INTERNATIONAL MARITIME ORGANIZATION

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SUB-COMMITTEE ON STANDARDS OF TRAINING AND WATCHKEEPING
33rd session
Agenda item 17

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REPORT TO THE MARITIME SAFETY COMMITTEE

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LIST OF ANNEXES

1 GENERAL

1.1 The Sub-Committee on Standards of Training and Watchkeeping held its thirty-third session from 21 to 25 January 2002 at the Headquarters of the Organization. The meeting was opened by the Vice-Chairman, Mr. K.H.K. Rangan (Singapore).

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

ALGERIA
ANTIGUA AND BARBUDA
ARGENTINA
AUSTRALIA
BAHAMAS
BANGLADESH
BELGIUM
BELIZE
BRAZIL
CANADA
CHILE
CHINA
CROATIA
CUBA
CYPRUS
DENMARK
DOMINICA
ECUADOR
EGYPT
ESTONIA
FINLAND
FRANCE
GERMANY
GHANA
GREECE
GUATEMALA
HONDURAS
ICELAND
INDIA
INDONESIA
IRAN (ISLAMIC REPUBLIC OF)
ISRAEL
ITALY
JAMAICA
JAPAN
KENYA
LATVIA
LEBANON
LIBERIA
LITHUANIA
LUXEMBOURG
MALAYSIA
MALTA
MARSHALL ISLANDS
MEXICO
NETHERLANDS
NIGERIA
NORWAY
PANAMA
PAPUA NEW GUINEA
PHILIPPINES
POLAND
PORTUGAL
REPUBLIC OF KOREA
ROMANIA
RUSSIAN FEDERATION
SINGAPORE
SPAIN
SWEDEN
SYRIA
TRINIDAD AND TOBAGO
TURKEY
UKRAINE
UNITED KINGDOM
UNITED REPUBLIC OF TANZANIA
UNITED STATES
VANUATU
VENEZUELA

and the following Associate Member of IMO:

HONG KONG, CHINA

1.3 The following representatives from the United Nations and specialized agencies:

INTERNATIONAL LABOUR OFFICE (ILO)

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

EUROPEAN COMMISSION (EC)
INTERNATIONAL MOBILE SATELLITE ORGANIZATION (IMSO)
INTERNATIONAL SHIPPING FEDERATION (ISF)
INTERNATIONAL UNION OF MARINE INSURANCE (IUMI)
INTERNATIONAL CHAMBER OF SHIPPING (ICS)
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)
FRIENDS OF THE EARTH INTERNATIONAL (FOEI)
INTERNATIONAL ASSOCIATION OF INSTITUTES OF NAVIGATION (IAIN)
INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATIONS (IFSMA)
INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS (INTERTANKO)
INTERNATIONAL COUNCIL OF CRUISE LINES (ICCL)
SOCIETY OF INTERNATIONAL GAS TANKERS AND TERMINAL OPERATORS (SIGTTO)
INTERNATIONAL LIFEBOAT FEDERATION (ILF)
INTERNATIONAL ROAD TRANSPORT UNION (IRU)
INTERNATIONAL ASSOCIATION OF DRY CARGO SHIPOWNERS (INTERCARGO)
INTERNATIONAL ASSOCIATION OF OIL AND GAS PRODUCERS (OGP)
THE INSTITUTE OF MARINE ENGINEERING, SCIENCE AND TECHNOLOGY (IMarEST)
INTERNATIONAL MARINE CONTRACTORS ASSOCIATION (IMCA)
INTERNATIONAL SHIP MANAGERS' ASSOCIATION (ISMA)
WORLD NUCLEAR TRANSPORT INSTITUTE (WNTI)
INTERNATIONAL HARBOUR MASTERS' ASSOCIATION (IHMA)

1.5 In welcoming the participants, the Secretary-General referred to the terrorist attacks in the United States on 11 September 2001 and the specific requests for action which the twenty-second session of the Assembly decided to pursue having recognized the need for IMO to review the existing international legal and technical measures to prevent and suppress terrorism against ships; to revise them, as appropriate, and to prepare new measures if the outcome of the review so dictated. To this end, the Assembly adopted resolution A.924 on Review of measures and procedures to prevent acts of terrorism which threaten the security of passengers and crews and the safety of ships, and requested the Maritime Safety Committee, the Legal Committee and the Facilitation Committee, under the direction of the Council, to undertake such a review on a high priority basis.

The Secretary-General reported that, in following-up that request, an MSC intersessional working group would meet in February 2002 to prepare recommendations for submission to MSC 75 in May of this year for further action. He noted that one item to be considered by the intersessional meeting of particular interest to the Sub-Committee would be the review of the need for identification, verification and background security checks involving seafarers as well as the need for possible amendments to the STCW Convention. The Secretary-General therefore urged the Sub-Committee to take the opportunity of the current session to exchange some preliminary ideas that might assist the intersessional meeting; and encouraged the Sub-Committee members with relevant expert knowledge to participate.

The Secretary-General recalled that work was to commence at this session on identifying the actions and additional measures that needed to be taken to deal with the issue of fraudulent certificates of competency. He then reminded the Sub-Committee of developments on the IMO website, which included a facility for verification of seafarers' certificates, and sought the Sub-Committee's guidance on the next phase of development of this facility. In recognizing the potential hazards and consequences to safety and the environment posed by inadequately trained seafarers, he also highlighted the potential consequences for maritime security should fraudulent documentation be used to board ships.

Turning to the effective implementation of the provisions of the STCW Convention, the Secretary-General recalled that MSC 73 in December 2000 had identified seventy-one STCW Parties which had been found to give full and complete effect to the provisions of the revised STCW Convention and that this important milestone had been followed at MSC 74 by the addition of a further twenty-three Parties. He also advised that the first ever extraordinary session of the MSC, convened during the twenty-second Assembly, had confirmed another eight Parties to bring the total of those found to be giving full and complete effect to the Convention, thus far, to one hundred and two.

Referring to the STCW-F Convention, the Secretary-General drew attention to the adoption, by the recent Assembly, of resolution A.925, in which having expressed concern at the alarmingly high number of fishermen's lives and fishing vessels lost every year, the Assembly had considered that such unacceptable loss of life could be substantially reduced by the global and effective implementation of the STCW-F Convention. In pursuance of the Assembly resolution, the Secretary-General advised that the Secretariat was about to initiate action to promote the implementation of the STCW-F Convention and the related FAO/ILO/IMO Document for Guidance on Training and Certification of Fishing Vessel Personnel, through a series of regional seminars. He also reported that three regional seminars and workshops on assessment, examination and certification of seafarers had been held in Bangkok, Thailand; Gdynia, Poland; and Valetta, Malta, and expressed appreciation to the Governments of the countries concerned for hosting those meetings.

In concluding his speech, the Secretary-General took the opportunity to remind the Sub-Committee that 1 February 2002 was only one week away and, from that date, officers on ships registered under flags other than those issuing their certificates of competency ought to obtain flag State recognition endorsements and that, as it had been reported that some seafarers might not have the necessary endorsements in time due to administrative delays in concluding the agreements and processing the issue of flag State recognition endorsements, he urged all involved to conclude the necessary undertakings and ensure that seafarers have the appropriate endorsements as soon as possible.

1.6 In response, the Vice-Chairman thanked the Secretary-General for his words of guidance and encouragement and agreed that 2001 had been an eventful year which resulted in the Assembly adopting resolution A.924 during its regular session in November last year. The Vice-Chairman expressed his confidence that the Sub-Committee would be able to conclude work on those items which had a target completion date of 2002 and make significant progress with other items on its agenda.

1.7 The Sub-Committee unanimously elected Professor Dr. O.K. Sag (Turkey) as its Chairman for the calendar year 2002.

Adoption of the agenda

1.8 The Sub-Committee adopted the provisional agenda (STW 33/1) and provisional timetable, (STW 33/1/1), as amended. The agenda of the session, including a list of documents submitted under each agenda item, is given at annex 1.

1.9 In view of the close proximity of the 1 February 2002 implementation date, the Sub-Committee agreed, as an exceptional measure, to requests from Brazil and Vanuatu to submit working papers on urgent matters for consideration under agenda item 5.

2 DECISIONS OF OTHER IMO BODIES

Decisions of MSC 74

2.1 The action taken by the Sub-Committee with respect to the decisions and comments of MSC 74 on items on its agenda are reported under the relevant sections of this report. The Sub-Committee was also informed of other decisions and comments, pertaining to its work, taken by the Committee at its seventy-fourth session (STW 33/2) as given in paragraphs 2.2 to 2.6 below.

Approval of competent persons

2.2 The Sub-Committee noted that the Committee had approved (MSC 74/24, paragraph 6.20) additional competent persons nominated by Governments, as listed in the annex to MSC/Circ.797/Rev.6.

Communication of information

2.3 The Sub-Committee noted that the Committee had received the Secretary-General's reports on 23 STCW Parties (MSC 74/24, paragraphs 7.4 to 7.10); had confirmed that the procedures for assessment of information had been followed correctly in respect of those Parties, and had issued MSC/Circ.996 on Parties to the STCW Convention confirmed by the Committee at its seventy-third and seventy-fourth sessions as having demonstrated to be giving 'full and complete effect' to the relevant provisions of the STCW Convention, as amended.

Post-Erika issues

2.4 The Sub-Committee noted that the Committee (MSC 74/24, paragraph 2.13) had noted its view that, at present, there was insufficient justification to add new items to its work programme based on the report of the working group on Oil tanker safety and environmental issues (Post-Erika) (MSC 73/WP.14).

STCW circulars on ECDIS simulators and the application of the SMCP

2.5 The Sub-Committee noted that the Committee (MSC 74/24, paragraph 7.13 and 7.15) had approved STCW.7/Circ.10 on Interim Guidance on training and assessment in the operational use of the electronic chart display and information systems (ECDIS) simulators and STCW.7/Circ.11 on Guidance to Parties on the application of the Standard Marine Communication Phrases (SMCP), as required by STCW Code section A-II/1. The Sub-Committee also noted that the SMCP had been adopted by the Assembly as resolution A.918(22).

Human element analysing process

2.6 The Sub-Committee noted that the Committee had approved (MSC 74/24, paragraph 15.23), subject to MEPC's concurrent decision, a draft MSC/MEPC circular on Guidance on the use of human element analysing process (HEAP) and formal safety assessment (FSA) in the IMO rule-making process (annex 3 to MSC 74/WP.10).

Decisions of other Sub-Committees

2.7 The Sub-Committee was also informed (STW 33/2/1), of the decisions and comments, pertaining to its work, of the forty-fourth session of the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety, the forty-fourth session of the Sub-Committee on Ship Design and Equipment, the ninth session of the Sub-Committee on Flag State Implementation, and the forty-seventh 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.

Decisions of the first extraordinary session of MSC

2.8 The Sub-Committee noted (STW 33/2/3) that an extraordinary session of the MSC had taken place in conjunction with the twenty-second session of the Assembly (19 to 29 November 2001) to specifically consider the Secretary-General's reports on evaluation of information communicated by STCW Parties in the period between MSC 74 and that session of the Assembly.

2.9 The Sub-Committee noted that the first extraordinary session (27 and 28 November 2001) had received the Secretary-General's reports on 8 Parties whose evaluation of information communicated had been completed. The Committee had confirmed that the procedures for the evaluation of information communicated had been followed correctly in respect of those Parties included in the Secretary-General's reports and had accordingly issued MSC/Circ.1018 on Parties to the STCW Convention, confirmed by the Committee at its seventy-third, seventy-fourth and extraordinary sessions, as having demonstrated to be giving 'full and complete effect' to the relevant provisions of the STCW Convention, as amended. The Sub-Committee noted that this brought the total of STCW Parties confirmed by the Committee to 102.

Progress report on information communicated

2.10 The Sub-Committee noted that, as at 18 January 2002, evaluation of information communicated by 15 STCW Parties was on-going. Of these, no panels of competent persons had completed their work and made their reports to the Secretary-General; 5 panels had completed their initial evaluation and the relevant Parties had been requested to provide clarifications; and, of those, 4 panels were considering clarifications that had been provided by the respective Parties; and evaluation was continuing in respect of the remainder.

Twenty-second session of the Assembly

Measures and procedures to prevent acts of terrorism which threaten the security of passengers and crew and safety of ships

2.11 The Sub-Committee noted (STW 33/2/2) that the Assembly had unanimously adopted resolution A.924 on Review of measures and procedures to prevent acts of terrorism which threaten the security of passengers and crew and the safety of ships, which had been proposed by the Secretary-General. The Assembly had also approved the convening of an intersessional MSC working group on Maritime Security from 11 to 15 February 2002.

2.12 The Sub-Committee also noted that the Technical Committee of the Assembly had identified amendments necessary to the SOLAS Convention but had been unable to decide on the need for amendments to the STCW Convention and that the planned intersessional working group would identify such amendments, if necessary. If this were the case, the proposed amendments would be considered by MSC 75 with a view to adoption by MSC 76.

2.13 The United Kingdom delegation drew the Sub-Committee's attention to the fact that amongst the measures to be considered by the intersessional working group was the review of the need for identification, verification and background security checks for seafarers which was also among the recommendations made in the research report on Unlawful practices associated with certificates of competency (STW 33/6) and also to be discussed under agenda item 6. In this context the United Kingdom also stressed the need for prompt response to any requests for certificate validity verification.

2.14 The United States delegation welcomed the prompt action taken by the Assembly and expressed the view that the intersessional working group shall be the primary venue for discussion of the issues.

2.15 The Sub-Committee, noting that the intersessional working group would prepare recommendations for submission to MSC 75 in May 2002 for any necessary follow-up action, agreed to take the opportunity of the meeting to exchange some preliminary ideas under agenda item 16 - Any other business, on how to contribute to the intersessional meeting, in particular to:

.1 the review of the need for identification, verification and background security checks involving seafarers and consideration of possible amendments to the STCW Convention; and

.2 how a model training course on prevention and suppression of acts of terrorism against shipping might be designed and structured (see agenda item 16 – Any other business).

3 VALIDATION OF MODEL TRAINING COURSE CONTENT

Review and updating of model courses

3.1 The Sub-Committee recalled that, at its thirty-second session, the Secretariat had advised the Sub-Committee on progress with the revision and updating of model courses, including information on progress with the translation of model courses into French and Spanish.

3.2 The Sub-Committee noted that the Committee (MSC 74/23, paragraph 7.2) had instructed the Secretariat to publish the three model courses validated at STW 32 as soon as practicable.

3.3 The Sub-Committee also noted that the Committee had endorsed its 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 had instructed the Secretariat to consult with ILO on the issue of wider scrutiny. The Secretariat advised that ILO had offered no objections to the issue of wider scrutiny.

Translation of model courses into French and Spanish languages

3.4 The Sub-Committee noted information provided by the Secretariat on the status of translation of model courses into the French and Spanish languages as follows:

.1 model courses that had recently been published:

.1 Radar Navigation at Operational Level (1.07) – French and Spanish

.2 Radar Navigation at Management Level (1.08) – French and Spanish

.3 Personal Survival Techniques (1.19) – French

.4 Fire Prevention and Basic Fire Fighting (1.20) - French

.5 Personal Safety and Social Responsibilities (1.21) – French

.6 Proficiency in Survival Craft and Rescue Boats (other than Fast Rescue boats) (1.23) - French

.2 model courses that had been translated which were awaiting publication and were expected to be available for sale shortly:

.1 Personal Survival Techniques (1.19) – Spanish

.2 Fire Prevention and Basic Fire Fighting (1.20) – Spanish

.3 Personal Safety and Social Responsibilities (1.21) – Spanish

.4 Proficiency in Survival Craft and Rescue Boats (other than Fast Rescue boats) (1.23) – Spanish

.5 Crowd Management, Passenger Safety and Safety Training for Personnel providing direct services to passengers in passengers spaces (1.28) - French and Spanish

.6 Proficiency in Crisis Management and Human Behaviour Training including Passenger Safety, Cargo Safety and Hull Integrity Training (1.29) - French and Spanish

and, in addition: Guidance on the implementation of IMO model courses had been translated into French and Spanish; and

.3 model courses which were currently being translated into French and Spanish:

.1 Tanker Familiarization (1.01)

.2 Specialized Training for Oil Tankers (1.02)

.3 Specialized Training for Chemical Tankers (1.04)

.4 Specialized Training for Liquefied Gas Tankers (1.06)

.5 On-Board Assessment (1.30)

.6 Training Course for Instructors (6.09)

Model courses to be validated

3.5 The Sub-Committee noted that, in accordance with the procedures approved by the Sub-Committee at its eighteenth session (STW 18/11, paragraph 7), the model courses listed in the annex to document STW 33/3 had been reviewed by the IMO/ILO validation group and their comments had been incorporated in the drafts.

3.6 The Secretariat advised the Sub-Committee that in accordance with the decision of the Sub-Committee, and endorsed by the Committee, the Secretariat took steps to translate the draft model courses at annex to document STW 33/3 into French and Spanish but, regrettably, it had not been possible to translate them in time for the meeting. The Secretariat therefore apologized to the French- and Spanish-speaking delegations and sought their agreement to consider the model courses at annex to the document in English only as the model courses concerned were not subject to any major revision.

3.7 The Sub-Committee recalled that it had agreed to consider in detail only new courses and those subject to major revision and, noting that the courses at annex to document STW 33/3 had not been subject to major revision, validated the model courses given at annex.

3.8 The Sub-Committee recalled that validation of model courses by the Sub-Committee in this context meant that it found no grounds to object to their contents and, in doing so, the Sub-Committee had not granted **approval** to the document and therefore they were not regarded to be an official interpretation of the Convention.

3.9 The Sub-Committee instructed the Secretariat to incorporate minor changes to the drafts with respect to the order of training modules, additional references and editorial amendments made by a number of delegations and, noting that the French and Spanish versions were expected to be circulated to French- and Spanish-speaking Members shortly after the meeting, the Sub-Committee invited the Committee to note its validation of the three model courses and instructed the Secretariat to publish the model courses as soon as practicable, pending any further comments from French- and Spanish-speaking delegations.

3.10 The Sub-Committee expressed its appreciation to the IMO and ILO members of the validating group for their work in reviewing the drafts and to the Government of Norway for providing the funds for revising these 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 was informed that the NAV Sub-Committee had completed its review of the operational aspects in Annex 2 to resolution A.485(XII) (STW 33/4, annex 3).

4.4 The Sub-Committee further recalled (STW 32/16 paragraph 4.3), that at STW 31 it had identified a number of issues which should be further considered at this 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.

4.5 In considering a revised draft text of Annex 1 to the resolution, the Sub-Committee agreed that the text at annex 2 to document STW 33/4 should be used as a basis for its work and, other than for reasons of editorial consistency, the operational requirements in annex 3 developed by the NAV Sub-Committee should not be subject to any redrafting.

4.6 The delegation of Australia, supported by other delegations, drew attention to the omission in annex 2 of requirements related to investigation of incidents involving pilotage. The Sub-Committee agreed that such investigations provided feedback to pilot training so should therefore be included in the text.

4.7 The Sub-Committee agreed to establish a drafting group to finalise the draft text of Annex 1 and prepare a draft text of a revised resolution.

4.8 In considering the drafting group's report (STW 33/WP.6), the delegation of the Bahamas expressed concern at the omission of flag State responsibilities for accident investigation in Annex 1 of the draft resolution and drew attention to the importance of pilotage authorities' co-operation in accident investigations, as requested by resolution A.849(20): Code for the Investigation of Marine Casualties and Incidents (amended by resolution A.884(21)). Bahamas therefore proposed that the syllabus for pilotage certification or licensing should include a reference to the Code for the Investigation of Marine Casualties and Incidents and this was agreed by the Sub-Committee. The Bahamas also proposed that the NAV Sub-Committee should re-consider the operational procedures to include reference to the Code.

4.9 The Bahamas, supported by other delegations, further proposed that the responsibilities of the Competent Pilotage Authority should include a duty to cooperate with a flag State in the investigation of accidents. The proposal was not supported by the Sub-Committee and the Bahamas stated it would consider re-opening the issue in the Maritime Safety Committee.

4.10 A number of delegations drew attention to the use of the term "Administration" in the text which was confusing, as the definition in both the SOLAS and STCW Conventions, and the generally understood use of the term in the Organization, was that the term Administration referred to the flag State, whereas the intention of the resolution was to refer to the national maritime authority.

4.11 The delegation of Cyprus drew attention to the omission from the draft resolution of a revocation clause and also identified some additional inconsistencies in the draft resolution and its Annexes.

4.12 The majority of delegations which spoke expressed the view that discussions on the revision of resolution A.485(XII) had been long and detailed and it was now time to bring them to a close.

4.13 As there was general support for completing its work on the agenda item at this session, the Sub-Committee agreed amendments to the text of paragraph 2.3.4 of Annex 1 to the draft resolution to clarify the accident investigation requirements; added a reference to the Code for the Investigation of Marine Casualties and Incidents in section 7 and removed references to "Administrations" in the text.

4.14 The Secretariat was instructed to review the text of the draft resolution and Annexes to take account of the amendments proposed and to ensure consistency between the sections and to forward the draft Assembly resolution and revised Annexes to MSC 75 for approval and to the twenty-third session of the Assembly for adoption (see annex 2).

4.15 As work on this agenda item had now been completed, the Sub-Committee invited the Committee to delete this item from its work programme (see also agenda item 14).

4.16 The delegation of Cyprus expressed the view that, in the light of the fact that the draft Assembly resolution will not be adopted by the Assembly until November 2003, the Sub-Committee had still ample time to give due and proper consideration to the issues raised by the Bahamas, in co-operation with the NAV Sub-Committee and, in addition, to address any issues which may arise as a result of the work the Organization had embarked on on maritime security, bearing in mind that usually the pilot is the first person who goes on a ship entering a port. In its view, the manner and the way the Sub-Committee opted to terminate consideration of the issues was regrettable and had shown an unwillingness to give due and proper consideration to the issues raised by the Bahamas and it should therefore remain open to address issues of maritime security which may need to be considered.

5 FOLLOW-UP ACTION TO THE 1995 STCW CONFERENCE

5.1 The Sub-Committee noted that the Committee (MSC 74/24, paragraph 7.9) had approved MSC/Circ.997 on Guidance on preparation and review of independent evaluations required by STCW regulation I/8 and STCW Code section A-I/7. Furthermore, the Committee had agreed that reports of independent evaluations should be made by 1 February 2004 or, for Parties with a Convention entry into force date after 1 February 1997, within 6 years and 6 months from that entry into force date.

Communication of additional information

5.2 The Sub-Committee recalled the requirements for communication of information in section A-I/7 of the STCW Code and the procedures followed by the Committee, the Secretary-General, the competent persons and the Secretariat in MSC/Circ.796/Rev.1 and the recently agreed procedures to be followed with respect to reports of independent evaluations (MSC/Circ.997).

5.3 In considering the requirements for communication of additional information (STW 33/5), the Sub-Committee noted that article IX requires the Secretary-General to circulate details of equivalent arrangements to all Parties and, although this provided an opportunity for any STCW Party to comment should they wish to do so, the Sub-Committee considered that there was merit in the Secretary-General soliciting the views of the panel of competent persons with respect to equivalent arrangements under article IX to gain expert comment on any such arrangements.

5.4 With respect to safe manning certificates, the Sub-Committee further noted that the only model format for such a document which might accommodate manning utilising alternative certification is at Annex 3 to resolution A.890(21) and, as that format is not mandatory, there was little upon which the competent persons could express views.

5.5 With respect to reports summarizing measures taken to ensure compliance with regulation I/10, the Sub-Committee noted two different situations:

.1 where Parties included information on such measures which was evaluated by the panel of competent persons as part of the original communication of information; and

.2 where the Secretary-General's report to the Committee indicated that the provision was not applicable (N/A) as the report was intended to be made within six months of establishing the necessary measures as provided for in section A-I/7, paragraph 3.

5.6 The Sub-Committee agreed that only in the latter case should the Secretary-General solicit the views of the panel of competent persons and make a report to the Committee on any additional information communicated. For reports summarizing the measures taken to ensure compliance with regulation I/10, the Sub-Committee also agreed that the Secretariat should issue, on a regular basis, a circular compiled from Party reports indicating which Parties recognize certificates issued by others, identifying the Parties concerned.

5.7 Following discussion, the Sub-Committee invited the Committee to agree that the Secretary-General need not solicit the views of competent persons on additional information communicated under the provisions of STCW article IV and regulation I/7 in respect of:

.1 specimen copies of safe manning documents issued to ships where seafarers hold alternative certificates issued under regulation VII; or

.2 reports providing additional information summarizing the measures taken to ensure compliance with regulation I/10 in cases where the Secretary-General has already made a report to the Committee on those measures;

and in the case of the reports in .2 above, instruct the Secretariat to:

.3 prepare draft MSC Circulars, as necessary, for the approval of the Committee, identifying recognition arrangements established by Parties.

'Refreshing' the so-called 'white list' at five-yearly intervals

5.8 Denmark (STW 33/5/4) recalled that at MSC 74 it had expressed the view (MSC 74/24, paragraph 7.7) that the procedures established in MSC/Circ.997 would not be adequate to take care of all situations which could arise, in particular regarding actions to be taken by the Secretary-General and the Committee. Denmark noted that any list of Parties having demonstrated compliance with the requirements of the Convention regarding submission of reports of independent evaluations may not be expected until a considerable time after 1 February 2004.

5.9 In the view of Denmark, for the concept of a 'white list' to have any meaning, a completely new list should be adopted at fixed intervals. The intervals should be of a length of 5 years, considering that reports of independent evaluations are to be submitted at intervals of not more than 5 years. This implied that a Party having been initially included on the 'white list' may not be on the new 'white list' adopted after such 5-year period because reports on independent evaluations had not been made or had been considered inadequate to demonstrate that the Party concerned was giving full and complete effect to the relevant provisions of the Convention.

5.10 Denmark proposed, in the light of the observations above, to amend MSC/Circ.997 to include procedures for dealing with all reporting other than the initial reports covered by MSC/Circ.796/Rev.1. In addition, to adopt the principle of a completely refreshed 'white list' at fixed five-yearly intervals on which a Party being on an existing list may not appear because of failure to demonstrate compliance during the preceding five-year period.

5.11 The Sub-Committee noted that there was no Convention requirement for a refreshed "white list" at five-yearly intervals and no procedures had been agreed for such a requirement. The Sub-Committee considered that a general understanding on this issue was not sufficient and that a Convention amendment would be necessary to adopt the principle of a refreshed list of confirmed STCW Parties at fixed 5-yearly intervals.

5.12 As the proposal required a major change to the existing Convention provisions, the Sub-Committee agreed that it was necessary to seek the guidance of the Committee before considering the issue further and invited Denmark and other interested Member Governments to submit comments and proposals to the Committee for consideration (see also agenda item 14).

GMDSS GOC and ROC certificates

5.13 On the basis of information gained from radio surveys, Norway (STW 33/5/3), considered that there was a serious lack of competence in knowledge and operation of GMDSS equipment and advised the Sub-Committee that it was therefore considering mandatory examinations for renewal or endorsement of GMDSS certificates every 5 years.

5.14 The Russian Federation (STW 33/5/6) identified similar problems and noted that practical GMDSS implementation constantly required changes in regulatory documents, both nationally and internationally, including amendments to ITU Radio Regulations, IAMSAR manual, etc. Taking into consideration the large amount of false alerts due to the lack of GMDSS personnel competence that hampers implementation of GMDSS safety measures and the difficulty of maintaining radio personnel search and rescue communications skills, the Russian Federation proposed an amendment to section A-IV/2.4 of the STCW Code to require examination every five years.

5.15 A number of delegations supported the proposal to amend the STCW Code but the majority of delegations expressed the view that such a requirement could equally apply to other competences in the Convention and the Sub-Committee concurred with this view.

5.16 The Sub-Committee noted that the proposed amendment duplicated to some extent the requirements of regulation I/11 - Revalidation of certificates, where radio operators holding certificates are required to establish continued professional competence in accordance with section A-I/11 of the STCW Code, which includes the options of passing an approved test or successfully completing an approved course, and Administrations could therefore require a mandatory examination if they so decided.

5.17 Noting the options available to Administrations under STCW regulation I/11, the Sub-Committee agreed that an amendment to the STCW Code to make examinations mandatory for renewal or endorsement of GMDSS certificates every 5 years was unnecessary.

Guidance on conflicting actions in collision avoidance

5.18 The Sub-Committee recalled that STW 32, while considering the request of NAV 46 to develop appropriate guidance for maritime training institutes on the importance of paying proper attention in the training of officers of the navigational watch to the matter of conflicting actions in collision avoidance, decided that there was insufficient information on which to take action and invited the NAV Sub-Committee (STW 33/5/1) to provide examples to clearly demonstrate the issues involved in order to take appropriate action.

5.19 Friends of the Earth International (FOEI) (STW 33/INF.4) provided further examples for the information of the Sub-Committee.

5.20 The Sub-Committee considered that this issue was not only a training issue but also an operational one and therefore it could not be addressed by issuing guidance to maritime training institutes. Noting that some of the examples provided were more than 20 years old, the Sub-Committee agreed to note the information provided and to instruct the Secretariat to advise the NAV Sub-Committee of the outcome of its deliberations.

Australian certification system

5.21 Australia (STW 33/5/2) drew the Sub-Committee's attention to its Federal system which had inadvertently resulted in some difficulties being experienced by some Australian State and Territory certificate holders when presenting their STCW 95-endorsed certificates of competency to other national Administrations for recognition. Difficulties had also arisen when Australian Maritime Safety Authority (AMSA) STCW 95-endorsed certificate holders had been asked to present separate short course certificates when applying for recognition to other Administrations and during port State control inspections. Australia advised that all short course training was included in the initial qualification requirements for certificate issue and that a STCW 95 endorsement was not issued until all of the requirements of the Convention, including short course requirements, had been met.

5.22 Australia advised that, unlike other Federal systems, Australia is comprised of a number of maritime jurisdictions, the maritime authorities of which all issue certificates of competency of an appropriate standard for their jurisdiction. AMSA is the responsible national Administration and the only authority that issues STCW 95 endorsements. Any State/Territory certificate holder wishing to gain a STCW 95 endorsement from AMSA must first provide proof of having met all the relevant requirements of the Convention.

5.23 The Sub-Committee noted the information provided by Australia and invited Member States to contact AMSA* should further clarification be required on Australian seafarers qualifications in the future.

5.24 In considering concerns raised by Australia with respect to port State control inspections of seafarers' certificates, the Sub-Committee agreed that the holder of a certificate of competency issued under chapters II and III is required to meet some of the competences within chapter VI, as appropriate to the certificate held, and therefore should not be expected to also carry certificates or other documentary evidence to demonstrate that these requirements have been met.

5.25 The Sub-Committee therefore agreed that a circular providing advice to port State control officers on this issue should be developed.

5.26 The delegation of the United Kingdom, in response to comments on the activities of regional port State control MOUs, advised the Sub-Committee that the instructions to port State control inspectors in the Paris MOU provided clear advice to the effect that seafarers holding certificates issued under chapters II and III are not expected to also hold certificates issued under chapter VI in respect of those competences also included with the tables in sections A-II and A-III of the STCW Code.

5.27 The delegation of Denmark drew attention to the fact that no documentary evidence is required under regulation VI/1 in respect of familiarization training. Denmark also noted that the requirement in respect of basic training is the provision of evidence of achieving the required standard, not a certificate.

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Navigational watch at anchor

5.28 Australia, Singapore, OCIMF, IFSMA and SIGTTO (STW 33/5/5) drew the Sub-Committee's attention to an apparent anomaly in the STCW Code which, at the Master's discretion, permits a vessel to be at anchor in an open roadstead or other virtually at-sea condition without a navigational watch being kept.

5.29 A number of delegations agreed that there was an anomaly in the STCW Code and supported the proposal to amend the STCW Code as proposed by Australia and others. Other delegations considered it was necessary to distinguish between maintaining a watch and keeping a continuous navigational watch at anchor and that the Master should retain the discretion to decide as necessary.

5.30 The Sub-Committee agreed that the requirement in section A-VIII of the STCW Code might contain some inconsistencies with respect to watchkeeping requirements at anchor and referred the issue to a working group to review the requirements and to identify any inconsistencies.

Urgent issues related to 1 February 2002

5.31 Vanuatu (STW 33/WP.2) informed the Sub-Committee that it had submitted additional information to the Secretary-General with respect to a new training college recently established in Vanuatu and sought the Sub-Committee's comments on its view that it was appropriate to issue STCW 95 certificates to seafarers on the basis of training successfully completed at the college, in advance of the information being evaluated by a panel of competent persons.

5.32 The Sub-Committee noted that the issue raised by Vanuatu was a practical problem that also applied to other reporting requirements in the STCW Convention. The Sub-Committee agreed that, as a general principle, as Vanuatu was a Party to the Convention and on the so-called "white list", it was appropriate for Vanuatu to issue certificates and that port State control officers should accept them and that no guidance on the matter was required.

5.33 The delegation of Iran drew attention to the MSC circulars already issued listing the Parties found to be giving the STCW Convention full and complete effect and the fact that they made clear that full and complete effect applied to the relevant provisions of the Convention as indicated in the comparison table annexed to the Secretary-General's reports to the Committee. Therefore, a position on the so-called "white list" does not necessarily indicate that a Party has the capability to undertake training or issue certificates.

5.34 The delegation of Vanuatu welcomed the Sub-Committee's views but re-iterated its concern about possible actions of port State control officers and, recalling the requirements for communication of information in article IV, expressed the view that in the absence of any other procedures to address its concerns, a notification to all Parties, in accordance with article IV, paragraph 2, would be appropriate.

5.35 The Sub-Committee agreed that a notification to Parties under article IV was an appropriate provision and that the development of cumbersome additional procedures was not necessary but expressed its concern on the possible effects on the workload of the Secretariat in the event of a large number of communications of additional information.

5.36 Brazil (STW 33/WP.3) drew the Committee's attention to problems it had identified in respect of arrangements between Parties to allow for recognition of certificates under regulation I/10 and made proposals to clarify and simplify the process.

5.37 In considering the issues raised by Brazil, the Sub-Committee did not consider them to be sufficiently urgent to take action at this session. Some delegations expressed the view that, although there was merit in some of the proposals made, others apparently contradicted the STCW Convention requirements or required a Convention amendment. The Sub-Committee agreed that the STCW regulation I/10 requirement to agree undertakings between Parties resulted in a significant amount of bureaucracy for Administrations but, as it was a Convention requirement, it would be appropriate to consider any action in the future in the light of experience gained.

5.38 The Sub-Committee invited Brazil to consider its comments and to re-submit its proposals to the next session.

Advice to port State control officers and recognized organizations

5.39 The delegate of Singapore drew the Sub-Committee's attention to practical problems associated with the issue of certificates and endorsements meeting STCW 95 requirements by the 1 February 2002 deadline and proposed that guidance be issued to port State control authorities on action to be taken in the event that seafarers do not carry STCW 95-compliant certificates or endorsements.

5.40 The delegation of Liberia, supported by other delegations, recalled that such problems had been forecast and was due in part to the delayed issuance of the first "white list" and the subsequent delays in issuing STCW 95 certificates and agreeing undertakings between Parties. In addition, as the Sub-Committee had no information on the extent of the problem, it was appropriate, at this stage, to draw the Committee's attention to the problem and seek its advice on action to be taken.

5.41 The observer from IACS drew the Sub-Committee's attention to the fact that non-compliance with mandatory requirements, such as the certification requirements under the STCW Convention, would be considered to be a major non-conformity under ISM Code audits for the issue of Safety Management Certificates (SMC) which would normally result in a ship being detained until the non-conformity was rectified.

5.42 The Sub-Committee, noting the close proximity of the 1 February 2002 implementation date, agreed that advice to port State control officers and recognized organizations on action to be taken in cases where seafarers do not hold certificates and endorsements meeting STCW 95 requirements would be helpful. Accordingly, the Sub-Committee referred the matter to a working group for consideration.

Establishment of a working group

5.43 After preliminary discussion as reported in paragraphs 5.2 to 5.42 above, the Sub-Committee established a working group (WG 2) and instructed it, taking into account discussions and decisions in the plenary:

Issues related to 1 February 2002

.1 to consider whether the attention of the Maritime Safety Committee should be drawn to:

.1 the problems relating to the reported inability of all seafarers to obtain STCW 95 certificates and endorsements before 1 February 2002;

.2 the reported slow progress in signing undertakings between Parties as required by STCW regulation I/10; and

.3 the effects on the shipping industry, under the provisions of the ISM Code, in cases where mandatory STCW Convention requirements have not been met;

.2 if so, to invite Member Governments to submit information to the Committee on the scale of the problems they may be experiencing and to propose viable solutions;

.3 to consider whether, in the interim, pending consideration by the Maritime Safety Committee and any experience gained, the working group should provide advice for port State control officers and recognized organizations on action to be taken in cases where not all seafarers on board hold certificates and endorsements meeting STCW 95 requirements after 1 February 2002;

.4 and if so, to prepare a draft STCW circular for consideration by the Sub-Committee;

Anchor watches

.5 to review the requirements in section A-VIII of the STCW Code for keeping a watch at anchor and to identify any inconsistencies and advise the Sub-Committee of any further action required, if necessary;

Certificates issued under STCW chapter VI

.6 to develop a draft MSC circular to bring to the attention of port State control officers the fact that holders of certificates issued under chapters II and III may not also carry certificates or documentary evidence related to the training required by chapter VI and advise whether there are any requirements in the Convention regarding evidence for training in regulation VI/1; and

from agenda item 13,

Training of crew in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions

.7 to consider, in detail, the proposals contained in documents STW 33/13 (United Kingdom) and STW 33/13/1 (Denmark) and provide advice to the Sub-Committee on the structure proposed in annexes 1 to 3 of STW 33/13 and the need for development of additional guidelines for new training requirements for launching/recovery operations of fast rescue boats;

5.44 Having received the working group's report (STW 33/WP.5), the Sub-Committee took action as summarised in paragraphs 5.45 to 5.59 hereunder:

Issues related to 1 February 2002

5.45 The Sub-Committee agreed that the issues identified in paragraphs 5.46 to 5.48 below be brought to the attention of the Maritime Safety Committee for urgent consideration and invited Member Governments to provide information to the Committee on the scale of the problems that they may be experiencing and to propose viable solutions.

5.46 The Sub-Committee noted that not all seafarers on board ships were able to obtain STCW 95 certificates and endorsements before 1 February 2002. The Sub-Committee also noted that some seafarers had not applied for certificates in-spite of the fact that many Administrations had issued circulars advising them to apply for the same. It was further noted that there was a shortage of places on upgrading courses and certificate-issuing Parties required satisfactory completion of such courses before issuing STCW 95 certificates to existing seafarers.

5.47 The Sub-Committee identified the slow progress in signing undertakings between Parties as required by STCW regulation I/10. The Sub-Committee recommended that Member Governments should take timely and effective action to conclude these undertakings to enable flag States to issue the recognition endorsements required under the provisions of STCW regulation I/10 as soon as possible.

5.48 The Sub-Committee noted that major ISM non-conformities could be raised against a vessel and the company in cases where seafarers do not hold the necessary certification in accordance with statutory requirements which could lead to the detention of the vessel. The Sub-Committee recommended that Administrations issue necessary instructions to recognized organizations to avoid the withdrawal of ISM certificates in such cases.

Advice to port State control officers and recognized organizations

5.49 The Sub-Committee noted with concern that, because of the facts outlined in paragraphs 5.45 to 5.48 above, ships might be detained due to seafarers not carrying STCW 95 certificates and/or endorsements on 1 February 2002, the end of the transitional provisions in STCW regulation I/15. The Sub-Committee, in agreeing that a pragmatic response to the problem was desirable, further agreed that in view of the urgency of the matter, and as an exceptional measure which should not establish a precedent, it was necessary to issue advice, by means of an STCW circular, to port State control officers and recognized organizations to act as suggested in paragraphs 8 and 9 of the circular.

5.50 The delegation of Japan expressed disappointment with the issue of the STCW circular which allowed relaxation from the full compliance of STCW 95 for 6 months from the implementation date of 1 February 2002, in spite of the general guidance of the Council and the MSC concerning implementation of amendments to other IMO instruments. Japan would review the current instructions to port State control officers to identify what modifications should be made.

5.51 The delegation of Norway, supported by other delegations, expressed the view that any action taken at the meeting to provide a pragmatic response to the identified problems should not be interpreted as a relaxation of the STCW Convention implementation date of 1 February 2002. The action proposed was being taken to avoid disrupting world maritime trade due to the possibility of a significant number of ships being detained due to seafarers not carrying STCW 95-compliant certificates and endorsements.

5.52 The Sub-Committee also expressed disappointment that not all seafarers had obtained their STCW 95 certificates or endorsements in time. The Sub-Committee agreed that there was an urgent need to address this issue and provide a pragmatic response to the anticipated problems, notwithstanding the fact that the obligations of Parties to the STCW Convention remain unchanged.

5.53 In considering the 6-month period proposed in the draft STCW circular, a number of delegations drew attention to the fact that there was possibility of confusion between the implementation date of the ISM Code on 1 July 2002 and the date of 31 July 2002 in the circular and therefore proposed 30 June 2002 to avoid such confusion. Other delegations supported the 6-month period and did not consider that the implementation date of the ISM Code was an issue. The Sub-Committee therefore agreed on 31 July 2002 as the operative date.

5.54 The Sub-Committee approved STCW.7/Circ.12 (STW 33/WP.7) and instructed the Secretariat to issue it immediately and invited the Committee to endorse the action taken.

Navigational watchkeeping requirements for vessel at anchor

5.55 The Sub-Committee agreed that this issue needed further consideration and invited Members to submit comments and proposals for the next session of the Sub-Committee.

Certificates issued under STCW chapter VI

5.56 The Sub-Committee developed a draft MSC circular (annex 3) on Guidance for port State control officers on issues related to certificates of competency to bring to the attention of port State control officers the fact that holders of certificates of competency issued under regulations II/1, II/2, II/3, III/1, III/2, III/3 and VII/2 need not also carry documentary evidence related to training required to meet some of the competences within chapter VI of the STCW Code as appropriate to the certificate of competency held and invited the Committee to approve it for circulation.

5.57 The Sub-Committee agreed that paragraph 2.2 of section A-VI/1 of the STCW Code required seafarers to provide evidence to demonstrate compliance of having achieved the required level of competence in basic safety training. However, there was no requirement to provide evidence for familiarization training in paragraph 1 of section A-VI/1 of the STCW Code. The Sub-Committee further agreed that the evidence required for basic safety training could be in any form including electronic format and need not be in the form of a certificate.

5.58 The outcome of the Working Group with respect to training of crew in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions is reported under agenda item 13 (see paragraphs 13.8 to 13.10).

5.59 The Sub-Committee, noting that the target completion date for this agenda item was 2002, agreed that some outstanding issues remained for discussion in order to give effect to the STCW Convention in a uniform manner and therefore considered that this item should remain in its work programme (see also agenda item 14).

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 endorsements 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 also recalled that MSC 74 had received an abridged version of the research study and had noted the list of issues identified by STW 32 to be considered including preventative measures, exchange of information and enforcement measures and had agreed that STW 33 should consider the full report in detail (MSC 74/23 paragraph 6.21).

6.3 The Philippines (STW 33/INF.3) advised the Sub-Committee that the Maritime Training Council had written to the researchers involved in the SIRC report and requested that the report be amended to take account of the fact that the high number of reported cases of fraudulent certificates reported by the Philippines related to certificates not required by the STCW Convention. The Sub-Committee noted the information provided.

6.4 Vanuatu (STW 33/6/2) expressed the firm view that concerted action to eliminate fraudulent practices should be taken through IMO. As the great majority of fraudulent certificates were detected either during STCW 95, regulation I/10 procedures or during port State control inspections, Vanuatu proposed that:

.1 fraudulent certificates detected during regulation I/10 verification procedures should be reported to IMO monthly; and

.2 following completion of the PSC action, the PSCO should forward to IMO the particulars of the case as soon as practicable.

6.5 Vanuatu further proposed that the IMO Secretariat should be requested to maintain a register of persons identified as attempting to use, or using, fraudulent certificates or otherwise involved in fraudulent practices, which should be published on the IMO secure website.

6.6 The United Kingdom (STW 33/6/3) stated that it placed a high priority on efforts to reduce unlawful practices and advised the Sub-Committee of various means and methods detected in the United Kingdom including: forgery and alteration of documents; impersonation of other seafarers; the use of forged overseas certificates for entry to the United Kingdom examination system and the use of fraudulent STCW 78 certificates to obtain genuine STCW 95 ones.

6.7 The United Kingdom also drew attention to the benefits to be gained from enhancements to certificate security to make it more difficult to alter or replicate certificates and of the benefits of computer databases to store information and provide ready data to those who seek verification of certificate authenticity and validity.

6.8 The United Kingdom therefore proposed a more proactive approach, through IMO, to develop and adopt an international quality standard for counter forgery measures and an agreed international standard for Administrations' databases.

6.9 In welcoming the report, a number of delegations advised caution on making recommendations based on the numbers used in the report due to the difficulty in acquiring reliable information on illegal activities.

6.10 The Sub-Committee agreed that timely exchange of information using a standard format was an important and practical measure to help prevent unlawful practices. A number of delegations supported the proposals made by Vanuatu to submit information to IMO.

6.11 The delegation of the Islamic Republic of Iran expressed the view that a matrix to indicate which Parties issued certificates under the various provisions of the Convention would be helpful for port State control officers.

6.12 The delegation of Liberia recalled discussions at the 1995 STCW Conference on the maintenance of a register of certificates and, noting the advantages to be gained through electronic exchange of data, expressed the view that, in due course, an amendment to the Convention might be necessary to require electronic storage of data.

6.13 The delegation of Liberia proposed and the Sub-Committee agreed, that the FSI Sub-Committee be invited to consider, when analysing casualty investigation reports, whether fraudulent certificates were involved.

IMO website developments

6.14 The Secretariat (STW 33/6/1) advised the Sub-Committee that the facility for certificate verification on the IMO public website has been utilised approximately 150 times and some useful feedback has been received from users. In order to make this part of the website more useful, the Secretariat sought the guidance of the Sub-Committee as follows:

.1 on whether the current database should be extended to include certificate verification contact details (addresses, fax, phones and emails) in addition to, or instead of, Administration contact details given in STCW.95/Circ.1 or, preferably, whether Administrations could identify one email address for all enquiries; and

.2 on the relevant internet addresses for a proposed development of the facility to include the provision of a direct link to those databases which provide access to information on certificates on-line.

6.15 The Sub-Committee welcomed the certificate verification facility on the IMO website as it provided a useful tool for exchange of information. The Sub-Committee also stressed the importance of timely response to requests for verification.

6.16 The delegation of Panama advised of developments on its web page which provided direct access to certificate information and data on fraudulent certificates detected.

6.17 The delegation of the Marshall Islands advised the Sub-Committee of similar developments on its website.

6.18 A number of delegations expressed support for the provision of a single email address for certificate verification.

6.19 Whilst welcoming the rapid response to certificate verification requests available through direct access to databases of seafarer certification information, the Sub-Committee noted that such access to personal data is prohibited under data protection and human rights legislation in many countries.

6.20 The delegation of Cyprus, whilst recognising the benefits of direct access to seafarer certification databases through the IMO website, expressed concern about possible liabilities on the Organization and the possibility of increased workload on the Secretariat.

Establishment of working group

6.21 After preliminary discussion as reported in paragraphs 6.1 to 6.19 above, the Sub-Committee established a working group (WG 1) and instructed it, taking into account discussions and decisions in the plenary, to:

.1 consider in detail the recommendations contained in document STW 33/6 and advise the Sub-Committee on further courses of action including a work plan and priorities;

.2 consider documents STW 33/6/2 and STW 33/6/3 and advise the Sub-Committee on action required; and

.3 provide guidance to the Secretariat on future development of the certificate verification facility on the IMO website.

6.22 Having received the working group's report (STW 33/WP.4), the Sub-Committee took action as summarized in paragraphs 6.23 to 6.31 hereunder.

6.23 In considering preventative measures, the Sub-Committee urged Parties, as a high priority, to:

.1 follow as closely as possible the certificate formats in section A-1/2 and the guidance in section B-1/2 of the STCW Code;

.2 to allocate resources to combat unlawful practices associated with certificates and documents through the introduction of anti-fraud measures and forgery prevention features and to rapidly respond to requests to verify certificates; and

.3 implement the provisions of relevant IMO instruments and take account of ILO standards concerning the responsibilities of companies/shipowners and recruitment and placement services in relation to the problem of fraudulent certificates.

6.24 In considering enforcement measures, the Sub-Committee urged Parties as a high priority to:

.1 submit proposals to STW 34 to strengthen existing international convention requirements and verification procedures to facilitate effective enforcement; and

.2 provide regular summary information to the Sub-Committee on fraudulent certificates detected to enhance awareness of the problem of unlawful practices associated with certificates and to assist the development of guidelines to combat the problem.

6.25 In considering exchange of information, the Sub-Committee urged Parties as a high priority to:

.1 ensure that information on reliable direct contact details such as e-mail addresses, telephone and fax numbers for verification of authenticity of certificates by administrations is communicated to IMO and updated in a timely manner, where necessary;

.2 ensure rapid response to requests for verification of certificate validity; and

.3 submit proposals to STW 34 on a suitable format for providing summary information to IMO on details of fraudulent certificates detected.

6.26 In considering action to be taken in the long term the Sub-Committee invited Parties to:

.1 strengthen existing procedures and regulations to monitor and control the process of issuing certificates by training establishments; and

.2 communicate information on procedures applied in the issuance of certificates and documents for seafarers and procedures by Administrations to identify unlawful practices associated with certificates and documents to IMO in order to make available "effective practices" to other Member Governments.

6.27 In considering the need to develop guidance on appropriate disciplinary measures or sanctions of sufficient severity to discourage violations by all involved in fraudulent practices, the Sub-Committee noted that STCW regulation I/5 required each Party to prescribe penalties or disciplinary measures for cases which include fraud or the use of forged documents and that the national provisions implementing such penalties and measures had been communicated to the Secretary-General and evaluated by competent persons. The Sub-Committee did not therefore consider it necessary to develop guidance on the issue.

6.28 There was no support for the view expressed by the delegation of the United States that guidance regarding recognition of certificates under regulation I/10 should be incorporated in part B of the Code.

6.29 The Sub-Committee identified a list of high priority actions to be taken by the Sub-Committee and the Secretariat and also identified actions to be taken by the Sub-Committee and the Secretariat in the longer term (annex 4).

6.30 The Sub-Committee invited the Committee to approve the list of actions in annex 4 and, noting the volume of work to be undertaken to address unlawful practices associated with fraudulent certificates, invited the Committee to extend the target completion date for this agenda item to 2005.

6.31 The Sub-Committee instructed the Secretariat to convey the outcome of the Working Group on Unlawful Practices (STW 33/WP.4) to the MSC intersessional working group on maritime security.

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

7.1 The Sub-Committee recalled that at its thirty-second session it had invited Member Governments to submit analyses, comments and proposals in respect of the following (STW 32/16, paragraph 7.11):

.1 guidance on training, certification and watchkeeping standards for fishing vessel personnel serving on board large fishing vessels;

.2 mandatory requirements for officers in charge of an engineering watch; and

.3 any clarifications of STCW-F Convention requirements.

7.2 As no documents had been received for consideration, the Sub-Committee considered whether there was sufficient general interest to retain this item in its work programme.

7.3 The Sub-Committee recalled that the twenty-second Assembly had unanimously adopted resolution A.925, proposed by Iceland and Spain, which expressed concern at the alarmingly high number of fishermen's lives and fishing vessels lost every year and considered that the unacceptable loss of life thus far suffered could be substantially reduced by the global and effective implementation of the 1993 Torremolinos Protocol and the 1995 STCW-F Convention.

7.4 As the Secretariat was about to initiate action to promote the implementation of the STCW-F Convention and the related FAO/ILO/IMO Document for Guidance on Training and Certification of Fishing Vessel Personnel through a series of regional seminars, the Sub-Committee agreed that the item should, subject to confirmation by the Committee, remain in its work programme (see also agenda item 14).

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 MSC 74 (MSC 74/24, paragraph 15.21) had instructed the Sub-Committee to consider the observations on the human element from an engine room fire investigation (FSI 9/WP.4, annex 2) for evaluation of the need for any further training requirements in light of this casualty and that FSI 9 had forwarded a note on a review of accidents involving ships' survival craft (FSI 9/WP.4, annex 4) for information and action as appropriate.

Observations on the human element from an engine room fire investigation

8.3 The Sub-Committee noted that the report related to a fire in the engine room of a platform supply vessel and that the crew's response included closing all vents and fire flaps and the use of halon which limited the spread of fire and damage; that the initial actions of the second officer in organising the fire team had followed good practice; that the subsequent actions of the chief engineer and other crew members to enter smoke-filled and/or gas-filled spaces without SCBA was foolhardy and positively dangerous and the master should have ensured that action taken was safe.

8.4 As the report did not make any direct recommendations related to existing training requirements in light of this casualty, the Sub-Committee did not consider it necessary to review the existing fire-fighting training requirements in the STCW Convention and Code.

Review of accidents involving ships' survival craft

8.5 The Sub-Committee noted that the review had indicated that lifeboats are evolving into relatively sophisticated items of the ship's equipment but that the ability of ship's crew to competently operate and maintain these boats, and their launching systems, is not in keeping with the relevant legislative and technical developments. Investigations had revealed that the complexity of the designs had been a negative factor both in the maintenance and operation of the equipment, often compounded by inadequate manufacturers' manuals.

8.6 The Sub-Committee noted that the reports reviewed were not sufficient for statistical analysis but that the following recurring common factors had been identified:

.1 inadequate training of ship's crews in the operation of launching and release systems;

.2 the increasingly complex design of release gear;

.3 the vulnerability of these designs to deterioration in the marine environment;

.4 the lack of, or poor, maintenance and repair of launching and release systems;

.5 the inadequacy of manufacturers' operating and maintenance manuals;

.6 the incompatibility between the languages of ship's crews and those used in manuals and on instruction signs within boats; and

.7 an apparent incompatibility in the design of lifeboats for their primary purpose of saving life in an emergency, and their main usage in conducting safe drills on a regular basis.

8.7 In considering action, the Sub-Committee agreed that the DE Sub-Committee should consider the note before the Sub-Committee could decide if there was any need to develop additional training programmes in light of these casualties.

8.8 The delegation of Egypt proposed that casualties be classified in order that similar casualties could be grouped together under one heading, for example: engine room fires, pollution damage, grounding, etc. This would facilitate the identification of the main causes which might assist designers and operators to take appropriate action. Egypt also proposed that a publication be issued which would focus on marine casualties and unlawful actions, including piracy and armed robbery, fraudulent certificates, illegal immigrants, etc.

8.9 The delegation of Bahamas noted that the information provided in both cases was insufficient and provided no indication of any action necessary in respect of existing training requirements and reiterated its view that, before seeking comments from the Sub-Committees, the Casualty Analysis Group should provide sufficient information on which to take action.

8.10 The Sub-Committee instructed the Secretariat to convey the decisions of the Sub-Committee to the FSI and DE Sub-Committees.

9 DEVELOPMENT OF REQUIREMENTS FOR TRAINING IN BALLAST WATER MANAGEMENT

9.1 The Sub-Committee 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 2002, pending the development of a new international instrument.

9.2 The Sub-Committee noted information provided by the Secretariat that MEPC 47 (4 to 8 March 2002) was expected to finalize the text of the draft instrument and MEPC 48 (7 to 11 October 2002) expected to consider the final draft text in advance of the planned Diplomatic Conference in 2003.

9.3 The Sub-Committee, noting the timetable for the development of the operational requirements of ballast water management, invited the Committee to keep this item in its work programme and, when the Committee considers it necessary, to add it to its agenda (see also agenda item 14).

10 DEVELOPMENT OF GUIDELINES FOR SHIPS OPERATING IN ARCTIC ICE-COVERED WATERS

10.1 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).

10.2 The Sub-Committee also recalled that the Committee, at its seventy-third session, noting that the DE Sub-Committee was continuing its work on the Guidelines for ships operating in Arctic ice-covered waters, had extended the target completion date for this item to 2002.

10.3 The Secretariat (STW 33/10) informed the Sub-Committee that the DE Sub-Committee had, at its forty-fourth session, agreed on a draft circular on Guidelines for ships operating in Arctic ice-covered waters and had identified sections falling under the purview of the Sub-Committee.

10.4 The Sub-Committee noted that the relevant sections of the proposed Guidelines (STW 33/10, annex) referred to the Sub-Committee for comment were mostly operational issues. The Sub-Committee therefore focussed its attention on the definition of Ice Navigator and the requirements for the training and certification of Ice Navigators in Chapter 14.

10.5 A number of delegations expressed concern on the need for such Guidelines and also whether it was appropriate to consider training requirements in advance of completion of the operational and technical requirements.

10.6 In considering chapter 14, the Sub-Committee noted with satisfaction that the Guidelines referred to a training programme for Ice Navigators and that no training course was specified. The Sub-Committee expressed concern however on the supplementary training provisions on the use of shotguns or hunting rifles and, recalling the Organization’s advice in the context of piracy and armed robbery that commercial vessels should not carry firearms, agreed to bring this issue to the attention of the Committee.

10.7 With the exception of its comments on firearms, the Sub-Committee agreed the text of those items of the Guidelines falling under its purview, subject to deletion of the word "intentionally" in paragraph 13.2.1 and the replacement of the phrase "as many as possible" by the word "all" in paragraph 14.1.3.

10.8 The Sub-Committee instructed the Secretariat to advise the DE Sub-Committee of the outcome of the Sub-Committee's consideration of the text and invited the Committee to delete this item from its work programme (see also agenda item 14).

11 LARGE PASSENGER SHIP SAFETY

11.1 The Sub-Committee recalled that MSC 73 had established a correspondence group on Large Passenger Ship Safety to work intersessionally under the co-ordination of the United States and that its report had been submitted to MSC 74 (MSC 74/WP.6).

11.2 The Sub-Committee also recalled that MSC 74 had approved an updated work plan and included an item on 'Large Passenger Ship Safety' in the work programme and provisional agenda of the Sub-Committee. The Committee also instructed the Secretariat to consider convey documents MSC 73/WP.20 and MSC 74/WP.6 to the appropriate Sub-Committees for background purposes.

11.3 The United States (STW 33/11 and STW 33/INF.6) recalled the three tasks assigned to the Sub-Committee in Objective 7 of the updated work plan (MSC 74/WP.6, annex 3):

.1 communication and language issues including, crew to crew, crew to passengers and ship to SAR facilities taking into account signage and that the use of multiple languages is typical for large passenger ships;

.2 training issues including additional fire-fighting training for senior officers, frequency of drills and STCW requirements; and

.3 crew fatigue issues;

and reported that a gap analysis had been undertaken to identify areas where existing instruments were unsatisfactory, areas where gaps may exist and possible solutions to those gaps.

11.4 The Sub-Committee welcomed the work undertaken by the United States and noted the results of the gap analysis but considered it premature to develop training for fatigue prevention and mitigation at this time pending further progress on passenger ship safety in the Committee and any experience gained with MSC/Circ.1014 and the fitness for duty provisions in the STCW Convention and Code and the hours of work or rest provisions in ILO Convention No. 180.

11.5 The Sub-Committee also instructed the Secretariat to convey the results of the gap analysis to the DE Sub-Committee and invited Member Governments to submit comments and proposals to STW 34.

12 REVISION OF THE FISHING VESSEL SAFETY CODE AND VOLUNTARY GUIDELINES

12.1 The Sub-Committee recalled that at its seventy-fourth session, the Committee had noted the progress made on the revision of the fishing vessel Safety Code and Voluntary Guidelines, in particular the agreed timeframe for the finalization of that revision and the table referring to chapters of the draft revised Code and Voluntary Guidelines and, in accordance with the request of the SLF Sub-Committee at its forty-fourth session, had requested FP, COMSAR, NAV, DE and STW Sub-Committees to review and prepare the final text of these chapters (MSC 74/24, paragraphs 8.4 and 21.5).

12.2 The Secretariat (STW 33/12) advised the Sub-Committee of the relevant parts of the Code and Voluntary Guidelines (SLF 44/18, annexes 3 and 4) under its purview to be considered which had been annexed to document STW 33/12. The Sub-Committee noted that annex 3 of document STW 33/12 related to recommendations for contents of fishing vessels' medicine chests. Although referred to the Sub-Committee by SLF 44, the Sub-Committee agreed to advise the SLF Sub-Committee that it was more appropriate to invite comments from WHO and/or ILO on this matter.

12.3 The delegation of Australia drew the Sub-Committee's attention to the fact that, with the exception of "unlimited waters", the operational areas defined in the Code were different to those in the STCW-F Convention and that, if Administrations adopt the provisions of the Code, they may need to review training programmes for fishing vessel personnel on vessels of between 24 metres and 45 metres in length to address the use of the equipment stipulated in the Code.

12.4 The Sub-Committee had no comments on the parts of the Code and Voluntary Guidelines under its purview and concluded that no further action was necessary on this agenda item and invited the Committee to delete this item from its work programme and instructed the Secretariat to advise the SLF Sub-Committee of the outcome of its consideration of the text (see also agenda item 14).

13 TRAINING OF CREW IN LAUNCHING/RECOVERING OPERATIONS OF FAST RESCUE BOATS AND MEANS OF RESCUE IN ADVERSE WEATHER CONDITIONS

13.1 The Sub-Committee recalled that the Committee, at its seventy-fourth session, while considering a proposal by the United Kingdom, agreed that the STW Sub-Committee should consider this new work programme item as high priority with a target completion date of 2003 (MSC 74/24, paragraphs 21.38, 21.40 and 21.56).

13.2 The United Kingdom (STW 33/13) recalled that the SOLAS regulation III/26 requires *inter alia*, the provision of fast rescue boats and means of rescue and reported concerns brought to the attention of the United Kingdom administration regarding these new requirements, particularly with respect to the operation of the launching appliance during deployment and recovery.

13.3 The United Kingdom also drew the Sub-Committee's attention to the fact that the STCW Code does not recognise the need for launching appliance operators to be trained or achieve any level of competence. The United Kingdom therefore proposed the introduction of a stand-alone "proficiency" module for the training of fast rescue boat launching appliance operators in the STCW Code.

13.4 Furthermore, as fast rescue boats are required to be launched and retrieved even under severe adverse weather conditions, the United Kingdom proposed that suitable training should be developed and agreed to address these conditions and the STCW Code and SOLAS chapter III amended accordingly.

13.5 Denmark (STW 33/13/1) drew the Sub-Committee's attention to its concern about the continuing large number of serious accidents, injuries and fatalities reported in connection with drills with survival craft and rescue boats. Denmark also stressed the importance of differentiating between boat drills and real life abandon ship situations and, having consulted its shipping industry, had identified a number of initiatives that could reduce the risk of accidents during drills that might be considered for further development as guidelines by the Organization.

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13.6 Denmark also drew attention to the SOLAS requirement for crews to be trained and drilled in all aspects of rescue, handling, manoeuvring and operating of fast rescue boats, including those in adverse weather conditions, and the lack of guidelines for training in fast rescue boats in adverse weather conditions or guidelines for training with the means of rescue and made proposals for inclusion in such guidelines.

13.7 Noting the numerous incidents reported in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions resulting in injuries to seafarers, the Sub-Committee agreed to refer documents STW 33/13 and STW 33/13/1 to a working group to consider the proposals in detail, and provide advice to the Sub-Committee on the structure proposed in annexes 1 to 3 of document STW 33/13 and the need for the development of additional guidelines for new training requirements for launching/recovery operations of fast rescue boats.

13.8 Having received the report of the working group, the Sub-Committee agreed that a co-ordinated approach was required and that it was appropriate to develop training requirements after the DE Sub-Committee had finalized design and equipment specifications.

13.9 The Sub-Committee invited Member Governments to submit comments and proposals to its next session and invited the Committee to note the outcome of its consideration of this issue only.

14 WORK PROGRAMME AND AGENDA FOR STW 34

14.1 Taking into account the progress made during the session and the instructions of the Committee, the Sub-Committee reviewed its work programme (STW 33/WP.1, annex 1), as approved by MSC 74, and prepared the draft revised work programme, given at annex 5 and the provisional draft agenda for STW 34 (annex 6), for consideration and approval by the Committee.

14.2 The Sub-Committee invited the Committee to approve the following deletions and amendments to target completion dates in its work programme as listed below:

.1 deletions from the work programme, as work had been completed during the meeting:

H.1 Training and certification of maritime pilots
and revision of resolution A.485(XII)

H.6	Revision of the fishing vessel Safety Code and Voluntary Guidelines	
L.1	Development of guidelines for ships operating in Arctic ice-covered waters	

.2 amendments to target completion dates:

H.4	Unlawful practices associated with certificates of competency	2005
L.2	Development of requirements for training in ballast water management	2 sessions

14.3 In considering the work programme item: Follow-up action to the 1995 STCW Conference, and recalling its discussions on refreshing the so-called "white list" (see paragraph 5.12), the Sub-Committee agreed that this item should remain in its work programme with two new sub-items:

.1 refreshing the so-called "white list"; and

.2 watchkeeping at anchor

with 2 sessions given for completion of both.

14.4 The Sub-Committee recalled the Long-term work plan of the Organization (up to 2008) adopted by resolution A.907(22) and the addition of a new high priority item in the Maritime Safety Committee's list of general subjects:

10 Prevention/suppression of acts of terrorism against shipping

and, recalling that the MSC intersessional working group would consider the need for amendments to the STCW Convention and make recommendations following its review of measures and procedures to prevent acts of terrorism which threaten the security of passengers and crew and the safety of ships, added a new high priority item in its work programme:

Prevention/suppression of acts of terrorism against shipping.

Date of next session

14.5 The Sub-Committee noted that STW 34 had been tentatively scheduled to be held from 17 to 21 February 2003.

15 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN

15.1 The Vice-Chairman, Mr. K.H.K. Rangan (Singapore) advised the Sub-Committee that he would not be available for re-election. The Sub-Committee expressed its appreciation to Mr. Rangan 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 elected, in absentia, Rear Admiral Peter Brady (Jamaica) as Vice-Chairman for the calendar year 2003.

15.2 The Sub-Committee unanimously re-elected the Chairman, Professor Dr. O.K. Sag (Turkey) as its Chairman for the calendar year 2003.

16 ANY OTHER BUSINESS

Review of the need for identification, verification and background security checks involving seafarers and consideration of possible amendments to the STCW Convention

16.1 The Sub-Committee noted that ILO Convention No.108: Seafarers' Identity Documents Convention, 1958, requires in article 4 that the seafarers' identity document shall contain the name and title of the issuing authority, the date and place of issue, and a statement that the document is a seafarers' identity document for the purpose of the Convention. It shall also include: the seafarer's full name; date and place of birth; nationality; physical characteristics; photograph and signature (or thumbprint if unable to sign). The Sub-Committee noted that the Convention was ratified by 60 ILO Member States at December 2001.

16.2 The Sub-Committee also noted that ILO Convention No.22: Seaman's Articles of Agreement Convention, 1926, requires in article 4 that every seaman should be given a document containing a record of his employment on board a vessel. The Sub-Committee noted that this Convention was ratified by 58 ILO Member States in December 2001.

16.3 The observer from ILO advised the Sub-Committee that ILO would be making a detailed submission to the intersessional working group on issues within its purview.

16.4 The Sub-Committee's attention was drawn to the following proposals, falling within its purview, already submitted to the ISWG for consideration:

- with respect to the proposed Ship Security Officer:

  .1 a requirement for basic security training might be incorporated into the familiarization training required under STCW chapter VI; and

  .2 the training requirements contained in annex 3 to MSC/Circ.443 could be used as a starting point for developing the training requirements for the Ship Security Officer; and

- existing documents to which the verifiable positive identification could be added may include documentation issued under the STCW Convention or seafarer identity documents issued under the International Labor Organization (ILO) Convention number 108, Seafarers' Identity Documents Convention.

16.5 The delegation of Japan advised the Sub-Committee that a Ministerial Conference on Transport, held in Tokyo on 15 to 16 January 2002, adopted a statement on counter-terrorism. The delegation further stated that, in considering measures for counter-terrorism, the need to maintain the privacy of seafarers should be taken into account.

16.6 The Sub-Committee considered that the intersessional working group was the primary forum for initial discussions and therefore concluded that it was appropriate to await its conclusions before engaging in further discussions on this issue.

16.7 In view of the above and in order for the ISWG to benefit from STCW expertise, the Sub-Committee recommended that experts on issues such as those specified above from among its members attend the ISWG to advise as appropriate.

Model training course

16.8 The Sub-Committee noted information provided by the Secretariat of two broad options based on current IMO examples; either a model course following the existing practice of timetable, detailed syllabus in objective format and course outline; or a complete course programme comprised of information for the use of instructors and participants.

16.9 The Sub-Committee decided that it was premature to consider training requirements until an analysis of the risks had been completed and provisions to combat terrorism developed.

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

16.10 Bahamas, Malta, Panama, United Kingdom and IFSMA (STW 33/16), recalled that STW 32 had welcomed information provided by IFSMA (STW 32/INF.7) on the issues to be considered when integrating computer-based technologies into training and assessment of seafarers and had therefore developed an STCW.7 circular giving guidance on the matter for the consideration of the Sub-Committee.

16.11 The Sub-Committee considered that the advice was useful for Administrations, trainers and assessors and agreed the draft STCW.7 circular, as amended, and invited the Committee to approve it for circulation (annex 7).

Dispensations issued under article VIII

16.12 The Sub-Committee considered and noted the information (STW 33/16/1) on the submissions made by Parties in accordance with article VIII of the Convention on the dispensations granted by them in the year 2000.

16.13 The delegation of Japan expressed the view that the ‘exceptional necessity’ provision in article VIII should be strictly applied.

Review of the provision for visual signalling by flashing light using Morse Code

16.14 In noting information provided by Canada (STW 33/INF.5) on its interpretation of the Convention requirements related to the use of Morse Code, the Sub-Committee agreed that the issue deserved further consideration and invited Canada to submit comments and proposals to the Committee with a view to adding this item to the Sub-Committee’s work programme.

Information technology and the training needs of seafarers

16.15 The Sub-Committee noted information provided by IFSMA (STW 33/INF.2) on Briefing on information technology and the training needs of seafarers and expressed its appreciation to IFSMA for making copies of the Briefing available.

Issues to be considered in enhancing implementation of the STCW 95 provisions from a shipmasters' perspective

16.16 The Sub-Committee noted information provided by IFSMA (STW 33/INF.7) on the issues to be considered in enhancing implementation of the STCW 95 provisions from a shipmasters' perspective.

Drug and alcohol prevention programmes in the maritime industry (a manual for planners) (revised)

16.17 The Sub-Committee noted information provided by ILO (STW 33/INF.8) on a revised Manual for planners on drug and alcohol prevention programmes in the maritime industry and expressed its thanks to ILO for making copies of the manual available to all delegations.

16.18 The Sub-Committee also noted information provided by ILO that the manual would shortly be available on its website and, if there was sufficient demand, would be translated into French and Spanish.

Presentation on training needs for new navigation technology

16.19 The Sub-Committee recalled that, in response to a request by NAV 46 to develop new comprehensive guidance on training in the use of new navigational technology, it had agreed that a presentation at its next session on new navigation technology would be beneficial before commencing discussions on the subject. (STW 32/16, paragraphs 9.8 and 9.9).

16.20 The Sub-Committee was informed that the Secretariat, based on the decisions of STW 32, had held discussions with various sectors of the industry in order to develop an appropriate presentation to the Sub-Committee at this session and that it had been arranged at no cost to the Organization.

16.21 The presentation was delivered by Mr. L. Holder (UK), Mr. D. Patraiko (USA) and Mr. P. Sorensen (Denmark) and was welcomed by the Sub-Committee as being very useful to any future discussions related to training requirements in the use of new navigational technology.

Expressions of appreciation

16.22 The Sub-Committee, being informed of imminent retirement of Captain John Briggs (Australia), recalled his chairmanship of the Drafting Committee at the 1995 STCW Conference and his work as chairman of panels of competent persons and expressed its appreciation for his contribution to the revised Convention and the work of the Sub-Committee and the Organization and wished him safe sailing in his retirement.

16.23 The Sub-Committee, being informed of the imminent retirement of Mrs. J. Strutt (Secretariat) expressed its appreciation for her efficient and helpful service to the Sub-Committee over many years and wished her a long and happy retirement.

17 ACTION REQUESTED OF THE COMMITTEE

17.1 The Committee, at its seventy-fifth session, is invited to:

.1 note the validation of three IMO model courses, as given at annex to document STW 33/3; and instruct the Secretariat to publish them as soon as practicable (paragraph 3.9);

.2 approve the draft Assembly resolution on Recommendations on training and certification and operational procedures for maritime pilots other than deep-sea pilots for submission to the twenty-third session of the Assembly for adoption (paragraph 4.14 and annex 2);

.3 endorse the Sub-Committee's decision that the Secretary-General need not solicit the views of competent persons on additional information communicated under the provisions of STCW article IV and regulation I/7 in respect of:

.1 specimen copies of safe manning documents issued to ships where seafarers hold alternative certificates issued under regulation VII; or

.2 reports providing additional information summarizing the measures taken to ensure compliance with regulation I/10 in cases where the Secretary-General has already made a report to the Committee on those measures;

and in the case of the reports in .2 above, instruct the Secretariat to:

.3 prepare draft MSC Circulars, as necessary, for the approval of the Committee, identifying recognition arrangements established by Parties (paragraph 5.7);

.4 note the Sub-Committee's consideration of a proposal to refresh the list of confirmed STCW Parties at five-yearly intervals (paragraphs 5.11 and 5.12);

.5 note the Sub-Committee's decision that an amendment to the STCW Code to make examinations mandatory for renewal or endorsement of GMDSS certificates was unnecessary (paragraph 5.17);

.6 note the outcome of the Sub-Committee's consideration of the development of guidance for maritime training institutes on the importance of paying proper attention in the training of officers of the navigational watch to the matter of conflicting actions in collision avoidance; and endorse its instruction to the Secretariat to advise the NAV Sub-Committee of the outcome of its deliberations (paragraphs 5.20);

.7 consider, when endorsing the Sub-Committee's action in sub-paragraph .8 below, the issues identified by the Sub-Committee related to the end of the transitional provisions on 1 February 2002 (paragraphs 5.45 to 5.48);

.8 endorse the Sub-Committee's action in issuing STCW.7/Circ.12 on Advice to port State control officers and recognized organizations on action to be taken in cases where not all seafarers carry certificates and endorsements meeting STCW 95 requirements after 1 February 2002; and its instruction to the Secretariat to issue it immediately (paragraph 5.54);

.9 approve the draft MSC circular on Guidance for port State control officers on issues related to certificates of competency (paragraph 5.56 and annex 3);

.10 note the outcome of the Sub-Committee's consideration of the research report on Unlawful practices associated with certificates of competency and endorsements; approve the list of actions to be taken by the STW Sub-Committee and the Secretariat; and endorse its invitation to the FSI Sub-Committee to consider, when analysing casualty investigation reports, whether fraudulent certificates were involved (paragraphs 6.13, 6.23 to 6.26, 6.30 and annex 4);

.11 endorse the Sub-Committee's decision to instruct the Secretariat to convey the outcome of the Working Group on Unlawful Practices associated with certificates of competency and endorsements to the MSC intersessional working group on maritime security (paragraph 6.31);

.12 note the outcome of the Sub-Committee's consideration of two casualty investigation reports and endorse its decision to instruct the Secretariat to convey its decisions to the FSI and DE Sub-Committees (paragraph 8.10);

.13 note the Sub-Committee's concerns over the inclusion of requirements for training in the use of shotguns or hunting rifles in the Guidelines for ships operating in Arctic ice-covered waters in the light of the Organization's advice, in the context of piracy and armed robbery, that commercial vessels should not carry firearms (paragraph 10.6);

.14 note the outcome of the Sub-Committee's consideration of those parts of the Guidelines for ships operating in Arctic ice-covered waters falling under its purview; and endorse its instruction to the Secretariat to convey its comments to the DE Sub-Committee (paragraphs 10.7 and 10.8);

.15 endorse the Sub-Committee's decision to instruct the Secretariat to convey the results of the gap analysis undertaken by the United States (STW 33/11) to the DE Sub-Committee for consideration (paragraph 11.5);

.16 note the outcome of the Sub-Committee's consideration of those parts of the fishing vessel Safety Code and Voluntary Guidelines falling under its purview; and endorse its instruction to the Secretariat to convey its comments to the SLF Sub-Committee (paragraph 12.4);

.17 approve the draft STCW.7 circular on Issues to be considered when interpreting computer-based technologies into training and assessment of seafarers (paragraph 16.11 and annex 7);

.18 approve the revised work programme of the Sub-Committee (paragraphs 14.1 to 14.3 and annex 5) and the draft provisional agenda for STW 34 (paragraph 14.1 and annex 6); and

.19 approve the report in general.

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ANNEX 1

AGENDA FOR THE THIRTY-THIRD SESSION AND LIST OF DOCUMENTS

Agenda item 1 – Adoption of the Agenda

STW 33/1	Secretariat	Provisional Agenda
STW 33/1/1	Secretariat	Annotations to the provisional Agenda
STW 33/J.1	Secretariat	Provisional List of Documents
STW 33/INF.1	Secretariat	List of participants

Agenda item 2 – Decisions of other IMO Bodies

STW 33/2	Secretariat	Decisions of the seventy-fourth session of the Maritime Safety Committee
STW 33/2/1	Secretariat	Decisions of other Sub-Committees
STW 33/2/2	Secretariat	Decisions of the twenty-second session of the Assembly
STW 33/2/3	Secretariat	Decisions of the first extraordinary session of the Maritime Safety Committee

Agenda item 3 – Validation of model training courses

STW 33/3	Secretariat	Model courses to be validated

Agenda item 4 - Training and certification of maritime pilots and revision of resolution A.485(XII)

STW 33/4	Secretariat	Training and certification of maritime pilots and revision of resolution A.485(XII)
STW 33/WP.6	Drafting group	Report of the Drafting Group

Agenda item 5 – Follow-up action of the 1995 STCW Conference

STW 33/5	Secretariat	Additional information provided by Parties in accordance with Section A-I/7 of the STCW Code
STW 33/5/1	Secretariat	Guidance on conflicting actions in collision avoidance
STW 33/5/2	Australia	Reasons behind difficulties meeting certification requests from overseas Administrations
STW 33/5/3	Norway	Maritime GOC and ROC certificates – How to maintain GMDSS competence
STW 33/5/4	Denmark	Procedures for updating the so-called “white list”
STW 33/5/5	Australia, Singapore, OCIMF, IFSMA, SIGTTO	Follow-up action to the 1995 STCW Conference

Agenda item 5 – Follow-up action of the 1995 STCW Conference (ctd.)

STW 33/5/6	Russian Federation	Maritime GOC and ROC certificates – How to maintain GMDSS competence
STW 33/INF.4	Friends of the Earth International	Conflicting action in collision avoidance
STW 33/WP.2	Vanuatu	Urgent questions on the operation of STCW 95
STW 33/WP.3	Brazil	Guidance on arrangements between Parties to allow for recognition of certificates under STCW regulation I/10
STW 33/WP.5	Working group	Report of the Working Group (see also item 13)
STW 33/WP.7	Working group	Revised annex 1 to the Report of the Working Group

Agenda item 6 – Unlawful practices associated with certificates of competency

STW 33/6	Secretariat	Final report of the research study
STW 33/6/1	Secretariat	IMO website developments
STW 33/6/2	Vanuatu	Unlawful practices associated with certificates of competency
STW 33/6/3	United Kingdom	Certificates of competency - Prevention of fraud and forgery
STW 33/INF.3	Philippines	Further measures to protect the integrity of certificates and documentary evidence
STW 33/WP.4	Working group	Report of the Working group

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

No documents submitted

Agenda item 8 – Casualty analysis

No documents submitted

Agenda item 9 – Development of requirements for training in ballast water management

No documents submitted

Agenda item 10 – Development of guidelines for ships operating in Arctic ice-covered waters

STW 33/10	Secretariat	Development of guidelines for ships operating in Arctic ice-covered waters

Agenda item 11 – Large passenger ships

STW 33/11	United States	Large passenger ship safety
STW 33/INF.6	United States	Large passenger ship safety

Agenda item 12 – Revision of the Fishing Vessel Safety Code and Voluntary Guidelines

STW 33/12	Secretariat	Revision of the Fishing Vessel Safety Code and Voluntary Guidelines

Agenda item 13 – Training of crew in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions

STW 33/13	United Kingdom	Additional training guidelines for launching/recovery operations of fast rescue boats
STW 33/13/1	Denmark	Training of crew in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions
STW 33/WP.5	Working group	Report of the Working group (see also item 5)

Agenda item 14 – Work programme and agenda for STW 34

STW 33/WP.1	Secretariat	Work programme for the Sub-Committee and draft Agenda for STW 34

Agenda item 15 – Election of Chairman and Vice-Chairman for 2003

No documents submitted

Agenda item 16 – Any other business

STW 33/16	Bahamas, Malta, Panama, United Kingdom & IFSMA	Issues to be considered when integrating computer-based technologies into the training and assessment of seafarers
STW 33/16/1	Secretariat	Dispensations issued under Article VIII of the STCW Convention
STW 33/INF.2	IFSMA	Information technology and the training needs of seafarers
STW 33/INF.5	Canada	STCW Code – Part A – Review of provisions for visual signalling by flashing light using morse code

STW 33/INF.7	IFSMA	Issues to be considered in enhancing the implementation of STCW 95 provisions from the shipmasters perspective
STW 33/INF.8	ILO	ILO Publication: Drug and alcohol prevention programmes in the maritime industry (a manual for planners) (revised)

Agenda item 17 – Report to the Maritime Safety Committee

STW 33/WP.8		Draft report to the Maritime Safety Committee

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ANNEX 2

DRAFT ASSEMBLY RESOLUTION

RECOMMENDATIONS ON TRAINING AND CERTIFICATION AND OPERATIONAL PROCEDURES FOR MARITIME PILOTS OTHER THAN DEEP-SEA PILOTS

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECOGNIZING that maritime pilots play an important role in promoting maritime safety and protecting the marine environment,

BELIEVING that the maintaining of a proper working relationship between the pilot, the master and, as appropriate, the officer in charge of a navigational watch is important in ensuring the safety of shipping,

NOTING that since each pilotage area needs highly specialized experience and local knowledge on the part of the pilot, IMO does not intend to become involved with either the certification or licensing of pilots or the systems of pilotage practised in various States,

RECOGNIZING ALSO the high standards of pilotage services already established in many States and the need for these standards to be maintained,

CONSIDERING that in those States developing pilotage services, the establishment of practical minimum training standards, certification requirements and operational procedures to provide effective co-ordination between pilots and ship personnel, taking due account of ship bridge procedures and ship equipment, would contribute to maritime safety,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its [seventy-fifth] session,

1. ADOPTS the following Recommendations:

   (a) Recommendation on Training and Certification of Maritime Pilots other than Deep-Sea Pilots, given in annex 1 to the present resolution;

   (b) Recommendation on Operational Procedures for Maritime Pilots other than Deep-Sea Pilots, given in Annex 2 to the present resolution;

2. URGES Governments to give effect to these Recommendations as soon as possible;

3. REQUESTS the Maritime Safety Committee to keep the Recommendations under review and [to amend them as necessary in the light of experience gained from their implementation] [take action as appropriate];

4. REVOKES resolution A.485 (XII).

APPENDIX 1

RECOMMENDATION ON TRAINING AND CERTIFICATION OF MARITIME PILOTS OTHER THAN DEEP-SEA PILOTS

1 SCOPE

1.1 It is recognised that pilotage requires specialised knowledge and experience of a specific area and that States with many diverse waterways and ports have found it appropriate to administer pilotage on a regional or local basis.

1.2 The maritime pilots referred to in this Recommendation do not include deep-sea pilots or shipmasters or crew who are certificated or licensed to carry out pilotage duties in particular areas.

1.3 Governments should encourage the establishment or maintenance of competent pilotage authorities to administer safe and efficient pilotage systems.

2 COMPETENT PILOTAGE AUTHORITY

2.1 Competent pilotage authority means either the national or regional Governments or local groups or organizations that by law or tradition, administer or provide a pilotage system. Governments should inform competent pilotage authorities of the provisions of this document and encourage their implementation.

2.2 The assessment of the experience, qualifications and suitability of an applicant for certification or licensing, as a pilot, is the responsibility of each competent pilotage authority.

2.3 The competent pilotage authority in co-operation with the national and local pilots' associations should:

.1 establish the entry requirements and develop the standards for obtaining a certificate or licence in order to perform pilotage services within the area under its jurisdiction;

.2 enforce the maintenance of developed standards;

.3 specify whatever prerequisites, experience or examinations are necessary to ensure that applicants for certification or licensing as pilots are properly trained and qualified; and

.4 arrange that reports on investigations of incidents involving pilotage are taken into account in maritime pilots' training programmes.

3 PILOTAGE CERTIFICATE OR LICENCE

Every pilot should hold an appropriate pilotage certificate or licence issued by the competent pilotage authority. In addition to stating the pilotage area for which it is issued, the certificate or licence should also state any requirements or local limitations that the competent pilotage authority may specify such as maximum size, draught or tonnage of vessels that the holder is qualified to pilot.

4 MEDICAL FITNESS

4.1 Each pilot should satisfy the competent pilotage authority that his or her medical fitness, particularly regarding eyesight, hearing and physical fitness meets the standards required for certification of masters and officers in charge of a navigational watch under the international Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, or such other standards as the competent pilotage authority considers appropriate.

4.2 If a pilot has experienced a serious injury or illness, there should be a re-evaluation of his or her medical fitness prior to return to duty.

5 TRAINING AND CERTIFICATION OR LICENSING STANDARDS

5.1 The competent pilotage authority is responsible for training and certification or licensing standards. The standards should be sufficient to enable pilots to carry out their duties safely and efficiently.

5.2 Standards for initial training should be designed to develop in the trainee pilot the skills and knowledge determined by the competent pilotage authority to be necessary for obtaining a pilot certificate or license. The training should include practical experience gained under the close supervision of experienced pilots. This practical experience gained on vessels under actual piloting conditions may be supplemented by simulation, both computer and manned model, classroom instruction, or other training methods.

5.3 Every pilot should be trained in bridge resource management with an emphasis on the exchange of information that is essential to a safe transit. This training should include a requirement for the pilot to assess particular situations and to conduct an exchange of information with the master and/or officer in charge of navigational watch. Maintaining an effective working relationship between the pilot and the bridge team in both routine and emergency conditions should be covered in training. Emergency conditions should include loss of steering, loss of propulsion, and failures of radar, vital systems and automation, in a narrow channel or fairway.

5.4 Initial and continuing training in the master-pilot information exchange should also cover:

.1 regulatory requirements governing the exchange;

.2 recognition of language, cultural, psychological and physiological impediments to effective communication and interaction and techniques for overcoming these impediments; and

.3 best practices in the specific pilotage area.

5.5 Competent pilotage authorities should be encouraged to provide updating and refresher training conducted for certified or licensed pilots to ensure the continuation of their proficiency and updating of their knowledge, and could include the following;

.1 courses to improve proficiency in the English language where necessary;

.2 sessions to enhance the ability to communicate with local authorities and other vessels in the area;

.3 meetings with local authorities and other responsible agencies to envisage emergency situations and contingency plans;

.4 refresher or renewal courses in bridge resource management for pilots to facilitate communication and information exchange between the pilot and the master and to increase efficiency on the bridge.

.5 simulation exercises, which may include radar training and emergency shiphandling procedures;

.6 courses in shiphandling training centres using manned models;

.7 seminars on new bridge equipment with special regard to navigation aids;

.8 sessions to discuss relevant issues connected with the pilotage service including laws, rules and regulations particular to the pilotage area;

.9 personal safety training;

.10 techniques for personal survival at sea; and

.11 emergency first aid, including cardio-pulmonary resuscitation (CPR) and hypothermia remediation.

6 CONTINUED PROFICIENCY

6.1 In order to ensure the continued proficiency of pilots and updating of their knowledge, the competent pilotage authority should satisfy itself, at regular intervals not exceeding five years, that all pilots under its jurisdiction:

.1 continue to possess recent navigational knowledge of the local area to which the certificate of licence applies;

.2 continue to meet the medical fitness standards of paragraph 4 above; and

.3 possess knowledge of the current international, national and local laws, regulations and other requirements and provisions relevant to the pilotage area and the pilots' duties.

6.2 Possession of knowledge required by subparagraphs 6.1.1 and 6.1.3 may be proved by an appropriate method such as personal service records, completion of continuing professional development courses or by an examination.

6.3 Where a pilot in cases of absence from duty, for whatever reason, is lacking recent experience in the pilotage area, the competent pilotage authority should satisfy itself that the pilot regains familiarity with the area on his or her return to duty.

7 SYLLABUS FOR PILOTAGE CERTIFICATION OR LICENSING

7.1 In the syllabus, area means the waters for which the applicant is to be certified or licensed. Each applicant for a pilot certificate or license should demonstrate that he or she has necessary knowledge of the following:

.1 limits of local pilotage areas;

.2 International Regulations for Preventing Collisions at Sea, 1972 as amended, and also such other national and local navigational safety and pollution prevention rules as may apply in the area;

.3 system of buoyage in the area;

.4 characteristics of the lights and their angles of visibility and the fog signals, racons and radio beacons and other electronic aids in use in the area;

.5 names, positions and characteristics of the light vessels, buoys, beacons, structures and other marks in the area;

.6 names and characteristics of the channels, shoals, headlands and points in the area;

.7 bridge and similar obstruction limitations including air draughts;

.8 depths of water throughout the area, including tidal effects and similar factors;

.9 general set, rate, rise and duration of the tides and use of the tide tables and real-time and current data systems, if available, for the area;

.10 proper courses and distances in the area;

.11 anchorages in the area;

.12 shiphandling for piloting, anchoring, berthing and unberthing, manoeuvring with and without tugs, and emergency situations;

.13 communications and availability of navigational information;

.14 systems of radio navigational warning broadcasts in the area and the type of information likely to be included;

.15 traffic separation schemes, vessel traffic services and similar vessel management systems in the area;

.16 bridge equipment and navigational aids;

.17 use of radar and other electronic devices; their limitations and capabilities as navigation and collision avoidance aids;

.18 manoeuvring behaviour of the types of ships expected to be piloted and the limitations imposed by particular propulsion and steering systems;

.19 factors affecting ship performance such as wind, current, tide, channel configuration, water depth, bottom, bank and ship interaction including squat;

.20 use and limitation of various types of tugs;

.21 the English language to a standard adequate to enable the pilot to express communications clearly;

.22 IMO Standard Marine Communication Phrases;

.23 IMO Code for the investigation of marine casualties and incidents;

.24 Master-Pilot Relationship, Pilot Card, operational procedures;

.25 pollution prevention;

.26 emergency and contingency plans for the area;

.27 safe embarking and disembarking procedures; and

.28 any other relevant knowledge considered necessary.

APPENDIX 2

RECOMMENDATION ON OPERATIONAL PROCEDURES FOR MARITIME PILOTS OTHER THAN DEEP-SEA PILOTS

1 GENERAL

Efficient pilotage depends, among other things, upon the effectiveness of the communications and information exchanges between the pilot, the master and the bridge personnel and upon the mutual understanding each has for the functions and duties of the other. Establishment of effective co-ordination between the pilot, the master and the bridge personnel, taking due account of the ship's systems and equipment available to the pilot, will aid a safe and expeditious passage.

2 DUTIES OF MASTER, BRIDGE OFFICERS AND PILOT

2.1 Despite the duties and obligations of a pilot, the pilot's presence on board does not relieve the master or officer in charge of the navigational watch from their duties and obligations for the safety of the ship. It is important that, upon the pilot boarding the ship and before the pilotage commences, the pilot, the master and the bridge personnel are aware of their respective roles in the safe passage of the ship.

2.2 The master, bridge officers and pilot share a responsibility for good communications and understanding of each other's role for the safe conduct of the vessel in pilotage waters.

2.3 Masters and bridge officers have a duty to support the pilot and to ensure that his/her actions are monitored at all times.

3 PILOT BOARDING POINT

3.1 The appropriate competent pilotage authority* should establish and promulgate the location of safe pilot embarkation and disembarkation points.

3.2 The pilot boarding point should be at a sufficient distance from the commencement of the act of pilotage to allow safe boarding conditions.

3.3 The pilot boarding point should also be situated at a place allowing for sufficient time and sea room to meet the requirements of the master-pilot information exchange. (See paragraphs 5.1 to 5.6 below)

4 PROCEDURES FOR REQUESTING PILOT

4.1 The appropriate competent pilotage authority should establish, promulgate and maintain procedures for requesting a pilot for an inbound or outbound ship, or for shifting a ship.

4.2 As human resources and technical means have to be planned well in advance, the operation of an efficient pilotage service requires information on the Estimated Time of Arrival (ETA) or Departure (ETD) to be furnished by the ship as early as possible with frequent updates where possible.

* "Competent pilotage authority" has the same meaning as in annex 1.

4.3 Communication by VHF or other dedicated means should be established as soon as possible to enable the master to confirm the ship's ETA and the Pilot Station to furnish relevant information regarding pilot boarding.

4.4 The initial ETA message to the Pilot Station should include all the information required by local regulations, including:

.1 ship's name, call sign, ship's agent;

.2 ship's characteristics: length, beam, draught, air draught if relevant, speed, thruster(s);

.3 date and time expected at the pilot boarding point;

.4 destination, berth (if required, side alongside); and

.5 other relevant requirements and information.

5 MASTER - PILOT INFORMATION EXCHANGE

5.1 The master and the pilot should exchange information regarding navigational procedures, local conditions and rules and the ship's characteristics. This information exchange should be a continuous process that generally continues for the duration of the pilotage.

5.2 Each pilotage assignment should begin with an information exchange between the pilot and the master. The amount and subject matter of the information to be exchanged should be determined by the specific navigation demands of the pilotage operation. Additional information can be exchanged as the operation proceeds.

5.3 Each competent pilotage authority should develop a standard exchange of information practice, taking into account regulatory requirements and best practices in the pilotage area. Pilots should consider using an information card, form, checklist or other memory aid to ensure that essential exchange items are covered. If an information card or standard form is used by pilots locally regarding the anticipated passage, the layout of such a card or form should be easy to understand. The card or form should supplement and assist, not substitute for, the verbal information exchange.

5.4 This exchange of information should include at least:

.1 presentation of a completed standard Pilot Card. In addition, information should be provided on rate of turn at different speeds, turning circles, stopping distances and, if available, other appropriate data;

.2 general agreement on plans and procedures, including contingency plans, for the anticipated passage;

.3 discussion of any special conditions such as weather, depth of water, tidal currents and marine traffic that may be expected during the passage;

.4 discussion of any unusual ship-handling characteristics, machinery difficulties, navigational equipment problems or crew limitations that could affect the operation, handling or safe manoeuvring of the ship;

.5 information on berthing arrangements; use, characteristics and number of tugs; mooring boats and other external facilities;

.6 information on mooring arrangements; and

.7 confirmation of the language to be used on the bridge and with external parties.

5.5 It must be clearly understood that any passage plan is a basic indication of preferred intention and both the pilot and the master should be prepared to depart from it when circumstances so dictate.

5.6 Pilots and competent pilotage authorities should be aware of the voyage planning responsibilities of masters under applicable IMO instruments*.

6 COMMUNICATIONS LANGUAGE

6.1 Pilots should be familiar with the IMO Standard Marine Communication Phrases and use them in appropriate situations during radiocommunications as well as during verbal exchanges on the bridge. This will enable the master and officer in charge of the navigational watch to better understand the communications and their intent.

6.2 Communications on board between the pilot and bridge watchkeeping personnel should be conducted in the English language or in a language other than English that is common to all those involved in the operation.

6.3 When a pilot is communicating to parties external to the ship, such as vessel traffic services, tugs or linesmen and the pilot is unable to communicate in the English language or a language that can be understood on the bridge, the pilot should, as soon as practicable, explain what was said to enable the bridge personnel to monitor any subsequent actions taken by those external parties.

7 REPORTING OF INCIDENTS AND ACCIDENTS

When performing pilotage duties, the pilot should report or cause to be reported to the appropriate authority, anything observed that may affect safety of navigation or pollution prevention. In particular, the pilot should report, as soon as practicable, any accident that may have occurred to the piloted ship and any irregularities with navigational lights, shapes and signals.

* Refer to SOLAS regulation V/34 and resolution A.893(21) Guidelines for voyage planning and STCW Code, Section A-VIII/2, Part 2

8 REFUSAL OF PILOTAGE SERVICES

The pilot should have the right to refuse pilotage when the ship to be piloted poses a danger to the safety of navigation or to the environment. Any such refusal, together with **the** reason, should be immediately reported to the appropriate authority for action as appropriate.

9 FITNESS FOR DUTY

Pilots should be adequately rested and mentally alert in order to provide undivided attention to pilotage duties for the duration of the passage.

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ANNEX 3

DRAFT MSC CIRCULAR

GUIDANCE FOR PORT STATE CONTROL OFFICERS ON ISSUES RELATED TO CERTIFICATES OF COMPETENCY

1 The Maritime Safety Committee, at its seventy-fifth session (15 to 24 May 2002), noted that, during inspections, some port State control officers were requiring documentary evidence for short-course training meeting the requirements in regulations VI/1, VI/2 and VI/3 from seafarers holding certificates of competency issued under regulations II/1, II/2, II/3, III/1, III/2, III/3, and VII/2 of the International Convention on Standards of Training, Certification and Watchkeeping (STCW) 1978, as amended, even though the Convention includes this training as a pre-requisite for the issue of these certificates of competency.

2 The Committee agreed that certificates of competency issued in compliance with regulations II/1, II/2, II/3, III/1, III/2, III/3 and VII/2 of the STCW Convention 1978, as amended, also included the following competency requirements of chapter VI of the STCW Convention: proficiency in survival craft and rescue boats other than fast rescue boats (regulation VI/2, paragraph 1), training in advanced fire fighting (regulation VI/3), and medical first aid (regulation VI/4, paragraph 1).

3 The Committee further agreed that it was therefore not necessary for the holders of certificates of competency to carry additional documentary evidence in respect of those competences of chapter VI listed in paragraph 2 above.

4 Member Governments are invited to bring this information to the attention of all concerned, especially port State control officers.

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ANNEX 4

List of actions to be taken by the STW Sub-Committee and the Secretariat

High priority actions

1. The Sub-Committee to:

   .1 develop and provide guidance on recommended anti-fraud measures and forgery prevention features for certificates (paragraph 4.7.1)*;

   .2 develop guidance for administrations, companies and manning agents in detecting unlawful practices associated with certificates (paragraph 4.7.2);

   .3 consider the benefits to be gained by technology using a data card format for certificates (paragraph 4.7.4);

   .4 submit to the Intersessional Working Group on maritime security, decisions of the Sub-Committee related to anti-fraud measures (paragraph 4.7.6); and

   .5 develop an agreed uniform format or standard questionnaire for verification of certificates to assist those responsible for verification, through improved channels of communication using modern technology (paragraph 6.6.1).

2. The Secretariat to:

   .1 develop its website to include secure, direct links with focal points of administrations and provide ready access to administrations that require verification of certificates (paragraph 6.6.2);

   .2 to monitor the effectiveness of the operation of the focal points in administrations for verification of certificates and report the findings to the Sub-Committee (paragraph 6.6.3); and

   .3 seek guidance in relation to the legal implications of liability for mistakes in verification of certificates by using modern technology (paragraph 6.6.4).

Long term actions

3. The Sub-Committee to:

   .1 develop a harmonized format of ancillary certificates providing documentary evidence leading to the award of certificates of competency (paragraph 4.7.3); and

   .2 develop appropriate anti-fraud training for personnel responsible for verification based on established standards for anti-fraud guidelines (paragraph 5.4).

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* References are to paragraphs in the Report of the Working Group (STW 33/WP.4)

4. The Secretariat to:

.1 establish a focal point at IMO to monitor progress with exchange of information on fraudulent practices (paragraph 6.3);

.2 include direct links on the IMO website to the websites or focal points in certificate issuing administrations that maintain details of fraudulent certificates, to facilitate rapid responses to requests for verification of certificates (paragraph 6.4); and

.3 develop guidance and material to conduct a series of regional seminars and workshops to create a greater awareness of the problem and anti-fraud methods (paragraph 5.4).

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ANNEX 5

DRAFT WORK PROGRAMME FOR 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)~~		~~2002~~	~~STW 32/16, paragraph 4.8~~
H.2	**Follow-up action to the 1995 STCW Conference** including:			
	~~.1~~	~~clarification of STCW Convention and STCW Code provisions~~	~~2002~~	~~STW 28/20, section 11~~
	.1	refreshing the so-called "white list"	2 sessions	STW 33/17, paragraph 5.12
	.2	watchkeeping at anchor	2 sessions	STW 33/17, paragraph 5.25
H.3	**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)	2 sessions	STW 32/16, paragraph 7.11
	.2	requirements for officers in charge of an engineering watch and watch-keeping provisions (resolution 7)	2 sessions	
	.3	clarification of STCW-F Convention requirements	2 sessions	

Sub-Committee on Standards of Training and Watchkeeping (STW) (continued)

		Target completion date/number of sessions needed for completion	Reference
H.4	**Unlawful practices associated with certificates of competency**	~~2003~~ 2005	MSC 71/23, paragraph 20.55.2; ~~STW 32/16,~~ STW 33/17 paragraph ~~6.19~~ 6.30
H.5	**Large passenger ship safety**	2003	MSC 74/24, paragraph 21.4
~~H.6~~	~~**Revision of the fishing vessel Safety Code and Voluntary Guidelines**~~ ~~(co-ordinated by SLF)~~	~~2003~~	~~MSC 74/24, paragraph 21.5~~
H.6	Prevention/suppression of acts of terrorism against shipping		A.907(22)
H.7	**Training of crew in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions**	2003	MSC 74/24, paragraph 21.56
H.8	Measures to prevent accidents with lifeboats	2 sessions	MSC 74/24, paragraph 21.34
~~L.1~~	~~**Development of guidelines for ships operating in Arctic ice-covered waters**~~ ~~(co-ordinated by DE)~~	~~2002~~	~~MSC 71/23, paragraph 20.43; STW 32/16, paragraph 12.6~~
L.2	**Development of requirements for training in ballast water management**	~~2002~~ 2 sessions	MSC 71/23, paragraph 20.55.3; ~~STW 32/16,~~ STW 33/17 paragraph ~~11.4~~ 9.3
L.3	Review of the implementation of STCW chapter VII	2 sessions	STW 31/17, paragraph 14.4; MSC 72/23, paragraph 21.56

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ANNEX 6

PROVISIONAL AGENDA FOR STW 34

Opening of the session

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Validation of model training courses

4 Follow-up action to the 1995 STCW Conference

5 Unlawful practices associated with certificates of competency

6 Casualty analysis

7 Large passenger ship safety

8 Training of crew in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions

9 Work programme and agenda for STW 35

10 Election of Chairman and Vice-Chairman for 2004

11 Any other business

12 Report to the Maritime Safety Committee

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ANNEX 7

DRAFT STCW.7 CIRCULAR

ISSUES TO BE CONSIDERED WHEN INTEGRATING COMPUTER-BASED TECHNOLOGIES INTO THE TRAINING AND ASSESSMENT OF SEAFARERS

1 The Sub-Committee on Standards of Training and Watchkeeping, at its thirty-third session (21 to 25 January 2002), recognized that advice on integrating computer-based technologies into training and assessment should be developed and given the widest possible dissemination.

2 The Sub-Committee noted the outcome of the Nautical Institute's first CBT@ Sea Conference held in London in October 2000 which had identified the issues that need to be considered when integrating computer based technologies into the training and assessment of seafarers given at annex, and considered the advice useful for Administrations, trainers and assessors.

[3 The Maritime Safety Committee, at its seventy-fifth session (15 to 24 May 2002), approved the circulation of the advice on issues that need to be considered when integrating computer based technologies into the training and assessment of seafarers.]

4 Member Governments are invited to bring the guidance at annex to the attention of those concerned.

APPENDIX

ISSUES TO BE CONSIDERED WHEN INTEGRATING COMPUTER BASED TECHNOLOGIES INTO THE TRAINING AND ASSESSMENT OF SEAFARERS

Aim

The aim of this guidance is to identify the issues to be considered when integrating computer-based technologies into the training and assessment of seafarers.

Summary

This guidance outlines the key issues that should be considered by maritime administrations, trainers and assessors, and users of computer based technology**,** such as shipowners/managers and seafarers, when integrating these technologies into maritime education and training programmes.

In an effort to promote and maintain high standards of training and assessment of seafarers, new tools and techniques must be examined for their effectiveness. The Nautical Institute has researched and debated the role of computer-based technologies in the training and assessing of seafarers with a wide cross section of the industry and has identified a number of issues to be considered.

Background

Computers have been used for many years in the training and assessment of seafarers, first appearing at colleges and training centres for the purpose of administering multiple-choice questions. Today, due to accelerating processing speeds, increased memory capacity and the decreasing cost of hardware, computer based training and assessment can be found in training centres, on board vessels as well as in the seafarer's home. The power of hardware and sophistication of software design now allow desktop-based multi-media presentations, simulation exercises and virtual reality solutions to work effectively in individual, local, wide-area and Internet environments.

Computer Based Training (CBT) is a broad, generic term to describe how computer run software can be used in support of training applications. These may include initial training, or for imparting or reinforcing underpinning knowledge. CBT can be used to review a topic or procedure already learned (sometimes referred to as Just In Time (JIT) training), or it can be used as a readily available reference source. Some applications deliver informal self-assessment of knowledge or documented formal assessment leading to statutory evidence of theoretical competence. Computers are popular for their ability to rapidly store and recover data, respond to a user interaction, and integrate multi-media applications which can incorporate visual, audio and physical stimulus.

Computer-based techniques for training and assessment have advantages and disadvantages. These are summarised in the appendix. Other issues of specific interest to maritime Administrations, trainers and assessors, and users of computer-based technologies such as shipowners/managers and seafarers, have also been identified.

Issues for maritime Administrations

Maritime Administrations, in their role of approving training for compliance with the requirements of the STCW Convention, as amended, may be asked to approve CBT packages. Issues to consider when approving CBT for compliance should include all traditional aspects of approving training programmes, such as accuracy and scope of course content and the effectiveness of the assessment, but should additionally include:

- Tutor support load – some organisations have found that the support management load by shore staff training students at sea is enormous.

- Results from CBT assessments – will the program produce its own printed assessment results? What is the procedure for monitoring the assessment process?

- The quality of assessment – the authority must look at the topic being examined and satisfy itself that the CBT package not only includes a sufficiently comprehensive list of questions to adequately assess student competence but that the mechanism for selecting the questions is appropriate to the level being examined and that the answers are correct.

- Prevention of cheating – the authority must satisfy itself that the database of assessment questions is of sufficient volume to prevent correct question guessing or other circumvention of algorithms to achieve an undeserved pass, and that the range of questions accurately assesses the student's competence.

- Security - the database must be secure against hackers and should alert supervisors to attempts at tampering.

The following considerations need to be taken into account by Maritime Administrations thinking of using CBT to assist in the assessment of a seafarer prior to issuing a certificate of competency. The advantages to an administration in using this technique may include reduced running costs, remote assessment of competence, and improved service to the industry through reduced processing time for the certification of seafarers. Other issues requiring consideration include:

- The process for updating questions in the database.

- The need for assessing competence through practical exercises as well as computer assessment. Computer assessment can assess knowledge but not skill.

- Validation - the process for handling assessment results: whether the assessment results are sent in by the seafarer, or whether the assessment will be held in real time, possibly via the Internet.

- The monitoring of assessments: is the assessment to be monitored at an approved location, or can it be taken at any time and location by a lone seafarer. If so, how will the identity of the seafarer be confirmed?

- The security of the database to prevent cheating.

Issues for trainers and assessors

Traditional training and assessment can be enhanced through the use of computer-based techniques if implemented properly. The right CBT packages, used at the right time, must improve the quality and efficiency of seafarers' teaching and training. CBT offers flexibility in the way teachers and trainees use their time and adds value to the assessment process, being linked to the interactive training programme's content. But if the intention is to replace a well-designed training and exercise session supported by a good trainer with CBT material alone, it should be realised that it is possible to impart a lot of knowledge but individuals may not be able to put it into practice, due to the lack of tangible and physical environment, the lack of team support and the lack of the necessary human interaction.

Issues to consider by trainers and assessors for incorporation of computer-based training and assessment packages into training and assessment programmes should include:

- An assessment of how CBT can improve existing training (See advantages and disadvantages at appendix).

- The implementation and integration of CBT based on the specific target audience and the need to fulfil set learning objectives.

- A consideration of the implications of tutorial support for CBT packages both within the classroom and at a remote location.

- An understanding of the technical parameters and those related to the syllabus or learning programme of the package for training, reviewing, self assessment and formal assessment.

- The security of the information and the needs of formal assessment.

When considering CBT applications the programs should be reviewed in the context of:

- The training objectives
- Legal requirements
- Safe working practices
- A method for verifying the learning objectives
- The relevance of the storyboard/script
- The reliability and compatibility of the software
- The clarity of the instructions on how to use the program
- The integrity of the assessment process
- The way results of tests are held and communicated to the individual and the training or examination centre.

Issues for users

For the purpose of this guidance two types of users are considered: those charged with purchase and implementation of CBT facilities, and the end-users themselves: the seafarers.

Shipowners/managers share many of the same issues as the trainers noted above in terms of selection criteria, support and assessment concerns. However they must also share issues of on board implementation with the seafarers. These issues may include:

- Targeting the type and level of training to those on board. Is it to be used by the entire crew or will it be for a particular level only.
- Whether the crew have sufficient knowledge of computers to make effective use of the training.
- Whether the hardware on board is sufficient to support the training packages, and whether the crew have sufficient access to the machines.
- How the cost-benefit of the training is to be assessed.
- Whether the on-board use of CBT compromises the safe working hours of the crew.
- Whether the on-board use of CBT distracts from other work activities such as watch standing for either the direct user, or those in the vicinity (*i.e.* on the bridge or in the engine room).
- Will there be an impact on off-duty time and therefore, possibly, on manning levels?
- How assessment is managed. Does the user have the ability to submit a result for official record or not?
- Supervision of assessment.
- The role of officers on board - does the system rely on shipboard officers to train or assess and, if so, have they been trained to train or assess?
- The level of shore-side support offered, and the reliability of post, telephone, fax, e-mail, world-wide web (www) linkages and the communication time lag.

Conclusion

This guidance recognises that CBT is a powerful tool which can be applied in support of maritime training objectives. However, because of the complexities and resources needed to develop effective training and assessment packages, careful planning and evaluation should be undertaken when considering CBT solutions. The principles outlined in this paper may prove useful for those contemplating the integration of CBT into seafarer training and assessment programmes.

APPENDIX - THE POTENTIAL ADVANTAGES AND DISADVANTAGES OF CBT

	Potential advantages of CBT	Potential disadvantages of CBT
1	Computer-based training is convenient as it can be available at any time either onshore or at sea.	This can be 'too convenient' leading to a reduced emphasis on making the training event as effective as possible.
2	Trainees can work at their own pace.	There is an optimum pace for most training. If trainees are allowed to progress too quickly they will retain less knowledge. If the course is too slowly trainees will get bored. The pace of training must therefore be a course design feature.
3	Trainees can often go back over course material to reinforce their understanding of the material in question.	Trainees lacking in confidence may not progress as quickly as they otherwise should have.
4	Training material is presented in a far more interesting way than with many other forms of training.	Course designers can be tempted to 'dazzle' trainees with impressive graphics which can detract from achieving the specified learning objectives.
5	Three-dimensional images of equipment and structures e.g. an engine or an evacuation route, can be depicted to very clearly explain matters to the trainee.	The course designer must assume that the target audience can assimilate the information displayed.
6	Professional presentations by highly experienced tutors can be distributed on a world-wide basis using high quality voice over to clearly convey their training messages in many languages.	Care must be taken in translating training material to ensure that the intended message does not become changed through the translation process which poses a significant risk.
7	The training course can be designed for multi-level training so that the same course is suitable for a range of target audiences or to let trainees progress to higher knowledge levels in controlled stages.	
8	Exactly the same training material content is given to each trainee until the content is deliberately revised by the trainer, providing a mechanism for greater control over course delivery than non-automated training.	
9	Training records are very easily stored, transmitted to other locations, and managed for audit and verification purposes.	
10		Trainees can not ask computers questions and so are limited to the pre-determined help facilities designed into the training course.
11		Computer equipment and software can have compatibility problems and some means of providing user support is required.
12	Long-term knowledge retention can be higher with CBT than many other means of training delivery.	
13		Computers can only provide training where the objective is to transfer knowledge, computers can not transfer skills to trainees.
14	Where the trainee is having difficulty the computer can provide additional training input as a function of the trainee's responses to questions automatically.	There is limited ability for group learning.

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