transmitted';
- 47 replace sub-paragraph .10.2 to read 'Yes, I accidentally transmitted';

Page 39 **AI/3.2 Navigational warnings involving**

.5.3 Tanker cargo transshipment

- 48 .3 insert the words "/LPG-tanker ..." after the words "LNG-tanker", delete the words ' do not pass to windward' and insert the words ' avoid passing to leeward';

Page 47 **AI/6.2.1.3 Traffic information**

- 49 [.9.1] insert a new phrase: "Vessel constrained by her draft in position ... area ... (course ... degrees ... speed ... knots)".

Page 55 **Appendix to AI – External communication Phrases**

1 Standard Distress message

- 50 .1 delete the word ‘for ‘ at the end of line 2 and insert the ‘such as VHF Channel 16 or frequency 2182 kHz (if not automatically controlled) as follows:’;

Page 56

3 Standard Safety Message

Order

51 .3 **Example**

delete the last word ‘OVER’ and insert the word ‘OUT’;

Pages 64

B1/1.1.1 Briefing on position, movement and draft

- 52 .1, .6 **delete the word ‘kilometres’ and insert the word ‘cables’;**

B1/1.5 Briefing on meteorological conditions

Page 66

- 53 .8, .10 delete the word ‘kilometres/’ before the word ‘nautical’;

Page 68

B1/2 Trim, List and Stability

- 54 Insert a new sub-paragraph .7.2 to read “Fore peak /after peak tank was filled/emptied to change the trim;” where appropriate;

Page 85

B2/6.2 Person overboard activities

- 55 20.1 delete the word “ a ” and replace with the word “from ” before the word ‘shock’;

B2/6.3 Rescue operations -

- 56 delete in sub-paragraphs .1, .4 and .4.1 the words ‘EPIRB transmission’ after the word ‘signal’ and before the word ‘PAN’;

Page 88

B3/1.1.2 Dockside/shipboard cargo handling gear and equipment

- 57 delete in sub-paragraphs.4 an .4.1 the word “bridge” after the word “container crane/” and insert the word “gantry”;

B3/1.1.3 Preparing for loading / unloading

- 58 delete in the sub-title and from sub-paragraphs .1, .4. .11, .11.1 and .11.2, the word ‘unloading’ and insert the word ‘discharging’;

Page 89

B3/1.1.2 Operating cargo handling equipment and hatches

- 59 .4.1 delete the word “unloading” after the word “loading/” and replace with the word “discharging”;
- 60 .5 insert the word ‘within’ after the word ‘Keep’;

Page 91

B3/1.2.3 Reporting incidents

- 61 .8.4.2 delete the word “Alarm” at the beginning of the phrase and insert with the word “Call”;

Page 97

B4/1.2.3 Preventing/reporting fire

- 62 in sub-paragraphs .2, .3 and .13 insert the letter “s” at the end of the word “fume”;

Page 98

B4/1.2.4 P A announcements on emergency

- 63 .2.1 delete the word ‘formation’ after the word ‘smoke’;

Page 100

B4/3.1 Informing on present situation

- 64 in sub-paragraphs .5 and .6, delete the word “airplanes” after the word “helicopters/” and insert the word “aircraft”;

ANNEX 6**DRAFT STCW.7 CIRCULAR****GUIDANCE TO PARTIES ON THE APPLICATION OF THE STANDARD MARINE
COMMUNICATION PHRASES AS REQUIRED BY SECTION A-II/I
OF THE STCW CODE**

1 The Sub-Committee on Standards of Training and Watchkeeping, at its thirty-second session (22 to 26 January 2001), noted that guidance with respect to the application of Standard Marine Communication Phrases as required by Section A-II/I of the STCW Code on implementation of the 1995 amendments to the STCW Convention and of the STCW Code which both entered into force on 1 February 1997, was necessary.

2 The Sub-Committee agreed that:

- .1 Part A of the Standard Marine Communication Phrases (SMCP) covers phrases to be applied according to the requirements of Table A-II/I of the STCW Code and may thus be regarded as the replacement of the Standard Marine Navigational Vocabulary, 1985; and
- .2 The Standard Marine Communication Phrases (referred to in Table A-II/I) should be taught and learnt, according to the users' specific needs. The instruction should be based on common maritime industry practice and be implemented through appropriate modern language methods.

3 Parties to the STCW Convention are invited to be guided accordingly and to bring the contents of this circular to the attention of all training institutions and those responsible for the implementation of the requirements of Section A-II/I of the STCW Code.

ANNEX 7

DRAFT WORK PROGRAMME OF THE SUB-COMMITTEE

		Target completion date/number of sessions needed for completion	Reference
1	Validation of model training courses	Continuous	STW 31/17, paragraph 14.4
2	Casualty analysis (co-ordinated by FSI)	Continuous	MSC 70/23, paragraphs 9.17 and 20.4
H.1	Training and certification of maritime pilots and revision of resolution A.485(XII) (in co-operation with NAV)	2001-1 session	STW 32/16 paragraph 4.8 STW 31/17, paragraph 4.6
H.2	IMO Standard Marine Communication Phrases (co-ordinated by NAV)	2001	STW 31/17, paragraph 11.7
H.3	Follow-up action to the 1995 STCW Conference including:		
	.1 guidance regarding recognition of certificates (regulation I/10)	2001	STW 31/17, paragraph 5.31
	.2 clarification of STCW Convention and STCW Code provisions	2002	STW 28/20 Section 11
	.3 review of training related resolutions and circulars with a view to revoking	2001	STW 30/13, paragraph 5.16
	.4 guidance on the preparation and review of independent evaluations required by STCW regulation I/8 and section A I/7 of the STCW Code	2001	STW 31/17, paragraph 5.30
H.4	Follow-up action to the 1995 STCW-F Conference including:		STW 29/14, paragraph 8.6
	.1 guidance on training, certification and watchkeeping standards for fishing vessel personnel serving on board large fishing vessels (resolution 6)	2001 2 sessions	STW 31/17, paragraph 7.11 STW 32/16 paragraph 7.11

Draft work programme for the Sub-Committee (continued)

		Target completion date/number of sessions needed for completion	Reference
	.2 requirements for officers in charge of an engineering watch and watchkeeping provisions (resolution 7)	2001 2 sessions	
	.3 clarification of STCW-F Convention requirements	Continuous 2 sessions	
H.5	Unlawful practices associated with certificates of competency	2001 2003	MSC 71/23, paragraph 20.55.2; STW 31/17 , STW 31/16 paragraph 6.15 paragraph 6.19
L.1	Development of guidelines for ships operating in ice-covered waters (co-ordinated by DE)	2001 2002	MSC 71/23, paragraph 20.43; STW 31/17 , STW 31/16 paragraph 13.2 paragraph 12.6
L.2	Development of requirements for training in ballast water management	2001	MSC 71/23, paragraph 20.55.3; STW 30/13 , STW 31/16 paragraph 12.3 paragraph 11.4
L.3	Development of guidance on training in the use of ECDIS	2001	MSC 71/23, paragraph 20.55.4; STW 31/17, paragraph 9.3
L.4	Review of the implementation of STCW chapter VII	2 sessions	STW 31/17, paragraph 14.4; MSC 72/23, paragraph 21.56

ANNEX 8**PROVISIONAL DRAFT AGENDA FOR STW 33**

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Validation of model training courses
 - [4 Training and certification of maritime pilots and revision of resolution A.485(XII)]
 - 5 Follow-up action to the 1995 STCW Conference
 - 6 Unlawful practices associated with certificates of competency
 - [7 Follow-up action to the 1995 STCW-F Conference]
 - 8 Casualty analysis
 - [9 Development of requirements for training in ballast water management]
 - 10 Development of guidelines for ships operating in ice-covered waters
 - 11 Work programme and agenda for STW 34
 - 12 Election of Chairman and Vice-Chairman for 2003
 - 13 Any other business
 - 14 Report to the Maritime Safety Committee

Note: The work programme items shown in square brackets will be included in the agenda for STW 33 following decisions of MSC 74.
