

Comprehensive Review of the STCW Convention and Code

Background:

The STCW Convention establishes basic requirements for training, certification and watchkeeping for seafarers on an international level. The comprehensive review aims to adapt existing global standards to reflect new trends, developments and challenges in the maritime sector.

MSC 105 (MSC 105/20, paragraph 18.13) had agreed to include in the biennial agenda of the HTW Sub-Committee for 2022-2023 and the provisional agenda for HTW 9 an output on "Comprehensive review of the 1978 STCW Convention and Code", with a target completion year of 2026.

The Sub-Committee was accordingly tasked to start with a preliminary assessment of the scope of the work to be conducted, identify specific areas to be reviewed, and to prepare a road map for approval by MSC and then initiate the development of draft amendments

Further MSC 107 and MEPC 80 had agreed to the proposed integration of the work under outputs:

- a. 1.32 (Implementation of the STCW Convention);
- b. 6.5 (Development of measures to facilitate mandatory seagoing service required under the STCW Convention);
- c. 6.6 (Development of measures to ensure quality of onboard training as part of the mandatory seagoing service required by the STCW Convention); and
- d. 6.11 (Development of training provisions for seafarers related to the BWM Convention);

under the output 6.17 of Comprehensive review of the 1978 STCW Convention and Code.

Further MSC 107 while recalling the instructions given at MSC 105 (MSC 105/20, paragraph 18.13.3), had approved the draft aims and principles to guide the work on the comprehensive review of the STCW Convention and Code, prepared at HTW 9 and following consideration of a relevant proposal, agreed that the Sub-Committee would eventually have to develop competencies relating to maritime autonomous surface ship (MASS) operations but that, at that time, it was premature to consider the matter, given the early stage of the MASS Code development (MSC 107/20, paragraph 5.19)

Further, at the recently concluded MSC 108 the Committee has approved:

.1 the **list of specific areas** for the comprehensive review of the STCW Convention and Code, as set out by HTW 10

<ol style="list-style-type: none"> 1. Emerging technologies on ships and ship operations 2. Digitalization of documentation, including certificates issued under STCW 3. Emerging technologies in education and training 4. Facilitation, flexibility and quality of onboard, shore-based and workshop skills training, including use of simulators 5. Flexibility and efficiency in implementation of new training requirements and reduction of administrative burdens 6. Requirements for sea time or practical experience in relation to new and emerging technologies including the use of simulation 7. Psychological safety, bullying and harassment, including SASH, gender diversity and gender sensitization 8. Mental health 9. Twenty-first century and interpersonal skills 10. Addressing inconsistencies 11. Addressing different interpretations 	<ol style="list-style-type: none"> 12. Addressing taxonomy and terminologies 13. Flexibility in revalidation of certificates and endorsements 14. Overview of the implementation of the Convention, in particular the need to update the STCW "White List" 15. Lessons learned 16. Flexibility 17. Alternative certification under chapter VII 18. Watchkeeping arrangements and principles to be observed (chapter VIII) 19. Alignment of STCW with requirements placed on ships, seafarers, and shipowners by other IMO and relevant international instruments 20. Cybersecurity 21. Implementation and transitional provisions 22. Addressing outdated training requirements
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.2 the **methodology** for the comprehensive review of the STCW Convention and Code, as set out by HTW 10; and

.3 the **road map** for the comprehensive review of the STCW Convention and Code, as set out by HTW 10

and also instructed the HTW Sub-Committee to consider, during the comprehensive review of the STCW Convention and Code, to consider measures to increase awareness, detection, information-sharing and prosecution of **fraudulent activities concerning certificates**, and agreed to include this matter in the list of specific areas for the comprehensive review.

Comprehensive Review of the STCW Convention and Code related paper

Considering the various aspects of this output Papers would need to be developed based on the attributes the group is allotted, which the registered team is given. These should be developed for submission to HTW.

The submissions should identify the gaps in the present STCW Code and give concrete proposals with reasoning for amendments to the text (highlight new suggested text and strikethrough text which to be deleted) aligned with the areas identified and listed in the Background section.

To assist the following documents are being shared while the participants, who may also explore other documents in both HTW and MSC for further understanding:

- a. MSC 107/20
- b. MSC 108/20
- c. HTW 9/15
- d. HTW 10/6
- e. HTW 10/10

The objective is for the team to develop documents which can guide further work at the HTW sessions.

The Teams have to submit their paper as per the Role assigned to them in accordance with the Table below:

TABLE :

A	B	C	D	E	F
Developed Nation	Developed Nation	Developing Nation	Developing Nation	Developing Nation	NGO
Large spending capability on infrastructure	Moderate spending capability on infrastructure	Moderate spending capability on infrastructure	Large spending capability on infrastructure	Limited spending capability on infrastructure	International presence and very active wrt human element and safety aspects for seafarers
Limited Ship owners but large trade and exposure to shipping	Large number of Ship owners but limited trade exposure	Limited Ship owning and moderate trade	Large Ship owning and large trade and large exposure to coastal shipping	Limited Ship owning and limited trade exposure	Not applicable
Limited seafarer supplier	Moderate seafarer supplier	Large seafarer supplier	Large seafarer supplier including on coast	Large seafarer supplier	Not applicable
Limited R & D in the field of training	Large R & D in the field of training	Moderate R & D in the field of	Large R & D in the field of	Moderate R & D in the field of	Extremely supportive of R&D work and

supporting tools	supporting tools	training supporting tools	training supporting tools	training supporting tools	aiming for better facilities
Seafarers skill level medium	Seafarers skill level high	Seafarers skill level low	Seafarers skill level medium	Seafarers skill level high	Not applicable
Seafarers knowledge level low	Seafarers knowledge level high	Seafarers knowledge level high	Seafarers knowledge level medium	Seafarers knowledge level medium	Not applicable
Reasonably exposed to supply of seafarers	Limited exposure to supply of seafarers	Reasonably exposed to supply of seafarers	Reasonably exposed to supply of seafarers	Large exposure to supply of seafarers	Has immense concern for welfare of seafarers
Level of ambition wrt seafarers quality - moderate	Level of ambition wrt seafarers quality - high	Level of ambition wrt seafarers quality - high	Level of ambition wrt seafarers quality – moderate	Level of ambition wrt seafarers quality – moderate	Level of ambition wrt seafarers quality – extremely high

Note: In order to inject realism and relevance into the exercise, the table has been drawn up on the basis of various aspects which influence the stands taken by various ‘Parties’ at the International Maritime Organization (IMO)

General guidelines:

1. The template for making a document for submission to IMO is available on the IMO website.
2. Teams are recommended to go through the circulars MSC-MEPC.1/Circ.5/Rev.5 dated 31st July 2023 ORGANIZATION AND METHOD OF WORK OF THE MARITIME SAFETY COMMITTEE AND THE MARINE ENVIRONMENT PROTECTION COMMITTEE AND THEIR SUBSIDIARY BODIES (**attached**) to guide them about the working of the committees at IMO and also in that the PROCEDURES FOR PREPARATION AND SUBMISSION OF DOCUMENTS.
3. The submission should be in Arial 11 and single spacing
4. The submission should be aligned basis points 1, 2 and 3 above.

Additional Guidance:

1. The Participants will additionally have guidance from Industry stalwarts (besides their own campus coordinators) who will act as Guides and be assigned to them. The Papers are to be prepared in the format similar to IMO (downloadable from the IMO website as a public user) and submitted as per schedule announced separately and available on the IMU website. After the last date of **Paper submission 1**, papers submitted by the Teams playing different roles will be shared, enabling participants playing a particular Role to understand the positions taken by the Teams playing other Roles, but not allowing them to see the Papers of teams playing the same role as their own. (For Example; the stream is having 30 participating teams for their topic, thus there will be six teams per Role category. Now Teams of Role category A would get to see all papers of category B, C, D & E, but not the papers of category A. The rationale behind such disclosure is to make the participants to understand the viewpoints of the other categories of the same topic.

- Noteworthy part of the competition is that the papers of participants of the same category of same topic will not be subjected to the disclosure within themselves).
2. **Length of papers:** There is no restriction on the length of papers so as to encourage participants to do intensive research. However, it is strongly recommended to keep the contents relevant to the topic. Irrelevant information, duplication of information, plagiarism & copyright infringement may attract negative marking and in severe cases, papers may get disqualified.
 3. After understanding the viewpoints of teams with different roles of the same Topic, each team can insert modifications, if any, to the contents of their Paper submission 1 (already submitted) and can submit a modified paper highlighting the changes as their **Final Paper**, (length of Final paper should not exceed by 2 pages from original paper submission 1), within the time prescribed in the schedule.