

SUB-COMMITTEE ON HUMAN ELEMENT,
TRAINING AND WATCHKEEPING
10th session
Agenda item 10

HTW 10/10
11 March 2024
Original: ENGLISH

REPORT TO THE MARITIME SAFETY COMMITTEE

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1 INTRODUCTION – ADOPTION OF THE AGENDA

1.1 The tenth session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW) was held from 5 to 9 February 2024, chaired by Mr. Haakon Storhaug (Norway). The Vice-Chair of the Sub-Committee, Mr. Rafael Cigarruista (Panama), was also present.

1.2 The session was attended by Members and Associate Members, representatives from United Nations Programmes, specialized agencies and other entities, observers from intergovernmental organizations with agreements of cooperation, and observers from non-governmental organizations in consultative status, as listed in document HTW 10/INF.1.

Opening address of the Secretary-General

1.3 The Secretary-General welcomed participants and delivered the opening address, the full text of which can be downloaded from the IMO website at the following link: <https://www.imo.org/en/MediaCentre/SecretaryGeneral/Pages/Secretary-GeneralsSpeechesToMeetings.aspx>

Chair's remarks

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

Expressions of condolences

1.5 The Sub-Committee noted with great sadness the recent passing away of HE Hage Geingob, President of Namibia; the English/Spanish booth interpreter, Ms. Andrea Subercaseaux-Bateman; Mrs. Liubov Shvedova of the Secretariat; and all the losses caused by the wildfires in Chile; and noted the condolences and sincere sympathy expressed by the Secretary-General and the Chair of the Sub-Committee.

Use of hybrid meeting capabilities

1.6 The Sub-Committee noted that the plenary sessions would be conducted in hybrid mode, i.e. remote participation enabled, following the decision of C 129 to continue the trial period of the hybrid capabilities (C 129/D, paragraphs 18.3 and 18.4).

1.7 In this regard, the Sub-Committee noted that C 129 had:

- .1 agreed to extend the trial period to enable the assessment of the current planned enhancements introduced by the Secretariat;
- .2 deferred a final decision on the matter to C 132, scheduled for mid-2024; and
- .3 agreed not to request any further enhancements until the current planned enhancements had been implemented and assessed at C 132.

Adoption of the agenda and related matters

1.8 The Sub-Committee adopted the agenda (HTW 10/1) and agreed to be guided in its work, in general, by the annotations contained in document HTW 10/1/1 (Secretariat) and the arrangements in document HTW 10/1/2 (Chair).

Statements by delegations with respect to attacks on ships in the Gulf of Aden and the Red Sea

1.9 Numerous delegations expressed concerns for the safety of seafarers, freedom of navigation and stability of the global supply chain following the attacks by Houthi rebels on commercial ships in the Red Sea and the Gulf of Aden and, in this respect, commended the Secretary-General's efforts in bringing this to the attention of the United Nations Security Council at its special session on 3 January 2024 and his dialogue with all relevant parties.

1.10 Delegations that took the floor condemned the acts against commercial ships, in particular threatening seafarers on board, while expressing grave concern for the region and the disruption caused to international trade.

1.11 A number of delegations, having highlighted the devastating impact that these attacks had on innocent seafarers, especially emphasized the situation of those on board the **MV Galaxy Leader**, who were still being held hostage, and called for the immediate release of the ship and its crew.

1.12 Statements on the matter were made by the delegations of Australia, the Bahamas, Belgium, Canada, Finland, Germany, Italy, Malta, the Kingdom of the Netherlands, Portugal, Spain, the United Kingdom, the United States and the European Commission, the full texts of which are set out in annex 12. Statements on the matter were also made by the delegations of Chile, China, Cyprus, Denmark, France, Greece, Japan, Mexico, New Zealand, Norway, Panama, Poland, the Republic of Korea, Singapore, Sweden, Ukraine and ITF.

Early release of drafting group

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

1.14 In connection with the arrangements of groups by IMO bodies, while not questioning their technical competency, one delegation stressed that the appointment of an observer as chair of a working or drafting group did not conform to the practice of the UN system to which IMO belongs. It proposed the Secretariat and Chairs of the Sub-Committee make further efforts in contacting Member States as such a level of expertise can be found among the 175 Members. In this context, the Sub-Committee noted the statement by the Secretary-General that coordinated efforts would be made to identify suitable candidates as chairs of working and drafting groups, with due consideration to diversity and geographical representation.

Enhancement of multilingualism at IMO and translation of the annexes to documents

1.15 With regard to the translation of the annexes to documents, two delegations stressed that the question of translation of annexes to official documents was one of the important aspects of multilingualism that Member States needed to address in light of Assembly resolution A.1180(33) on *The enhancement of multilingualism at IMO*.

2 DECISIONS OF OTHER IMO BODIES

General

2.1 The Sub-Committee, having noted the decisions and comments pertaining to its work made by SDC 9, SSE 9, FAL 47, LEG 110, NCSR 10, MSC 107, MEPC 80, C 129, III 9 and CCC 9, as reported in document HTW 10/2, agreed to take action as appropriate under the relevant agenda items.

Outcome of FAL 47

2.2 The Sub-Committee noted that FAL 47 had agreed to inform the Sub-Committee about its work on the IMO Compendium and the development of the code list on crew ranks and ratings (FAL 47/22, paragraph 7.6.20).

Outcome of LEG 110

2.3 The Sub-Committee noted that LEG 110 had adopted resolution LEG.6(110) on *Guidelines on how to deal with seafarer abandonment cases* (LEG 110/18/1, paragraph 4(d).12.2).

Outcome of MSC 107

2.4 With regard to the decisions of MSC 107 (MSC 107/20, paragraphs 3.65, 12.6 to 12.9, 13.23, 16.3 to 16.7), the Sub-Committee noted that the Committee:

- .1 had requested the Sub-Committees under its purview to give due consideration to paragraph 5.4 (Status of footnotes) of MSC.1/Circ.1500/Rev.2 when drafting footnotes for inclusion in mandatory instruments;
- .2 cognizant that the term "manning" and variations thereof were used extensively across many IMO instruments, had acknowledged that the work to address gender-neutral language was a major effort and required a holistic approach;
- .3 having noted that FAL 47 had proposed the development of a joint MSC-FAL circular on guidelines for the use of electronic certificates, had agreed that any guidelines to be developed should address electronic certificates and documents comprehensively, and invited MEPC and the LEG Committee to consider what certificates and documents provided in the instruments under their respective purviews could be addressed in future joint guidelines for advice to MSC and the FAL Committee accordingly;
- .4 had agreed to discontinue the practice of taking decisions by correspondence;
- .5 had approved amendments to the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* with respect to the use of the new Meeting Document Submission Portal on IMODOCS, with a view to circulation as MSC-MEPC.1/Circ.5/Rev.5; and

- .6 had approved, and C 129 had subsequently endorsed, the holding of the Joint ILO/IMO Working Group on the Guidelines on the Medical Examination of Fishing Vessel Personnel, which will take place from 12 to 16 February 2024 at the ILO Headquarters (Geneva, Switzerland).

Outcome of C 129

2.5 The Sub-Committee noted that C 129 had noted the financial report and audited financial statements for the financial period ended 31 December 2022, and the report of the External Auditor, including the information as set out in annex 2 to document C 129/5(b), recommending the Organization to liaise with ILO with a view to including training on seafarer general rights, including rights relevant to the abandonment issue, as part of the considerations in the process of the comprehensive review of the STCW Convention and Code. In this context, the Sub-Committee also noted the following views expressed:

- .1 training on seafarers' general rights, including rights relevant to the abandonment issue, was a crucial component of the well-being of seafarers and not only did it address the current challenges, but also strengthened the Sub-Committee's approach to future considerations;
- .2 raising of awareness on seafarers' rights would require a campaign led by ILO, rather than including training requirements in the STCW Convention;
- .3 seafarers' rights should be addressed under ILO's Maritime Labour Convention, 2006 (MLC), at the tripartite level; and there were several free resources available, such as ILO's guidance and FAQs on MLC, the ITF guidance to seafarers on their rights and several Member States' guidance;
- .4 no evidence of a compelling need for the suggestion to include seafarers' rights as training requirements had been provided;
- .5 the training on seafarers' rights was linked to safety of life and ships, hence seafarers needed to be trained appropriately and IMO would be the competent body to consider and address the matter, in cooperation with ILO within its corresponding remit;
- .6 the matter should be referred to relevant Committees for consideration, and possible referral to the Joint ILO/IMO Tripartite Working Group to Identify and Address Seafarers' Issues and the Human Element (JTWG), before the Sub-Committee considered the matter within the comprehensive review of the STCW Convention; and
- .7 if the JTWG were to be tasked to consider this matter, its current scope of work and time might need to be expanded and the limited representations in the form of the Joint ILO/IMO Tripartite Working Group might need to be borne in mind.

2.6 Following discussion, the Sub-Committee:

- .1 noted that the report of the External Auditor, including the information set out in annex 2 to document C 129/5(b), would generally be addressed by the Secretary-General and the Secretariat; and the relevant outcomes reported to the Council, as appropriate; and

- .2 agreed that it was for Member States to decide on the inclusion of training on seafarers' general rights, including rights relevant to the abandonment issue, as part of the comprehensive review of the STCW Convention and Code, by means of the submission of relevant proposals, taking into account the Committees' method of work.

3 VALIDATED MODEL TRAINING COURSES

General

3.1 The Sub-Committee noted that MSC 107 and MEPC 80, having noted the Sub-Committee's consideration of the implications of converting model courses into e-learning model courses, had agreed with the Sub-Committee's advice that model courses should not generally be converted into e-learning training material (MSC 107/20, paragraphs 13.3 and 13.4; and MEPC 80/17, paragraphs 10.10 and 10.11).

Report on the model courses programme under the Model Course Guidelines

3.2 The Sub-Committee had for its consideration document HTW 10/3 (Secretariat), providing:

- .1 a report on the model courses that had been revised and submitted to this session for validation;
- .2 a summary of the arrangements agreed for the validation of model courses by HTW 11 and proposed arrangements for the validation of model courses by HTW 12; and
- .3 an overview of the complete set of IMO model courses.

3.3 Following consideration, the Sub-Committee:

- .1 took action as outlined in paragraphs 3.4 to 3.12 below, with regard to the validation of model courses at this session and to proposed arrangements for the validation of model courses by HTW 12 (HTW 10/3, paragraph 6.2); and
- .2 noted the overview of the complete set of IMO model courses, including those that did not fall under the purview of the HTW Sub-Committee.

Model courses planned to be validated at this session

3.4 The Sub-Committee recalled that HTW 8 had endorsed the revision of the following two model courses with a view to validation at this session:

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

with their corresponding terms of reference and time frames (HTW 8/16, paragraph 3.6 and annexes 2 and 3).

Draft revised Model Course 1.32 on Operational Use of Integrated Bridge Systems (IBS) including Integrated Navigational Systems (INS)

3.5 The Sub-Committee noted that draft revised Model Course 1.32 had been developed by a hired expert and reviewed by a review group coordinated by Mr. J. Verhoeff (Netherlands), and expressed its appreciation for their hard work.

3.6 Having considered documents HTW 10/3/1 and Add.1 (Secretariat), containing the report of the review group and the draft revised model course, respectively, the Sub-Committee noted the views expressed that the revised model course provided added value to achieve the standards of competence set out in table A-II/1 of the STCW Code, in particular that it helped demonstrate competency in the operation and use of an IBS or INS in a bridge simulator environment during routine, unusual and emergency situations. Subsequently, the Sub-Committee referred both documents to the Drafting Group, for finalization with a view to validation (see also paragraph 3.14).

Draft revised Model Course 1.35 on Liquefied Petroleum Gas (LPG) Tanker Cargo and Ballast Handling Simulator

3.7 The Sub-Committee noted that draft revised Model Course 1.35 had been developed by a hired expert and reviewed by a review group coordinated by Captain V. Mohla (GlobalMET), and expressed its appreciation for their hard work.

3.8 Having considered documents HTW 10/3/2 and Add.1 (Secretariat), containing the report of the review group and the draft revised model course, respectively, the Sub-Committee noted the views expressed that the revised model course provided guidance to achieve the applicable competences for cargo operations of liquefied petroleum gas tankers as set out in table A-V/1-2-2 of the STCW Code. Subsequently, the Sub-Committee referred both documents to the Drafting Group, for finalization with a view to validation (see also paragraph 3.14).

Model courses planned for validation by HTW 11

3.9 The Sub-Committee recalled that HTW 9 had endorsed the revision of the following model courses with a view to validation at HTW 11 (HTW 9/15, paragraphs 3.29 and 3.31):

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

Arrangements for the validation of model courses by HTW 12

3.10 With regard to the future arrangements for the validation of model courses, as set out in document HTW 10/3 (Secretariat), the Sub-Committee:

- .1 endorsed the following model courses to be revised for validation by HTW 12:
 - .1 1.37 on Chemical Tanker Cargo and Ballast Handling Simulator; and
 - .2 2.06 on Oil Tanker Cargo and Ballast Handling Simulator;
- .2 accepted, with appreciation, the offer by China to take on the role of course developers for the revision of Model Courses 2.06 on Oil Tanker Cargo and Ballast Handling Simulator and 1.37 on Chemical Tanker Cargo and Ballast Handling Simulator; and
- .3 instructed the Drafting Group to prepare draft terms of reference, as well as the corresponding time frames (see also paragraph 3.14).

Review groups and coordinators

3.11 In accordance with section 5 of the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2), the Sub-Committee established review groups for the model courses planned for validation by HTW 12 (see also paragraph 3.19), as set out in annex 1, to work intersessionally by correspondence to review the model courses planned for validation by HTW 12 and encouraged interested Member States, international organizations and other experts to participate as members of the groups and notify their contact details to ModelCourses@imo.org within one month of the closure of this session.

3.12 In this context, the Sub-Committee selected Mr. J. Verhoeff (Netherlands) as the coordinator for the review groups established for the revision of Model Courses 1.37 and 2.06.

Information on Training for deck officers in the IALA Maritime Buoyage System

3.13 The Sub-Committee noted the information provided by IALA in document HTW 10/INF.6 on training of deck officers in the IALA Maritime Buoyage System.

Establishment of the Drafting Group on Model Courses

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

- .1 consider documents HTW 10/3/1 and Add.1; and HTW 10/3/2 and Add.1, including the corresponding draft model courses and their alignment with the scope of the related provisions in the STCW Code and advise the Sub-Committee accordingly with a view to validating the draft model courses at this session; and

- .2 prepare draft terms of reference, as well as the corresponding time frames, in accordance with the template set out in annex 3 to document HTW 4/3, for the revision of the following model courses:
 - .1 1.37 on Chemical Tanker Cargo and Ballast Handling Simulator; and
 - .2 2.06 on Oil Tanker Cargo and Ballast Handling Simulator.

Report of the Drafting Group on Model Courses

3.15 Having approved the report of the Drafting Group (HTW 10/WP.4), in general, the Sub-Committee took actions as outlined in the paragraphs below.

Validation of model courses

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

- .1 1.32 on Operational Use of Integrated Bridge Systems including Integrated Navigational Systems (HTW 10/WP.4, annex 1); and
- .2 1.35 on Liquefied Petroleum Gas (LPG) Tanker Cargo and Ballast Handling Simulator (HTW 10/WP.4, annex 2).

Guidance on the implementation of IMO model courses and future improvements

3.17 With regard to the *Guidance on the implementation of IMO model courses* appended in model courses, the Sub-Committee:

- .1 endorsed the recommendation of the Group that the existing Guidance needed to be updated; and
- .2 requested the Secretariat to prepare draft revised guidance for consideration at the next session of the Sub-Committee with a view to inclusion in the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2).

3.18 The Sub-Committee also:

- .1 recommended that the Secretariat cross-check future new and revised model courses with the coordinators of corresponding review groups before submission to the Sub-Committee in order to improve the review process of model courses; and
- .2 encouraged the active participation of a wider range of stakeholders, including Member States, international organizations, representatives from the maritime industry, maritime education and training institutions, seafarer representatives and other relevant professional organizations, in order to enhance the quality of the model courses.

Terms of reference for developers and review groups

3.19 The Sub-Committee approved the terms of reference, including the corresponding time frames, for the course developers and review groups, for the revision of the following model courses, as set out in annexes 2 and 3, respectively, with a view to validation by HTW 12:

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- .1 1.37 on Chemical Tanker Cargo and Ballast Handling Simulator; and
 - .2 2.06 on Oil Tanker Cargo and Ballast Handling Simulator.

4 ROLE OF THE HUMAN ELEMENT

Holistic approach on the human element

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

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

4.3 Recognizing that it played a leading role on the human element, the Sub-Committee invited interested Member States and international organizations to submit proposals to a future session of the Sub-Committee, outlining a holistic approach on the human element within the scope of work of the Organization based on the instructions by the Committee, and the information to be reported by other IMO bodies, taking into account resource and budgetary implications within the Organization.

5 REPORTS ON UNLAWFUL PRACTICES ASSOCIATED WITH CERTIFICATES OF COMPETENCY

General

5.1 The Sub-Committee recalled that:

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

Importance of the recognition by endorsement of certificates of competency (CoC)

5.2 The Sub-Committee had for its consideration document HTW 10/5 (Japan, Panama and Philippines), proposing confirming that the recognition of certificates by endorsement, as provided for in STCW regulation I/10 (Recognition of certificates) and in MSC.1/Circ.1450 on *Guidance on arrangements between Parties to allow for recognition of certificates under regulation I/10 of the STCW Convention*, was extremely important for the safety of seafarers and ships; and endorsements not in accordance with STCW regulation I/10 could be invalid, which could be subject to disposition under the port State control (PSC) regimes.

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

- .1 the actions in document HTW 10/5 should be supported and STCW Parties should take a broad range of actions to tackle fraudulent practices with certificates;
- .2 it was imperative that CoC endorsements were carried out in accordance with STCW regulation I/10 and that STCW Parties communicate with the Secretariat as necessary on the update on the information search page regarding "Parties whose certificates are recognized in compliance with regulation I/10";
- .3 the Secretariat should be invited to consider inclusion of the information related to STCW regulation I/10 in the new STCW GISIS module to avoid duplication of tools for reporting;
- .4 while some delegations were of the view that provisions in STCW regulation I/10 and MSC.1/Circ.1450 should be reviewed under the ongoing work of the comprehensive review of the 1978 STCW Convention and Code, other delegations highlighted that issues concerning the recognition of certificates were rather linked with the implementation of existing provisions;
- .5 upgraded qualification by endorsement issued to seafarers was not consistent with STCW regulation I/10 and section A-I/10 of the STCW Code;
- .6 a multilateral undertaking should be concluded between the Party which was to recognize the certificates and the Party issuing the certificates to be recognized, and the information on such undertakings should be communicated to the Organization;
- .7 the recognition of certification should mirror the qualifications in the original certificates and seafarers must carry on board both the endorsements and the original certificates;
- .8 according to the Convention, each Party must maintain a register of certification and make information on the status of these certificates available, by electronical means, on request by the other Parties and companies;
- .9 detected fraudulent certificates should be reported to issuing Administrations; and
- .10 information on Parties the certificates of which were recognized in accordance with regulation I/10 and the certificate verification facility should be incorporated into the new STCW GISIS module.

5.4 Following discussion, the Sub-Committee noted that all information on the existing two models on the IMO website, i.e. "Parties whose Certificates are recognized in compliance with regulation I/10" (<https://wwwapps.imo.org/RecognizedCertificates/default.asp>) and "certificate verification facility" (<https://wwwapps.imo.org/CertificateVerification/countryRequest.asp>), was managed and updated by the Secretariat, based on the requests from Member States. The Sub-Committee also noted that the functions included in the new STCW GISIS module did not entail a transfer of obligations in the Convention from STCW Parties to the Secretariat, e.g. STCW regulation I/2.15.

5.5 Subsequently, the Sub-Committee:

- .1 noted that the issue of fraudulent endorsements raised in the document was a serious problem that affected the safety of seafarers and ships;
- .2 reiterated the need to issue CoC endorsements in accordance with STCW regulation I/10;
- .3 recognized that invalid endorsements could be subject to disposition under the port State control (PSC) regimes, and urged STCW Parties to actively disclose and communicate information on seafarers' qualifications, such as publishing the list of undertakings, as provided in STCW regulation I/10, to the Parties concerned;
- .4 encouraged STCW Parties to take a broader range of actions to tackle the issue of fraudulent endorsements; and
- .5 taking into account the decisions made under agenda item 6 with regard to the launch of the new STCW GISIS module for a trial period of two years (see paragraph 6.37), noted that the information provided on the site "Parties whose Certificates were recognized in compliance with regulation I/10" and the "certificate verification facility" would be consolidated into the new module, with a view to allowing Parties to manage and update relevant information.

Reports on fraudulent certificates

5.6 The Sub-Committee noted the information provided by the Secretariat in document HTW 10/INF.2/Rev.1, containing a summary of reports received by the Secretariat on fraudulent certificates detected in 2022 and 2023. In this context, the Sub-Committee invited Parties to anonymize the information when submitting reports on fraudulent certificates, and agreed that, if names were included in such reports, the Secretariat should anonymize them when publishing the corresponding document.

Certificate verification facility

5.7 The Sub-Committee invited Member States to provide the Secretariat with updated information, which would be included in the "certificate verification facility" accessible on the IMO website, in order to facilitate and respond in a timely manner to requests for verification of certificates, until the finalization of the new functions of the GISIS module (see paragraphs 5.5 above and paragraph 6.37).

Colombia's experiences in issuing maritime certificates through technological innovations

5.8 The Sub-Committee noted the information provided by Colombia in document HTW 10/INF.9, relating to their experiences in issuing maritime certificates through technological innovations.

6 COMPREHENSIVE REVIEW OF THE 1978 STCW CONVENTION AND CODE

General

6.1 The Sub-Committee noted that MSC 105 (MSC 105/20, paragraph 18.13) had:

- .1 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;
- .2 instructed the Sub-Committee to start with a preliminary assessment of the scope of the work to be conducted, identifying specific areas to be reviewed, and to prepare a road map for approval by the Committee before initiating the development of draft amendments; and
- .3 instructed the Sub-Committee to consider ongoing areas of work in the context of the STCW Convention separately from the work on the comprehensive review, as proposed in document MSC 104/15/33 (MSC 105/20, paragraph 18.15).

6.2 The Sub-Committee also noted that MSC 107 and MEPC 80 had agreed to the proposed integration of the work under outputs:

- .1 1.32 (Implementation of the STCW Convention);
- .2 6.5 (Development of measures to facilitate mandatory seagoing service required under the STCW Convention);
- .3 6.6 (Development of measures to ensure quality of onboard training as part of the mandatory seagoing service required by the STCW Convention); and
- .4 6.11 (Development of training provisions for seafarers related to the BWM Convention);

in output 6.17 (Comprehensive review of the 1978 STCW Convention and Code) (MSC 107/20, paragraph 17.71 and MEPC 80/17, paragraph 10.12).

6.3 The Sub-Committee further noted that MSC 107:

- .1 having recalled 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 (MSC 107/20, paragraph 13.10; and HTW 9/15, paragraph 7.24);

- .2 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); and
- .3 had invited the Sub-Committee to note the considerations regarding the continuity of paper charts or equivalent printable digital arrangements, and to take them into account when undertaking the comprehensive review of the STCW Convention in relation to training of seafarers (MSC 107/20, paragraph 15.19.2).

Report of the Correspondence Group and related documents

6.4 The Sub-Committee had for its consideration documents:

- .1 HTW 10/6 (Sweden), providing the report of the Correspondence Group on the Comprehensive Review of the 1978 STCW Convention and Code established at HTW 9, in particular:
 - .1 a preliminary list of 22 specific areas to be reviewed for the comprehensive review;
 - .2 draft road map for the comprehensive review with a target completion year of 2027 for the adoption of the whole set of amendments; and
 - .3 draft terms of reference for the revision of Model Course 1.21 on Personal Safety and Social Responsibilities;
- .2 HTW 10/6/3 (Islamic Republic of Iran), raising potential issues that would require consideration concerning the inclusion of the articles of the STCW Convention in the scope of the comprehensive review due to the different amendment procedures of the articles of the Convention (explicit acceptance) and the annex to the Convention and part A of the STCW Code (tacit acceptance);
- .3 HTW 10/6/11 (ICS), providing comments on the preliminary list of specific areas identified for the comprehensive review, in particular, concerning the need to amend the articles of the Convention; and regarding the road map for the comprehensive review, distinguishing between the review and revision stages; and
- .4 HTW 10/6/12 (Japan), proposing that the preliminary list of specific areas be categorized and addressed as urgent matters and non-urgent matters and that the road map be modified accordingly.

Preliminary list of specific areas identified for the comprehensive review

6.5 In considering the draft preliminary list of specific areas identified for the comprehensive review of the STCW Convention and Code set out in annex 1 to document HTW 10/6, as prepared by the Correspondence Group, and the relevant parts of the above-mentioned documents, the Sub-Committee noted the following views expressed:

- .1 with regard to the inclusion of the articles of the Convention into the scope of the comprehensive review:
 - .1 articles should be included in order to assess whether they appropriately addressed recent developments in the maritime sector;
 - .2 review of articles should not necessarily entail amending them but rather identifying issues which could be addressed by other means;
 - .3 articles should not be included in the scope of the review unless evidence of the compelling need is provided to the Sub-Committee;
 - .4 consideration of the revision of the articles should only take place following completion of the review process and only if absolutely necessary;
- .2 with regard to the preliminary list of specific areas identified for the comprehensive review, including their prioritization:
 - .1 unintended consequences of setting priorities should be carefully considered;
 - .2 any areas considered as not urgent should not be considered less relevant; and
 - .3 prioritization of specific areas identified for review into two groups would impose an extra burden on Administrations, shipping companies and seafarers in implementing and complying with two sets of amendments if they were independently adopted.

6.6 Following discussion, the Sub-Committee agreed to refer document HTW 10/6, in particular annex 1, to the Working Group, when established, to finalize the list of specific areas for the comprehensive review, including the articles of the Convention, taking into account document HTW 10/6/3, and relevant parts of documents HTW 10/6/8, HTW 10/6/11 and HTW 10/6/12.

6.7 In addition, the Sub-Committee instructed the Working Group to prepare the draft methodology, including the prioritization of the areas mentioned in paragraph 6.6 above, with a view to approval by the Committee.

Road map for the comprehensive review

6.8 In considering the draft road map for the comprehensive review set out in the annex 2 to document HTW 10/6, as prepared by the Correspondence Group, and the relevant parts of the above-mentioned documents, the Sub-Committee noted the following views expressed:

- .1 the road map should foresee the review and revision stages which had been utilized when developing the 2010 Manila amendments;
- .2 the methodology for proposing and considering amendments should be developed before the finalization of the road map;

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- .3 the holding of an intersessional working group (ISWG) or a virtual meeting of a correspondence group should be decided after considering the progress made at this session; and
 - .4 it might not be feasible to hold an ISWG between HTW 10 and HTW 11 as it should be approved by MSC 108 and endorsed by C 132 and practical arrangements for holding the ISWG, e.g. submission of documents to the ISWG and report to HTW 11, should be made in advance.

6.9 Following discussion, the Sub-Committee agreed to refer document HTW 10/6, in particular annex 2, to the Working Group, when established, to:

- .1 prepare the draft methodology, including the prioritization of the areas to be addressed, with a view to approval by the Committee;
- .2 finalize the road map for the comprehensive review, with a view to approval by the Committee, based on annex 2 to document HTW 10/6 and taking into account the relevant parts of documents HTW 10/6/11 and HTW 10/6/12; and
- .3 consider whether, at this early stage of the review process, the holding of an ISWG or a virtual meeting of the correspondence group would be necessary, and advise the Sub-Committee accordingly, including the preparation of draft terms of reference for the group, as appropriate.

Revision of Model Course 1.21 on Personal Safety and Social Responsibilities

6.10 During the consideration of document HTW 10/6, in particular concerning the revision of Model Course 1.21 on Personal Safety and Social Responsibilities and the corresponding terms of reference, as set out in annex 3 to said document, the Sub-Committee recalled that HTW 9 had noted that the revision of Model Course 1.21 should only be completed once the Sub-Committee had agreed that the requirements on bullying and harassment, including SASH, had been established, which would set the foundation for this revision (HTW 9/15, paragraph 7.5).

6.11 In this context, the Sub-Committee noted that MSC 107 had:

- .1 approved draft amendments to table A-VI/1-4 of the STCW Code to prevent and respond to bullying and harassment, including SASH, with a view to adoption at MSC 108 (MSC 107/20, paragraphs 13.8 and 13.9); and
- .2 noted the Sub-Committee's agreement to also refer the draft amendments to table A-VI/1-4 of the STCW Code approved by MSC 107 to the second meeting of the Joint ILO/IMO Tripartite Working Group to identify and address seafarers' issues and the human element (JTWG), which would take place from 27 to 29 February 2024, for consideration and advice to MSC 108, before their adoption at that session (MSC 107/20, paragraph 13.9).

6.12 Following discussion, the Sub-Committee agreed to instruct the Working Group, when established, to finalize the draft terms of reference for the revision of Model Course 1.21, which should take into account the outcome of the JTWG and the decisions made by MSC 108, including the adoption of the draft amendments to table A-VI/1-4 of the STCW Code, based on annex 3 to document HTW 10/6, with a view to endorsement by the Sub-Committee for validation by HTW 12.

Course developer

6.13 The Sub-Committee expressed appreciation for the offer by the delegation of Chile to take on the role of course developer for the revision of Model Course 1.21.

Review group and coordinator

6.14 In accordance with section 5 of the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2), the Sub-Committee established a review group on revised Model Course 1.21 on Personal Safety and Social Responsibilities, as set out in annex 1, to work intersessionally by correspondence to review Model Course 1.21 and encouraged interested Member States, international organizations and other experts to participate as members of the group and notify their contact details, as provided in paragraph 5 of document HTW 10/3, to ModelCourses@imo.org within one month from the closure of this session.

6.15 In this context, the Sub-Committee selected Mr. Jan-Willem Verhoeff (Netherlands) as coordinator for the review group established for the revision of Model Course 1.21.

Information on overview of the survey on bullying and harassment on board

6.16 The Sub-Committee noted the information provided by Japan in document HTW 10/INF.8 on the overview of a survey on bullying and harassment on board.

Proposals on new amendments to the STCW Convention and Code and related instruments***Format for proposing amendments to the tables specifying the minimum standard of competency in the STCW Code***

6.17 The Sub-Committee, in considering documents HTW 10/6/2 and HTW 10/INF.4 (United Kingdom), proposing a standardized method for submitting future proposed amendments to the tables specifying the minimum standard of competency in the STCW Code, noted the following views expressed:

- .1 the proposed format should be kept in abeyance and considered at the revision stage;
- .2 proposals for amendments should not necessarily be evidence-based but rather pragmatic, logical and sound;
- .3 providing evidence for proposed amendments should be on a voluntary basis; and
- .4 proposals for amendments should be supported by reliable and sufficient evidence and data.

6.18 Following discussion, the Sub-Committee agreed to refer document HTW 10/6/2, in particular the proposed format set out in the annex to the document, to the Working Group, when established, for further consideration and advice to the Sub-Committee.

Proposals for new amendments to the STCW Convention and Code

6.19 The Sub-Committee noted that the following documents in relation to proposals for amendments to the STCW Convention and Code had been submitted for the Sub-Committee's consideration:

- .1 HTW 10/6/5 (ICS, IMHA and ITF), proposing amendments to section B-VI/4 of the STCW Code regarding the inclusion of a footnote referring to the use of an industry-developed medical guide for ships;
- .2 HTW 10/6/6 (INTERTANKO), proposing amendments to the STCW Code concerning a new competence on navigation in a global navigation satellite system (GNSS) environment impacted by external interference, and document HTW 10/6/14 commenting on document HTW 10/6/6; and
- .3 HTW 10/6/10 (Republic of Korea), proposing developing guidelines for mandatory onboard training containing specific training time and methods of approved seagoing service.

6.20 In this connection, the Sub-Committee recalled that MSC 105, when agreeing to this output, had:

- .1 instructed the Sub-Committee to start with a preliminary assessment of the scope of the work to be conducted, identifying specific areas to be reviewed, and to prepare a road map for approval by the Committee before initiating the development of draft amendments (MSC 105/20, paragraph 18.13.3); and
- .2 agreed that the instruments to be amended were the 1978 STCW Convention and Code (MSC 105/20, paragraph 18.14.2).

6.21 During the ensuing discussion, the Sub-Committee noted that individual proposals to amend the STCW Convention and Code should be considered after the scope of the work, including specific areas to be reviewed, and a road map for the comprehensive review had been approved by the Committee.

6.22 Following discussion, the Sub-Committee:

- .1 agreed that only non-mandatory provisions consequential to amendments to be developed in the context of the comprehensive review should be considered within the scope of this output;
- .2 deferred consideration of the proposals for amendments to the STCW Convention and Code in documents HTW 10/6/5, HTW 10/6/6, HTW 10/6/10 and HTW 10/6/14 until after the scope of the work, including specific areas to be reviewed, and a road map for the comprehensive review had been approved by the Committee; and
- .3 agreed to instruct the Working Group, when established, to prepare a list of documents on proposals for amendments to the STCW Convention and Code, including those from previous sessions, with a view to being further considered after the scope of the work, including specific areas to be reviewed, and a road map for the comprehensive review had been approved by the Committee.

6.23 In connection with the consideration of document HTW 10/6/9, the Sub-Committee noted a statement made by the delegation of Ukraine, as set out in annex 12, pointing out that, over the centuries, the maritime education and training of seafarers had become one of Ukraine's greatest assets in international shipping. The delegation had stated that a full-scale Russian armed invasion of Ukraine since February 2022, including military hostilities in the Black Sea and the Sea of Azov, had resulted in the destruction of port and coastal infrastructure of maritime transport, as well as the disruption of the Ukrainian maritime educational institutions by missiles and drones launched by the Russian Federation. But this had not diminished its firm desire to reinforce and strengthen maritime capacity, nor had it become an obstacle to the further development of Ukrainian naval traditions and Ukraine's contribution to global merchant shipping. During the period 2022-2023, the entire system of training and certification of seafarers had undergone drastic changes in Ukraine. Despite the ongoing war, a comprehensive overhaul and update of its national legislation through implementation of requirements and procedures in accordance with the provisions of the 1978 STCW Convention and Code and the 1995 STCW-F Convention in relation to both officers and ratings had been completed. In this regard, well-rounded "digitalization" should be considered as one of the most significant achievements, offering real opportunities to simplify and increase transparency. In particular, it was of great importance in the struggle against fraud and corruption with respect to the certification of seafarers. In the long run, it positively affected the level of qualification of Ukrainian seafarers, thus guaranteeing the safety of navigation on vessels where they worked. The delegation of Ukraine continued its statement by introducing document HTW 10/6/9 (Ukraine), raising concerns on the accessibility of information on medical certificates of seafarers and medical practitioners recognized by the Parties, and proposing amendments to the STCW Convention on the publicity of the recognized medical practitioners, and an associated draft MSC resolution.

6.24 Following the above statement by the delegation of Ukraine, the Sub-Committee agreed with the Chair's advice to focus on the proposal in document HTW 10/6/9 only, and that other interventions, if any, in response to Ukraine's statement (see paragraph 6.23) would be considered at a later stage.

6.25 With regard to the proposals in document HTW 10/6/9, the Sub-Committee noted the following views expressed, in particular on the proposal in paragraph 8 of the document:

- .1 requirements for maintaining a register of recognized medical practitioners and made available to other Parties, companies and seafarers on request were already established in section A-I/9 (Medical standards) of the STCW Code;
- .2 publication of seafarers' medical certificates should not be used as a tool for validating the authenticity of medical certificates since it would have associated legal and data protection implications;
- .3 several delegations had established dedicated websites for the register of recognized medical practitioners; the delegation of Indonesia provided their website <https://dokumenpelaut.dephub.go.id> and the website <https://stcw.marina.gov.ph> was provided by the delegation of Philippines; and
- .4 the aim of the proposed draft MSC resolution was supported in general and should be further considered in the Working Group.

6.26 Having noted the general support for the proposal, the Sub-Committee agreed to instruct the Working Group to further consider the draft MSC resolution on accessibility of information related to medical provisions in the STCW Convention set out in the annex to document HTW 10/6/9 for advice to the Sub-Committee.

6.27 In response to the statements made by the delegation of Ukraine (see paragraph 6.23 above and annex 12), the Sub-Committee noted the statements by the delegations of Australia, Belgium (supported by Denmark, Finland, France, Germany, Ireland, Italy, Netherlands (Kingdom of the), Norway, Poland, Portugal, Spain, Sweden and the European Commission), Canada, Japan, the United Kingdom and the United States, expressing their solidarity with Ukraine and the Ukrainian people. Statements of delegations that have requested their inclusion in the report are set out in annex 12. The majority of the delegations that spoke condemned the Russian Federation's aggression against Ukraine that started in 2014 and took the form of a full-scale invasion of Ukraine on 24 February 2022 and which was a violation of the territorial integrity and the sovereignty of a UN Member State, extending to its territorial waters, and inconsistent with the principles and purposes of IMO, as set forth in Article 1 of the IMO Convention. It was also highlighted that, through 2022-2023, all key bodies of IMO (Legal Committee, Maritime Safety Committee, Marine Environment Protection Committee, Facilitation Committee and Technical Cooperation Committee) had condemned the Russian Federation's illegal actions, as well as the thirty-third session of the Assembly through the adoption of resolution A.1183(33). In addition, some countries also condemned the reported attacks aimed at maritime educational institutions and training centres and their impact on the functioning of the system of maritime education and training in Ukraine, and the safety and well-being of maritime cadets and institutions' staff.

6.28 In this connection, the Sub-Committee also noted a statement made by the delegation of the Russian Federation, as set out in annex 12, underlining that the matters raised above, and the statements made, lay outside of the mandate not only of this technical Sub-Committee, but also of the Organization as a whole. It had been once again observed that some delegations had attempted to put the agenda of the UN General Assembly on the agenda of this Sub-Committee. The delegation of the Russian Federation also referred to the UN Secretary-General's condemnation of Ukraine's Armed Forces' recent attacks against civilians, for example in Donetsk, Belgorod and Lisichansk, and that these attacks against civilians and civilian infrastructure were a crime under international humanitarian law and had to cease. Moreover, that delegation highlighted that the approach of the Chair to addressing this issue within the Sub-Committee's agenda and taking the lead on it without reference to the Member States' statements during plenary was characterized as improper and unbalanced.

6.29 In response to the statement made by the delegation of the Russian Federation, the delegation of Ukraine pointed out the manipulative and lying nature of the Russian statement. At the same time, Ukraine expressed its sincere appreciation to all the delegations who had made statements in support of Ukraine's position. In addition, this delegation stated that the issues raised during the discussion by the Sub-Committee were based on decisions made at MSC 107, (in particular paragraph 2.3 of document MSC 107/20), which had been reflected in Assembly resolution A.1183(33) of 4 December 2023 (paragraphs 3, 6 and 10 of the resolution).

Development of interim guidance on training for seafarers on ships using alternative fuels

6.30 The Sub-Committee had for its consideration documents:

- .1 HTW 10/6/4 (ICS), presenting a rationale for initiating the development of interim guidance on training for seafarers on ships using alternative fuels and seeking Member States' support for submitting a proposal for a new relevant output;

- .2 HTW 10/6/7 (China), providing initial draft amendments to part B of the STCW Code concerning guidance on training and qualification for seafarers on battery-powered ships; and
- .3 HTW 10/6/13 (India), providing comments on document HTW 10/6/4 and proposing revision of tables A-V/3-1 and A-V/3-2 of the STCW Code, and corresponding Model Courses 7.13 and 7.14.

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

- .1 the development of training provisions or guidance for seafarers in response to the decarbonization of shipping, including the use of alternative fuels and other types of power sources, including battery-power technologies, should be prioritized and separately addressed under the existing output of the Committee on "Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels";
- .2 the impending delivery of new ship types that ran on alternative fuels made the need to address relevant training standards and requirements for seafarers to handle new types of marine fuels compelling;
- .3 the proposal in document HTW 10/6/4 should be further considered by the Working Group;
- .4 the proposal in document HTW 10/6/7 on battery-powered ships should be supported and should lead to the future development of mandatory provisions regarding new energy carriers; and
- .5 other related workstreams at MSC, the CCC Sub-Committee and also the ongoing work by the Maritime Just Transition Task Force should be taken into account to avoid duplication and ensure efficiency.

6.32 Following discussion, the Sub-Committee agreed that:

- .1 the work related to the development of training provisions for seafarers on ships using alternative fuels should be separate from the work on the comprehensive review of the STCW Convention and Code;
- .2 the existing output of the Committee on "Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels" could be utilized to develop training provisions for seafarers on ships using alternative fuels, taking into account the ongoing work by MSC, the CCC Sub-Committee and any other relevant bodies and invited the Committee to include this output in the provisional agenda for HTW 11; and
- .3 documents HTW 10/6/4, HTW 10/6/7 and HTW 10/6/13 should be considered for any further work.

Recommendations on Polar Code training programmes

6.33 The Sub-Committee, in considering documents HTW 10/6/8 (Argentina et al.) and HTW 10/INF.10 (Secretariat), providing recommendations from, and the full report of, the Lessons Learned workshop for Polar Code training programmes, which took place in Buenos Aires (Argentina) from 31 October to 3 November 2023, in the context of training of personnel engaged on ships operating in polar waters, noted the following views expressed:

- .1 recommendations 4, 5 and 13 should be supported and forwarded to the Working Group for further consideration;
- .2 recommendations 8, 9, 10 and 12 should be further considered at the next session, taking into account the road map to be developed;
- .3 recommendations 1, 2, 3, 6 and 14 regarding proposals for amending to the Polar Code and recommendation 7 on the preparation of a circular were pertinent and should be considered in due course by MSC through a new output on the assessment of the implementation of the Polar Code;
- .4 there was a pressing need to enhance training-related provisions for non-SOLAS vessels operating in polar waters;
- .5 additional train-the-trainer workshops should be conducted; and
- .6 recommendation 4 needed to be further deliberated in the Working Group, in particular on tables A-V/4-1 and A-V/4-2 of the STCW Code, the competence needed to be kept at generic level and the specific extreme weather precaution needed to be retained in tables A-V/4-1 and A-V/4-2; with regard to recommendation 8, a minimum qualification for master or officers on watch with experience in navigating in ice conditions should be retained; and for recommendation 13, the further development and consideration should be on the simulator functional requirements, not the technical requirements.

6.34 Having noted the general support for the recommendations set out in the annex to document HTW 10/6/8, the Sub-Committee:

- .1 invited the Committee to note relevant recommendations set out in paragraph 4.2 of the document, with regard to the evaluation and implementation of the Polar Code;
- .2 agreed to take into account the relevant recommendations set out in paragraph 4.4 of the document when revising Model Courses 7.11 and 7.12 in the future;
- .3 invited interested Member States and international organizations to consider arrangements for additional train-the-trainer workshops in coordination with the Secretariat, as appropriate; and
- .4 agreed to instruct the Working Group, when established, to take into account document HTW 10/6/8, in particular the elements contained in paragraphs 4.1 and 4.3, in the list of areas to be reviewed as part of the comprehensive review, for subsequent approval by the Committee.

6.35 The delegation of Argentina thanked the Secretariat for its support in organizing the workshop that took place in Buenos Aires from 31 October to 3 November 2023 referred to in document HTW 10/6/8, in particular Mr. Milton Baron-Perico; Canada for its support for all workshops; and Member States of the nationalities of the experts participating in the workshop. The delegation reiterated the commitment of Argentina to safe navigation in polar waters.

Development of the STCW GISIS module

6.36 The Sub-Committee, in considering document HTW 10/6/1 (Secretariat), providing the background of the development of an STCW GISIS module and a proposal for its finalization and launching for a trial operation, noted the following views expressed:

- .1 the launch of this module would be beneficial and some new functions should be added, e.g. CoC endorsements issued in accordance with STCW regulation I/10 and verification of authenticity of certificates to help address fraudulent practices;
- .2 the administration of the communication of information obligations required by the STCW Convention and Code would be facilitated and the administrative burden reduced with the new module, which should be used by Parties;
- .3 the experience gained on the use of the new module would be important for the comprehensive review of the Convention and Code, in particular with regard to the enhancement of the communication of information provisions; and
- .4 the new module should also cover information related to the register of medical practitioners responsible for assessing the medical fitness of seafarers (STCW regulation I/9) and information on Internet resources for checking the validity of seafarers' medical certificates (STCW regulation I/9 and section A-I/9 of the Code).

6.37 Following consideration, the Sub-Committee:

- .1 requested the Secretariat to launch the new STCW GISIS module for a trial period of two years and inform STCW Parties and other Member States when the new module became operative;
- .2 encouraged STCW Parties to use the new module once it became operative, provide the necessary information for its correct and reliable operation in general and, in particular, to discharge the obligations emanating from the provisions on communication of information;
- .3 invited Member States and international organizations to submit feedback on the use of the STCW GISIS module, with a view to improvement during the trial;
- .4 requested the Secretariat to provide information on the experience gained during the trial period to a future session of the Sub-Committee, if possible, with a view to providing relevant input to the comprehensive review of the STCW Convention and Code, in particular with regard to the enhancement of the communication of information provisions; and
- .5 invited the Committee to note the actions taken by the Sub-Committee.

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

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

- .1 finalize the list of specific areas for the comprehensive review, including the articles of the Convention, with a view to approval by the Committee, based on annex 1 to document HTW 10/6 and taking into account document HTW 10/6/3 and relevant parts of documents HTW 10/6/8 (in particular paragraphs 4.1 and 4.3), HTW 10/6/11 (in particular paragraphs 6 to 11) and HTW 10/6/12 (in particular paragraphs 5 to 7);
- .2 prepare the draft methodology, including the prioritization of the areas mentioned in sub-paragraph .1 above, with a view to approval by the Committee;
- .3 finalize the road map for the comprehensive review, with a view to approval by the Committee, based on annex 2 to document HTW 10/6 and taking into account relevant parts of documents HTW 10/6/11 (in particular paragraphs 12 to 18) and HTW 10/6/12 (in particular paragraph 8);
- .4 finalize the draft terms of reference for the revision of Model Course 1.21, which should take into account the outcome of the second meeting of the JTWG and the decisions made by MSC 108, based on annex 3 to document HTW 10/6, with a view to endorsement by the Sub-Committee for validation by HTW 12;
- .5 further consider document HTW 10/6/2, in particular the proposed format set out in the annex to the document, and advise the Sub-Committee accordingly;
- .6 prepare a list of the documents on proposals for amendments to the STCW Convention and Code, including documents HTW 10/6/5, HTW 10/6/6, HTW 10/6/10 and HTW 10/6/14 and those from previous sessions with a view to being further considered, if appropriate, after the scope of the work, including specific areas to be reviewed, the methodology, prioritization and a road map for the comprehensive review had been approved by the Committee, and the corresponding review completed;
- .7 further consider the draft MSC resolution on accessibility of information related to medical provisions in the STCW Convention set out in the annex to document HTW 10/6/9, and advise the Sub-Committee accordingly; and
- .8 consider whether, at this early stage of the review process, the holding of an ISWG or a virtual meeting of a correspondence group would be necessary, and advise the Sub-Committee accordingly, including the preparation of draft terms of reference for the group, as appropriate.

Report of the Working Group

6.39 Having considered the report of the Working Group (HTW 10/WP.3), the Sub-Committee approved it in general and took action as outlined in the ensuing paragraphs.

List of specific areas identified for the comprehensive review

6.40 The Sub-Committee endorsed the list of specific areas for the comprehensive review, as set out in annex 4, with a view to approval by MSC 108.

Methodology for the comprehensive review

6.41 The Sub-Committee endorsed the methodology for the comprehensive review, as set out in annex 5, with a view to approval by MSC 108, including the following elements:

- .1 a two-phase approach for the comprehensive review, consisting of Phase 1 (Review/Identification of gaps) followed by Phase 2 (Revision);
- .2 a common terminology in the methodology would facilitate the preparation of submissions with a common structure and information;
- .3 Phase 1 should cover whole parts of the Convention and Code, including articles, to ensure it was truly comprehensive; and
- .4 Phase 2 could be further discussed and defined at a later stage after Phase 1 had been finalized.

Road map for the comprehensive review

6.42 The Sub-Committee endorsed the Group's agreement on the approach for Phase 1 (review/identification of elements to be addressed), i.e. Phase 1 should be initiated by individual and group submissions by Member States and interested international organizations that had conducted a comprehensive review, to be collectively considered by an ISWG, if established, before HTW 11, including that:

- .1 it was essential to take into account the lessons learned from the previous comprehensive reviews in order to avoid inconsistencies and future-proof the Convention and Code in their implementation; and
- .2 the next steps should be determined based on the results of the first session of the ISWG (HTW 10/WP.3, paragraphs 17 to 19).

6.43 The Sub-Committee also endorsed the road map for the comprehensive review, as set out in annex 6, with a view to approval by MSC 108.

6.44 The Sub-Committee further:

- .1 endorsed the recommendation of the Group to convene an ISWG before HTW 11, and its associated draft terms of reference; and
- .2 invited MSC 108 to approve the establishment of the intersessional working group on the comprehensive review of the STCW Convention and Code to take place before HTW 11, with the associated draft terms of reference, as set out in annex 9, subject to endorsement by C 132, to further progress the work under this agenda item.

Terms of reference for the revision of model course 1.21

6.45 The Sub-Committee approved the terms of reference for the revision of Model Course 1.21 on Personal Safety and Social Responsibilities, as set out in annex 7, with a view to validation by HTW 12 (see also paragraphs 6.13 to 6.15), and agreed that the revision of this Model Course should also take into account the outcome of the second meeting of the Joint ILO/IMO Tripartite Working Group to Identify and Address Seafarers' Issues and the Human Element (JTWG) and the decisions made by MSC 108.

Format for proposing amendments to the tables specifying the minimum standard of competency in the STCW Code

6.46 The Sub-Committee noted the agreement of the Group that it was premature to consider the format for proposing amendments to the tables specifying the minimum standard of competency in the STCW Code, as proposed in document HTW 10/6/2, and that the document should be considered in detail once the review and identification of the gaps had been finalized.

List of documents on proposals for amendments to the STCW Convention and Code

6.47 The Sub-Committee endorsed the non-exhaustive list of documents on proposals for amendments to the STCW Convention and Code and non-exhaustive list of the topics for consideration for the comprehensive review, as set out in annex 8, which included those submitted under the previous outputs, which had already been incorporated into the output on "Comprehensive review of the 1978 STCW Convention and Code" (see document HTW 10/WP.3, paragraphs 26 to 29).

Accessibility of information related to medical provisions in the STCW Convention

6.48 The Sub-Committee noted that the Group, owing to time constraints, was not able to consider the draft MSC resolution on accessibility of information related to medical provisions in the STCW Convention set out in the annex to document HTW 10/6/9, and that the ISWG, if established, should be tasked to further consider this document (see also paragraph 6.44 and annex 9).

7 BIENNIAL STATUS REPORT AND PROVISIONAL AGENDA FOR HTW 11**Biennial status report for the 2024-2025 biennium**

7.1 Taking into account the progress made at this session, the Sub-Committee prepared its biennial status report for the 2024-2025 biennium (HTW 10/WP.2, annex 1), as set out in annex 10, for consideration by MSC 108.

Proposed provisional agenda for HTW 11

7.2 Having recalled the decision made under agenda item 6 (see paragraph 6.32), that the existing output of the Committee on "Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels" could be utilized to develop training provisions for seafarers on ships using alternative fuels, taking into account the ongoing work by MSC, the CCC Sub-Committee and any other relevant bodies, the Sub-Committee agreed to invite the Committee to include this output in the provisional agenda for HTW 11.

7.3 Taking into account the above and the progress made at this session, the Sub-Committee prepared the proposed provisional agenda for HTW 11 (HTW 10/WP.2, annex 2), as set out in annex 11, for approval by MSC 108.

Arrangements for working and drafting groups during the next session

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

- .1 Model courses;
- .2 Comprehensive review of the 1978 STCW Convention and Code; and
- .3 Development of training provisions for seafarers on ships using alternative fuels,*

whereby the Chair, taking into account the submissions received on the respective subjects, would advise the Sub-Committee well in time before HTW 11 on the final selection of such groups.

Intersessional working group

7.5 The Sub-Committee recalled its earlier decision made under agenda item 6 (see paragraph 6.44) to invite MSC 108 to approve the establishment of an intersessional working group on the Comprehensive review of the 1978 STCW Convention and Code to take place before HTW 11 to further progress the work under agenda item 6, subject to endorsement by C 132.

Date of the next session

7.6 The Sub-Committee noted that the eleventh session of the Sub-Committee had been tentatively scheduled to take place from 10 to 14 February 2025.

8 ELECTION OF CHAIR AND VICE-CHAIR FOR 2025

8.1 In accordance with the Rules of Procedure of the Maritime Safety Committee, the Sub-Committee unanimously re-elected Mr. Haakon Storhaug (Norway) as Chair and Mr. Rafael Cigarruista (Panama) as Vice-Chair, both for 2025.

9 ANY OTHER BUSINESS

Report on dispensations issued under article VIII of the STCW Convention

9.1 The Sub-Committee noted the information provided by the Secretariat in document HTW 10/INF.3/Rev.1, relating to the reports on dispensations granted from 2022 to 2023, which had been submitted by STCW Parties in accordance with article VIII of the Convention.

* Subject to the decision of MSC 108.

Design of an efficient virtual reality-based training system and verification of its effectiveness

9.2 The Sub-Committee noted the information provided by the Republic of Korea in document HTW 10/INF.5 relating to the design of an efficient virtual reality-based training system and verification of its effectiveness.

Information on the China Seafarer Skills Competition

9.3 The Sub-Committee noted the information provided by China in document HTW 10/INF.7, relating to the China Seafarer Skills Competition.

Expression of appreciation

9.4 The Sub-Committee expressed appreciation to the following delegates, who had recently retired, for their invaluable contribution to its work and wished them a long and happy retirement:

- Capt. Jukka Tuomaala (Finland) (on retirement)
- Dr. Markku Karkama (Finland) (on retirement)

10 ACTION REQUESTED OF THE COMMITTEE

Consideration of the report of the Sub-Committee

10.1 The draft report of the session (HTW 10/WP.1) was prepared by the Secretariat for consideration by the Sub-Committee.

10.2 In this context, during the meeting held on Friday, 9 February 2024, delegations were given an opportunity to provide comments on the draft report (HTW 10/WP.1), and the Secretariat then prepared the revised draft report (HTW 10/WP.1/Rev.1), incorporating the comments made. Member States and international organizations wishing to provide further editorial corrections and improvements, including finalizing individual statements, were given a deadline of Wednesday, 21 February 2024, 23.59 (UTC) to do so by correspondence, in accordance with paragraphs 4.37 and 4.38 of the Committees' method of work (MSC-MEPC.1/Circ.5/Rev.5).

Action requested of the Maritime Safety Committee

10.3 The Maritime Safety Committee, at its 108th session, is invited to:

- .1 note relevant recommendations set out in paragraph 4.2 of document HTW 10/6/8, with regard to the evaluation and implementation of the Polar Code (paragraph 6.34.1);
- .2 note the actions taken by the Sub-Committee in relation to the launch of the new STCW GISIS module and the agreed trial period of two years (paragraph 6.37);
- .3 approve the list of specific areas for the comprehensive review of the STCW Convention and Code (paragraph 6.40 and annex 4);

- .4 approve the methodology for the comprehensive review of the STCW Convention and Code (paragraph 6.41 and annex 5);
- .5 approve the road map for the comprehensive review of the STCW Convention and Code (paragraphs 6.42 and 6.43, and annex 6);
- .6 approve the establishment of an intersessional working group on the comprehensive review of the STCW Convention and Code, to take place before HTW 11, with the associated draft terms of reference, subject to endorsement by C 132 (paragraphs 6.44 and 7.5, and annex 9);
- .7 note the Sub-Committee's biennial status report for the 2024-2025 biennium (paragraph 7.1 and annex 10); and
- .8 approve the proposed provisional agenda for HTW 11 (paragraphs 6.32, 7.2 and 7.3, and annex 11).

ANNEX 1

REVIEW GROUPS FOR MODEL COURSES PLANNED FOR VALIDATION BY HTW 12

APPENDIX 1

**REVIEW GROUP ON REVISED MODEL COURSE 1.37
ON CHEMICAL TANKER CARGO AND BALLAST HANDLING SIMULATOR**

Course developer: China		
Coordinator: Netherlands Mr. Jan-Willem Verhoeff, j.w.verhoeff@hva.nl		
Members of the Review Group		
No.	Name	Email
1	Capt. Kersi N. Deboo (India)	kndeboo.trg@angloeastern.com
2	Camila Toscano Gamechoarteaga (Ecuador)	militoscano94@gmail.com
3	Capt. Jaanus Matso (Estonia)	jaanus.matso@transpordiamet.ee
4	Mr. Odd Konrad Dale (Norway)	okd@sdir.no
5	Mr. Torstein Dale Selsås (Norway)	tds@sdir.no
6	Capt. Ashwin Madhav (Singapore)	Ashwin_Madhav_KHANDKE@sp.edu.sg
7	Capt. Joe Chen (Singapore)	joe.chen@wavelink.com.sg
8	Mr. Paul S. Szwed (IAMU)	pszwed@maritime.edu
9	Capt. Vinayak Mohla (GlobalMET)	mohlav@angloeastern.com

APPENDIX 2

**REVIEW GROUP ON REVISED MODEL COURSE 2.06
ON OIL TANKER CARGO AND BALLAST HANDLING SIMULATOR**

Course developer: China		
Coordinator: Netherlands Mr. Jan-Willem Verhoeff, j.w.verhoeff@hva.nl		
Members of the Review Group		
No.	Name	Email
1	Miguel Freire Cabrera (Ecuador)	maykolfrecab@gmail.com
2	Capt. Jaanus Matso (Estonia)	jaanus.matso@transpordiamet.ee
3	Capt. Kersi N. Deboo (India)	kndeboo.trg@angloeastern.com
4	Mr. Odd Konrad Dale (Norway)	okd@sdir.no
5	Mr. Torstein Dale Selsås (Norway)	tds@sdir.no
6	Capt. Ashwin Madhav (Singapore)	Ashwin_Madhav_KHANDKE@sp.edu.sg
7	Capt. Joe Chen (Singapore)	joe.chen@wavelink.com.sg
8	Mr. Paul S. Szwed (IAMU)	pszwed@maritime.edu
9	Capt. Vinayak Mohla (GlobalMET)	mohlav@angloeastern.com

APPENDIX 3

**REVIEW GROUP ON REVISED MODEL COURSE 1.21
ON PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES**

Course developer: Chile		
Coordinator: Netherlands Mr. Jan-Willem Verhoeff, j.w.verhoeff@hva.nl		
Members of the Review Group		
No.	Name	Email
1	Liu, Junpo (China)	junpoliu@126.com
2	Wang, Huanxin (China)	wanghxdmu@163.com
3	Mr. Torsten Mathias Augustsen (Denmark)	tma@shw.dk
4	Mr. Alexander Al Weissi (Germany)	Alexander.AIWeissi@bg-verkehr.de
5	Mr. Holger Jäde (Germany)	Jaede@reederverband.de
6	Mr. Patrick le Plat (Germany)	patrick.leplat@bmdv.bund.de
7	Ms. Runa Jörgens (Germany)	joergens@dmz-maritim.de
8	Capt. Kersi N. Deboo (India)	kndeboo.trg@angloeastern.com
9	Mr. Odd Konrad Dale (Norway)	okd@sdir.no
10	Mr. Torstein Dale Selsås (Norway)	tds@sdir.no
11	Mr. Chaosheng Rui (Singapore)	RUI_Chaosheng@mpa.gov.sg
12	Capt. Mohd Salleh (Singapore)	Mohamad_Salleh_AHMAD_SARWAN@sp.edu.sg
13	Capt. Nikhil Kumar (Singapore)	Nikhil_kumar@mpa.gov.sg
14	Christian Castle (CLIA)	ccastle@cruising.org

Course developer: Chile		
Coordinator: Netherlands Mr. Jan-Willem Verhoeff, j.w.verhoeff@hva.nl		
Members of the Review Group		
No.	Name	Email
15	Jennifer Williams (CLIA)	jwilliams@cruising.org
16	Philip C. Schiffin Jr (ICMA)	pschiffin@seamenschurch.org
17	Mr. Paul S. Szwed (IAMU)	pszwed@maritime.edu
18	Capt. Vinayak Mohla (GlobalMET)	mohlav@angloeastern.com

ANNEX 2

TERMS OF REFERENCE FOR THE REVISION OF MODEL COURSE 1.37 ON CHEMICAL TANKER CARGO AND BALLAST HANDLING SIMULATOR

Introduction

1 Section A-V/1 (Mandatory minimum requirements for the training and qualification of masters, officers and ratings on tankers) of the 1995 amendments to the STCW Code has been comprehensively revised, as part of the 2010 Manila Amendments, and split into sections A-V/1-1 (oil and chemical tankers) and A-V/1-2 (liquefied gas tankers) in the 2010 Manila amendments.

Objectives

2 The revision of Model Course 1.37 on Chemical Tanker Cargo and Ballast Handling Simulator should address the practical aspects of all competencies that can be addressed by simulator training and related Knowledge, Understanding and Proficiency (KUP) requirements of section A-V/1-1, paragraphs 1 and 3 and tables A-V/1-1-1 and A-V/1-1-3 of the STCW Code, taking into account the guidance of section B-V/1-1 of the STCW Code. The model course should not exceed the competencies and KUPs of the STCW Code but needs to consider and incorporate the latest technological developments and best practices of the industry. The model course development should support competency-based outcomes in line with column 4 of tables A-V/1-1-1 and A-V/1-1-3 of the STCW Code.

Activities

3 The course developer will revise IMO Model Course 1.37 on Chemical Tanker Cargo and Ballast Handling Simulator, based on regulation V/1-1, paragraphs 1, 2, 5 and 6 of the STCW Convention, section A-V/1-1, paragraphs 1 and 3 and tables A-V/1-1-1 and A-V/1-1-3 of the STCW Code, taking into account the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2), in particular appendices 3, 4 and 5 therein. The references and bibliography should make citations using the Harvard style of referencing while the common abbreviations for IMO model courses in part C (Detailed outline) should be retained, e.g. R1 for the 1974 SOLAS Convention.

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

5 The IMO Secretariat will forward the draft model course to its review group, who will then provide any comments and guidance to the course developer for inclusion as appropriate in the third draft, which will then be returned by the course developer to the review group for final evaluation and comments if any. The course developer will finalize the draft model course and submit it to the Head, Maritime Training and Human Element of IMO for submission to HTW 12 for consideration and validation.

Reporting

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

Deadline	Action to be taken
25 October 2024	The course developer prepares an initial draft to be forwarded to the designated representative of the IMO Secretariat.
3 January 2025	The IMO Secretariat may conduct a review of the first draft of the course for adequacy and consistency with instructions, and suggests changes, where appropriate.
14 March 2025	The course developer will then prepare a draft with revisions from the IMO Secretariat. The IMO Secretariat receives the second draft and forwards the draft model course to the review group.
9 May 2025	Model Course review group returns any additional comments and guidance to the course developer for additional edits and development, as appropriate.
4 July 2025	Course developer submits final revised draft of the model course to the IMO Secretariat for forwarding to the review group for final comments.
29 August 2025	Review group coordinator submits report to the IMO Secretariat including the evaluation questionnaire as contained in appendix 6 to MSC-MEPC.2/Circ.15/Rev.2.

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

COURSE DEVELOPER SPECIFIC INSTRUCTIONS/TERMS OF REFERENCE

<p>Course developer specific instructions/terms of reference</p> <p>MODEL COURSE 1.37</p> <p>ON CHEMICAL TANKER CARGO AND BALLAST HANDLING SIMULATOR</p>	
<p>1) The overall goal of this model course is to provide guidance for the training and assessment of seafarer competence in Chemical Tanker Cargo and Ballast Handling Simulator at the basic and advanced levels addressing the practical aspects of all competences and related Knowledge, Understanding and Proficiency (KUP) requirements in accordance with section A-V/1-1, paragraphs 1 and 3 and tables A-V/1-1-1 and A-V/1-1-3 of the STCW Code, taking into account the guidance in section B-V/1-1 of the STCW Code. IMO model courses are intended for a global audience and must be adaptable to a wide variety of candidates and teaching resources.</p>	
<p>2) This model course will be validated by the Sub-Committee on Human Element, Training and Watchkeeping (HTW) at its twelfth session (HTW 12). The final revised draft of the model course should be submitted to the Head of Maritime Training and Human Element (ModelCourses@imo.org) no later than 4 July 2025 with the following subject line:</p> <p>Revised Model Course 1.37 on Chemical Tanker Cargo and Ballast Handling Simulator for submission to HTW 12</p>	
<p>3) The following Member States, organizations and subject matter experts (SME) have indicated their availability to work with you on this project. Their contact information is listed below. You are also encouraged to use other resources as may also be available to you.</p>	
Nation, Organization, SME	Contact Information
To be confirmed after HTW 10	
<p>4) This model course has some common and equal education and training requirements as are found in the listed model courses. The education and training requirements must use similar vernacular and be based upon the same information. However, alterations to reflect individual shipboard departmental requirements are expected.</p>	
Model course	Education and training requirement
1.01 Basic Training for Oil and Chemical Tanker Cargo Operations	STCW regulation V/1-1, paragraphs 1, 2, 5 and 6; and STCW Code, section A-V/1-1, paragraphs 1 and 3
1.03 Advanced Training for Chemical Tanker Cargo Operations	and tables A-V/1-1-1 and A-V/1-1-3
7.03 Officer in Charge of a Navigational Watch	STCW regulation II/1 and table A-II/1

Course developer specific instructions/terms of reference	
MODEL COURSE 1.37 ON CHEMICAL TANKER CARGO AND BALLAST HANDLING SIMULATOR	
5) This model course has some common but lower-level education and training requirements than those found in the listed model courses. These education and training requirements must use simpler taxonomy or topics to reflect their prerequisite nature.	
Model course	Education and training requirement
N/A	
6) This model course has some common but higher-level education and training requirements than those found in the listed model courses. The education and training requirements must use a more advanced taxonomy or topics to reflect the advanced nature of the material presented.	
Model course	Education and training requirement
N/A	
7) This model course is to be included within these other model courses.	
Model course	Education and training requirement
1.01 Basic Training for Oil and Chemical Tanker Cargo Operations	STCW regulation V/1-1, paragraphs 1, 2, 5 and 6; and STCW Code, section A-V/1-1, paragraphs 1 and 3 and tables A-V/1-1-1 and A-V/1-1-3
1.03 Advanced Training for Chemical Tanker Cargo Operations	
8) This model course is to include these other model courses.	
Model course	Education and training requirement
N/A	
9) This model course is to include education and training requirements from other IMO instruments.	
Convention and Codes	Education and training requirement
1974 SOLAS Convention IBC Code 73/78 MARPOL Convention	Chapter VII Annex II

Course developer specific instructions/terms of reference

**MODEL COURSE 1.37
ON CHEMICAL TANKER CARGO AND BALLAST HANDLING SIMULATOR**

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

ANNEX 3

TERMS OF REFERENCE FOR THE REVISION OF MODEL COURSE 2.06 ON OIL TANKER CARGO AND BALLAST HANDLING SIMULATOR

Introduction

1 Section A-V/1 (Mandatory minimum requirements for the training and qualification of masters, officers and ratings on tankers) of the 1995 amendments to the STCW Code has been comprehensively revised, as part of the 2010 Manila Amendments, and split into sections A-V/1-1 (oil and chemical tankers) and A-V/1-2 (liquefied gas tankers) in the 2010 Manila amendments.

Objectives

2 The revision of Model Course 2.06 on Oil Tanker Cargo and Ballast Handling Simulator should address the practical aspects of all competencies that can be addressed by simulator training and related Knowledge, Understanding and Proficiency (KUP) requirements of section A-V/1-1, paragraphs 1 and 2 and tables A-V/1-1-1 and A-V/1-1-2 of the STCW Code, taking into account the guidance of section B-V/1-1 of the STCW Code. The model course should not exceed the competencies and KUPs of the STCW Code but needs to consider and incorporate the latest technological developments and best practices of the industry. The model course development should support competency-based outcomes in line with column 4 of tables A-V/1-1-1 and A-V/1-1-2 of the STCW Code.

Activities

3 The course developer will revise IMO Model Course 2.06 on Oil Tanker Cargo and Ballast Handling Simulator, based on regulation V/1-1, paragraphs 1, 2, 3 and 4 of the STCW Convention, section A-V/1-1, paragraphs 1 and 2 and tables A-V/1-1-1 and A-V/1-1-2 of the STCW Code, taking into account the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2), in particular appendices 3, 4 and 5 therein. The references and bibliography should make citations using the Harvard style of referencing while the common abbreviations for IMO model courses in part C (Detailed outline) should be retained, e.g. R1 for the 1974 SOLAS Convention.

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

5 The IMO Secretariat will forward the draft model course to its review group, who will then provide any comments and guidance to the course developer for inclusion as appropriate in the third draft, which will then be returned by the course developer to the review group for final evaluation and comments if any. The course developer will finalize the draft model course and submit it to the Head, Maritime Training and Human Element of IMO for submission to HTW 12 for consideration and validation.

Reporting

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

Deadline	Action to be taken
3 January 2025	The course developer prepares an initial draft to be forwarded to the designated representative of the IMO Secretariat.
14 March 2025	The IMO Secretariat may conduct a review of the first draft of the course for adequacy and consistency with instructions, and suggests changes, where appropriate.
9 May 2025	The course developer will then prepare a draft with revisions from the IMO Secretariat. The IMO Secretariat receives the second draft and forwards the draft model course to the review group.
4 July 2025	Model course review group returns any additional comments and guidance to the course developer for additional edits and development, as appropriate.
29 August 2025	Course developer submits final revised draft of the model course to the IMO Secretariat for forwarding to the review group for final comments.
10 October 2025	Review group coordinator submits report to the IMO Secretariat including the evaluation questionnaire as contained in appendix 6 of MSC-MEPC.2/Circ.15/Rev.2.

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

COURSE DEVELOPER SPECIFIC INSTRUCTIONS/TERMS OF REFERENCE

<p>Course developer specific instructions/terms of reference</p> <p>MODEL COURSE 2.06</p> <p>ON OIL TANKER CARGO AND BALLAST HANDLING SIMULATOR</p>	
<p>1) The overall goal of this model course is to provide guidance for the training and assessment of seafarer competence in Oil tanker cargo and ballast handling simulator at the basic and advanced levels addressing the practical aspects of all competences and related Knowledge, Understanding and Proficiency (KUP) requirements in accordance with section A-V/1-1, paragraphs 1 and 2 and tables A-V/1-1-1 and A-V/1-1-2 of the STCW Code, taking into account the guidance in section B-V/1-1 of the STCW Code. IMO model courses are intended for a global audience and must be adaptable to a wide variety of candidates and teaching resources.</p>	
<p>2) This model course will be validated by the Sub-Committee on Human Element, Training and Watchkeeping (HTW) at its twelfth session (HTW 12). The final revised draft of the model course should be submitted to the Head of Maritime Training and Human Element (ModelCourses@imo.org) no later than 29 August 2025 with the following subject line:</p> <p>Revised Model Course 2.06 on Oil Tanker Cargo and Ballast Handling Simulator for submission to HTW 12</p>	
<p>3) The following Member States, organizations and subject matter experts (SME) have indicated their availability to work with you on this project. Their contact information is listed below. You are also encouraged to use other resources as may also be available to you.</p>	
Nation, Organization, SME	Contact Information
To be confirmed after HTW 10	
<p>4) This model course has some common and equal education and training requirements as are found in the listed model courses. The education and training requirements must use similar vernacular and be based upon the same information. However, alterations to reflect individual shipboard departmental requirements are expected.</p>	
Model course	Education and training requirement
1.01 Basic Training for Oil and Chemical Tanker Cargo Operations	STCW regulation V/1-1, paragraphs 1, 2, 3 and 4; and STCW Code, section A-V/1-1, paragraphs 1 and 2 and tables A-V/1-1-1 and A-V/1-1-2
1.02 Advanced Training for Oil Tanker Cargo Operations	
7.03 Officer in Charge of a Navigational Watch	STCW regulation II/1 and table A-II/1

Course developer specific instructions/terms of reference	
MODEL COURSE 2.06 ON OIL TANKER CARGO AND BALLAST HANDLING SIMULATOR	
5) This model course has some common but lower-level education and training requirements than those found in the listed model courses. These education and training requirements must use simpler taxonomy or topics to reflect their prerequisite nature.	
Model course	Education and training requirement
N/A	
6) This model course has some common but higher-level education and training requirements than those found in the listed model courses. The education and training requirements must use a more advanced taxonomy or topics to reflect the advanced nature of the material presented.	
Model course	Education and training requirement
N/A	
7) This model course is to be included within these other model courses.	
Model course	Education and training requirement
1.01 Basic Training for Oil and Chemical Tanker Cargo Operations	STCW regulation V/1-1, paragraphs 1, 2, 3 and 4; and STCW Code, section A-V/1-1, paragraphs 1 and 2 and tables A-V/1-1-1 and A-V/1-1-2
1.02 Advanced Training for Oil Tanker Cargo Operations	
8) This model course is to include these other model courses.	
Model course	Education and training requirement
N/A	
9) This model course is to include education and training requirements from other IMO instruments.	
Convention and Codes	Education and training requirement
1974 SOLAS Convention 73/78 MARPOL Convention	Chapter VII Annex I
These specific instructions are to provide the course developer with guidelines to use during the development of a model course. They are as inclusive as possible. However, the course developer may, at their discretion and in consultation and agreement with the IMO Secretariat, adapt these instructions to meet the intent and goals of the Committee/Sub-Committee.	

ANNEX 4

LIST OF SPECIFIC AREAS IDENTIFIED FOR THE COMPREHENSIVE REVIEW OF THE STCW CONVENTION AND CODE

The below areas in the STCW Convention and Code are identified for the comprehensive review. The scope of work specified for each area is based on preliminary assessment of the relevant issues however, to be comprehensive, the scope should include all pertinent issues and provisions of the STCW Convention and Code, including the articles.

1 Emerging technologies on ships and ship operations

Technological developments in shipping, as well as environmental challenges, have provided the industry with new types of vessels, equipment, propulsion, energy sources and manoeuvring and operations, which may require new standards of competence, functions and levels of responsibility.

Action: Review existing standards and determine the need for a new requirement to address provisions established by IMO and other relevant instruments, taking into account current and future work.

2 Digitalization of documentation, including certificates issued under STCW

The utilization of electronic documents in the maritime industry will demand modifications in the traditional issuance and processing of documentation issued under STCW. This also includes validation and authentication of certificates.

Action: Review provisions in the Convention and Code concerning documentation issued under STCW to facilitate the utilization of electronic documentation. (Reference to MSC.1/Circ.1665)

3 Emerging technologies in education and training

With the experience already gained in using digitalization and emerging technologies in education and training, it is envisaged that further use of those technologies will continue. Therefore, a review of the existing provisions in the STCW Convention and Code would allow for the expansion of teaching and teaching aids to supplement and support shore-based training, methods for assessment of competence, and approval and monitoring of training programmes including those outside the jurisdiction of the Party.

Action: Review and determine the need to amend existing standards and guidance to incorporate emerging instructional and assessment techniques such as distance learning, and improve the quality and flexibility of onboard training, shore-based and workshop skills training, including use of simulators.

4 Facilitation, flexibility and quality of onboard, shore-based and workshop skills training, including use of simulators

It is important to focus on facilitating and improving the quality of onboard and workshop skills training and seagoing service required in different chapters of the Convention, also taking into account up-to-date learning technologies, including additional use of simulators.

Action: Review and determine the need to amend existing standards and guidance to incorporate emerging instructional and assessment techniques, and improve the quality and flexibility of onboard training, distance learning, 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

It is important that amendments related to new training standards, particularly those emanating from amendments to other IMO instruments, enter into force in the shortest possible time.

Action: Review the current text of the STCW Convention and Code and identify the provisions that should be addressed in order to provide for a viable and efficient amendment process. This would allow any changes in standards of education and training, including KUPs stemming from the introduction of new technologies in ships and shipping operations, to be incorporated seamlessly and swiftly.

6 Requirements for sea time or practical experience in relation to new and emerging technologies including the use of simulation

New and emerging technologies may support training and certification of seafarers. This could include the use of simulations as an alternative to a portion of a requirement for seagoing service. In addition, considering the initial phase, the training and certification of seafarers often precede the implementation or installation of these new technologies on ships.

Action: Review the STCW Convention and Code to determine the appropriateness of seagoing service requirements for training and certification and the feasibility of meeting requirements using new and emerging technologies, considering that, in an initial phase, the training and certification of seafarers often precede the implementation or installation of these new technologies on ships. This may include consideration of the use of simulation as an alternative to a portion of a requirement for seagoing service.

7 Psychological safety, bullying and harassment, including SASH, gender diversity and gender sensitization

The review and revision of the STCW Convention and Code should be done in parallel with the work already initiated on the development and finalization of training provisions on psychological safety, bullying and harassment in the maritime sector, including sexual assault and sexual harassment. Furthermore, the responsibilities of companies should be reviewed to consider responsibility for psychologically safe working environments including the prevention of bullying and harassment.

Action: Review the STCW Convention to consider incorporating psychological safety, bullying and harassment, including SASH, gender diversity and gender sensitization into the training requirements for seafarers.

8 Mental health

In order to reduce the stigma of mental health issues, requiring appropriate competence should be considered so that seafarers understand the impact of living and working at sea and can recognize and triage a mental health challenge that may arise while on board a ship. The comprehensive review of the STCW Convention and Code should identify tools and methods to allow seafarers to recognize risk factors and know how and when to search for appropriate help. Furthermore, the responsibilities of companies should be reviewed to consider responsibility for the promotion of mental health and well-being on board ship.

Action: Review the STCW Convention to consider incorporating mental health concepts into the training requirements for seafarers.

9 Twenty-first century and interpersonal skills

Action: Review the STCW Convention and Code for the need to address twenty-first century competence and interpersonal skills, such as digital skills, communications, information management and the ability to adapt to a changing work environment.

10 Addressing inconsistencies

A significant number of inconsistencies were identified in the text of the annex to the STCW Convention and Code. Many of those are a consequence of amendments that were adopted at different times. The above may lead to ineffective implementation of the STCW Convention. Thus, the Parties to the STCW Convention and those involved in implementing, applying or enforcing its measures may not always undertake the STCW Convention in a uniform manner.

Action: Review STCW provisions to address inconsistencies, duplications and different interpretations.

11 Addressing different interpretations

Different interpretations of the requirements have been identified which result in inconsistency in implementation and possible confusion. The comprehensive review would give the opportunity to clarify issues arising from inconsistent interpretations of the various standards, including those related to near-coastal voyages, in particular, the need of an undertaking among Parties. It is also important to review and identify new and existing definitions for a more unified interpretation of the STCW Convention and Code.

Action: Review STCW provisions to address inconsistencies, duplications and different interpretations.

12 Addressing taxonomy and terminologies

The newly developed action verb taxonomy in appendices 4 and 5 of the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2) should be considered when reviewing the STCW Convention and Code in order to ensure the consistency of the verbs used in the STCW Convention and Code defining the standards of competence with the action verbs used in modern educational systems.

Action: Review STCW provisions to address taxonomy and terminologies.

13 Flexibility in revalidation of certificates and endorsements

A comprehensive review of the STCW Convention and Code would allow for the identification of provisions that could be amended or new provisions that would need to be added to provide flexibility in revalidation and renewal of certificates, endorsements, and medical certificates, including whenever exceptional circumstances may occur.

Action: Review STCW provisions to consider incorporating flexibility and provisions for revalidation of certificates and endorsements in normal and exceptional circumstances.

14 Overview of the implementation of the Convention, in particular the need to update the STCW "White List"

Following the ongoing work of the HTW and III Sub-Committees, the review of the STCW Convention and Code should consider the need for clarification on the provisions related to quality standard systems, independent evaluation and the preparation, reporting and consideration of information and identification of Parties' compliance with STCW for common understanding and uniform implementation.

Action: Review the Convention oversight infrastructure to clarify the process to identify parties that are giving the convention full and complete effect.

15 Lessons learned

Action: Review the STCW Convention and Code to take into account issues based on experience, including experience implementing previous amendments, casualty investigations and lessons learned during the COVID-19 pandemic, inter alia, extension of the validity of the certificates, in extraordinary circumstances/cases of force majeure.

16 Flexibility

Action: Review STCW Convention and Code to consider facilitating to the extent possible the mobility of seafarers across different ship types and trades and conventions.

17 Alternative certification under chapter VII

Review chapter VII of the STCW Convention and Code to determine whether a revision is needed for more effective utilization of alternative certification as part of the flexibility needed to accommodate new and emerging technologies and organizational innovations, as well as the option for certifying different functions on board and different types of ships and taking a more goal-based approach.

Action: Review STCW provisions to use alternative certification in support of emerging technologies and other organizational changes.

18 Watchkeeping arrangements and principles to be observed (chapter VIII)

Review regulation VIII/2 of the Convention and sections A-VIII/2 and B-VIII/2 of the Code with a view to formulating these provisions in a goal-based manner to enable the accommodation of new and emerging technologies and organizational innovations.

Action: Review STCW provisions related to watchkeeping to support the use of emerging technologies and other organizational changes.

19 Alignment of STCW with requirements placed on ships, seafarers and shipowners by other IMO and relevant international instruments

Action: Review the STCW Convention and Code to ensure, where necessary, that both are fully aligned with requirements placed on ships, seafarers and shipowners by IMO and other relevant international instruments.

20 Cybersecurity

Action: Review the STCW Convention and Code to consider an approach to addressing the need for cybersecurity awareness for seafarers, especially as maritime operations become more reliant on the digitally integrated and automated systems.

21 Implementation and transitional provisions

The implementation of any amendments developed under this review must be reasonable and achievable for all Parties. Previous difficulties in meeting requirements by established effective dates due to the lengthy process associated with the multiple steps that must be taken to fully implement any new requirements should be considered.

Action: Review transitional provisions to ensure efficient implementation of respective amendments.

22 Addressing outdated training requirements

Action: Review the tables of competence in the STCW Code to identify the need to update competences, KUPs and training requirements that are outdated and no longer relevant.

ANNEX 5

METHODOLOGY FOR THE COMPREHENSIVE REVIEW OF THE STCW CONVENTION AND CODE

Purpose

To provide a methodology for a structured approach for the comprehensive review of the STCW Convention and Code.

Methodology

Using the principles, the list of areas and actions as a basis, identify gaps with a view to developing amendments that address them.

The approach to applying this methodology will be divided into two phases.

Phase 1 – Review/Identification of gaps

Review the Convention and Code (regulation by regulation and section by section, including articles) to identify gaps/provisions that should be addressed based on two criteria:

- .1 Criterion 1: Issues emanating/resulting from external factors including trends and new developments.

For example: use of new technological developments in ships and ship's operations, technological advances in training, requirements from other conventions, etc.; and

- .2 Criterion 2: Issues emanating/resulting from existing provisions based on implementation experiences.

For example: inconsistencies, differing interpretations, challenges with the interpretation, flexibility, etc.

The documents submitted for consideration under this phase 1 must be structured as follows:

- .1 Provision with an identified gap;
- .2 The principle(s) (of those already approved at MSC 107) associated with the proposal;
- .3 Explanation under the applicable criteria (1 and/or 2) above; and
- .4 The area(s) associated with the gap and criterion.

Example 1 of document:

- .1 Gap – section A-I/7 – Communication of information – undertakings under regulation I/10;
- .2 Principle – XXXX;

- .3 Criterion 2 – Differing interpretations on whether or not the panel of competent persons must review the submission and issue their determination as to whether or not the Party is giving the Convention full and complete effect; and
- .4 Area – XXXX.

Example 2 of document:

- .1 Gap – Standards of competence to address cybersecurity awareness;
- .2 Principle – XXXX;
- .3 Criterion 1 – Recent shipping cybersecurity incidents have shown the need for cybersecurity training at all levels. Awareness should be commensurate with their responsibilities. Changes may be needed to include a new competence in tables A-II/1, A-II/2, A-III/1, A-III/2 and A-VI/1; and
- .4 Area – XXXX.

The output from phase 1 is a list of provisions with identified gaps that will be addressed in phase 2.

Phase 2 – Revision*

Develop amendments to address gaps identified under phase 1. This phase may result in consequential amendments to other regulations and sections.

The documents submitted for discussion under this phase 2 must be structured as follows:

- .1 Provisions and gaps identified – from the list generated in phase 1;
- .2 Proposed amendment; and
- .3 Explanation.

* Subject to review upon completion of phase 1.

ANNEX 6

**ROAD MAP FOR THE COMPREHENSIVE REVIEW
OF THE STCW CONVENTION AND CODE**

Session	Action
REVIEW STAGE	
HTW 10 (February 2024)	<ul style="list-style-type: none"> – Finalize preliminary list of specific areas identified for review. – Finalize road map for the comprehensive review of the STCW Convention and Code. – Agree and finalize a methodology for proposing and considering amendments for review to the STCW Convention and Code. – Invite proposals for review of the STCW Convention and Code to ISWG-STCW 1, subject to MSC 108's approval of areas identified and methodology for the comprehensive review, as applicable. – Consideration of the option to convene an ISWG and agree to ToR. – Report of HTW 10 to MSC 108.
MSC 108 (May 2024)	<ul style="list-style-type: none"> – Approval of preliminary list of specific areas identified for review. – Approval of a road map for the comprehensive review of the STCW Convention and Code. – Approval of methodology for the Comprehensive review of the STCW Convention and Code. – Approval of the convening of ISWG-STCW 1.
Council 132 (summer 2024)	<ul style="list-style-type: none"> – Endorsement of the convening of ISWG-STCW 1.
ISWG-STCW 1 (2024-2025)	<ul style="list-style-type: none"> – Consideration of phase 1 (proposals for the review stage). – Development of a list of identified gaps based on proposals received. – Revise road map if necessary. – Report of ISWG-STCW 1 to HTW 11.

Session	Action
HTW 11 (spring 2025)	<ul style="list-style-type: none"> – Consideration of the report of ISWG-STCW 1. – Consideration of phase 1 (proposals for the review stage). – Finalization of a list of identified gaps based on proposals received. – Examine prioritization, if necessary/if applicable. – Finalize the methodology for the revision. – Invite proposals for revision of the STCW Convention and Code. – Consideration of the convening of an intersessional working group and agree to its ToR for ISWG-STCW 2. – Revise road map if necessary. – Report of HTW 11 to MSC 110.
MSC 110 (summer 2025)	<ul style="list-style-type: none"> – Approval of the convening of ISWG-STCW 2.
Council (summer 2025)	<ul style="list-style-type: none"> – Endorsement of the convening of ISWG-STCW 2.
REVISION STAGE	
ISWG-STCW 2 (2025-2026)	<ul style="list-style-type: none"> – Consideration of phase 2 (proposals for the revision stage). – Revise road map if necessary. – Report of ISWG-STCW 2 to HTW 12.
HTW 12 (spring 2026)	<ul style="list-style-type: none"> – Consideration of the report of ISWG-STCW 2. – Preparation of draft text of amendments. – Consideration of the convening of an intersessional working group and agree to ToR for ISWG-STCW 3. – Consideration of the type of meeting to adopt amendments of the STCW Convention and Code for advice to MSC 111. – Consideration of the development or revision of the model courses. – Revise road map if necessary. – Report of HTW 12 to MSC 111.

Session	Action
MSC 111 (2026)	<ul style="list-style-type: none">– Consideration of the type of meeting to adopt amendments of the STCW Convention and Code for final decision.– Approval of the convening of ISWG-STCW 3.
Council (2026)	<ul style="list-style-type: none">– Endorsement of the convening of ISWG-STCW 3.
ISWG-STCW 3 (2026-2027)	<ul style="list-style-type: none">– Finalization of draft text of amendments.– Preparation of draft resolutions.– Revise road map if necessary.
HTW 13 (spring 2027)	<ul style="list-style-type: none">– Consideration of the report of the ISWG-STCW.3– Finalization of the draft text of amendments of the STCW Convention and Code and the draft resolutions.– Report of HTW 13 to MSC 113.
MSC 113 (2027)	<ul style="list-style-type: none">– Approval of the draft text of amendments to the STCW Convention and Code in accordance with the procedure set out in the Convention.
Meeting to adopt amendments (autumn 2027)	<ul style="list-style-type: none">– Holding of the meeting to adopt draft amendments to the STCW Convention and Code and the associated draft MSC resolutions.

ANNEX 7

TERMS OF REFERENCE FOR THE REVISION OF MODEL COURSE 1.21 ON PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES

Introduction

1 Draft amendments to table A-VI/1-4 (Specification of minimum standard of competence in personal safety and social responsibilities) of the STCW Code, to prevent and respond to bullying and harassment in the maritime sector, including sexual assault and sexual harassment (SASH), were approved by MSC 107 with a view to adoption by MSC 108.

Objectives

2 The revision of model course 1.21 on Personal Safety and Social Responsibilities should address all competencies and related Knowledge, Understanding and Proficiency (KUP) requirements of table A-VI/1-4 of the STCW Code, including those in the said amendments in paragraph 1, taking into account the guidance of section B-VI/1 of the STCW Code. The model course should not exceed the competencies and KUPs of the STCW Code but needs to consider and incorporate the best practices of the industry. The model course revision should support competency-based outcomes in line with column 4 of table A-VI/1-4 of the STCW Code. The course should also consider the challenges faced by seafarers, taking into account the unique nature of their working and living environment.

3 The revision of model course 1.21 should also take into account the outcome of the second meeting of the Joint ILO/IMO Tripartite Working Group to Identify and Address Seafarers' Issues and the Human Element (JTWG) and the decisions made by MSC 108.

4 In addition, the revision of the model course should:

- .1 add a relevant reference to the existing provisions on bullying and harassment in MLC, 2006, Guidelines B4.3.1; and
- .2 align the language used with that used in MLC, 2006, as agreed by HTW 9.

Activities

5 The course developer will revise IMO Model Course 1.21, in particular to include the new competence on "Contribute to the prevention and response to bullying and harassment, including SASH" and its related KUPs, based on regulation VI/1 of the STCW Convention, section A-VI/1 and table A-VI/1-4 of the STCW Code, taking into account the *Guidelines for the development, review and validation of model courses* (MSC-MEPC.2/Circ.15/Rev.2), in particular appendices 3, 4 and 5 therein. The references and bibliography should make citations using the Harvard style of referencing while the common abbreviations for IMO model courses in part C (Detailed Outline) should be retained, e.g. R1 for the 1974 SOLAS Convention.

6 The course developer will submit the initial draft to the Head, Maritime Training and Human Element, who is the designated representative of IMO for review and development of model courses.

7 The IMO Secretariat will conduct a review of the initial draft of the model course for adequacy and consistency with instructions, and suggest changes, where appropriate. The course developer will then prepare a revised draft taking into account received suggested changes and forward it again to the IMO Secretariat.

8 The IMO Secretariat will forward the revised model course to its review group, who will then provide any comments and guidance to the course developer for inclusion, as appropriate, in the third draft, which will then be returned by the course developer to the review group for final evaluation and comments if any. The course developer will finalize the draft model course and submit it to the IMO Secretariat for submission to HTW 12 for consideration and validation.

Reporting

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

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

Deadline	Action to be taken
15 November 2024	The course developer prepares an initial draft to be forwarded to the Head, Maritime Training and Human Element, who is the designated representative of IMO for the model course.
24 January 2025	The designated representative of IMO, following their review of the initial draft of the revised model course for adequacy and consistency with instructions, returns the initial draft of the model course to the model course developer with suggested changes, as necessary.
4 April 2025	The model course developer submits the second draft to the designated representative of IMO to forward it to the review group for comments.
30 May 2025	The review group returns any additional comments and guidance to the course developer for additional edits and development, as appropriate.
25 July 2025	The course developer submits the final revised draft of the model course to the designated representative of IMO for forwarding to the review group for final comments.
19 September 2025	The review group coordinator submits a report to the IMO Secretariat including the evaluation questionnaire as contained in appendix 6 of MSC-MEPC.2/Circ.15/Rev.2.

COURSE DEVELOPER SPECIFIC INSTRUCTIONS/TERMS OF REFERENCE

<p>Course developer specific instructions/terms of reference</p> <p>MODEL COURSE 1.21 ON PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES</p>					
<p>1) The overall goal of this model course is to provide guidance for the training and assessment of seafarer competence in Personal Safety and Social Responsibilities in accordance with table A-VI/1-4 of the STCW Code, taking into account the guidance of section B-VI/1 of the STCW Code. IMO model courses are intended for a global audience and must be adaptable to a wide variety of candidates and teaching resources.</p>					
<p>2) This model course will be validated by the Sub-Committee on Human Element, Training and Watchkeeping (HTW) at its twelfth session (HTW 12). The final revised draft of the model course should be submitted to the Head, Maritime Training and Human Element, (ModelCourses@imo.org) no later than 25 July 2025 with the following subject line:</p> <p style="text-align: center;">Revised Model Course 1.21 on Personal Safety and Social Responsibilities for submission to HTW 12</p>					
<p>3) The following nations, organizations, and subject matter experts (SME) have indicated their availability to work with you on this project. Their contact information is listed below. You are also encouraged to use other resources as may be available to you.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Nation, Organization, SME</th> <th style="width: 50%;">Contact Information</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center;">To be confirmed after HTW 10.</td> </tr> </tbody> </table>		Nation, Organization, SME	Contact Information	To be confirmed after HTW 10.	
Nation, Organization, SME	Contact Information				
To be confirmed after HTW 10.					
<p>4) This model course has some common and equal education and training requirements as are found in the listed model courses. The education and training requirements must use similar vernacular and be based upon the same information. However, alterations to reflect individual shipboard departmental requirements are expected.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Model Course</th> <th style="width: 50%;">Education and training requirement</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center;">N/A</td> </tr> </tbody> </table>		Model Course	Education and training requirement	N/A	
Model Course	Education and training requirement				
N/A					
<p>5) This model course has some common, but lower-level education and training requirements than that found in the listed model courses. These education and training requirements must use simpler taxonomy or topics to reflect their prerequisite nature.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Model Course</th> <th style="width: 50%;">Education and training requirement</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center;">N/A</td> </tr> </tbody> </table>		Model Course	Education and training requirement	N/A	
Model Course	Education and training requirement				
N/A					
<p>6) This model course has some common, but higher-level education and training requirements than that found in the listed model courses. The education and training requirements must use a more advanced taxonomy or topics to reflect the advanced nature of the material presented.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Model Course</th> <th style="width: 50%;">Education and training requirement</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center;">N/A</td> </tr> </tbody> </table>		Model Course	Education and training requirement	N/A	
Model Course	Education and training requirement				
N/A					

Course developer specific instructions/terms of reference	
MODEL COURSE 1.21 ON PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES	
7) This model course is to be included within these other model courses.	
Model Course	Education and training requirement
7.03 Officer in Charge of a Navigational Watch	STCW regulation II/1, II/3, STCW Codes section A-II/1, A-II/3, table A-II/1 and table A-II/3.
7.04 Officer in Charge of an Engineering Watch	STCW regulation III/1, STCW Code section A-III/1 and table A-III/1.
7.08 Electro-technical Officer	STCW regulation III/6, STCW Code section A-III/6 and table A-III/6.
8) This model course is to include these other model courses.	
Model Course	Education and training requirement
N/A	
9) This model course is to include education and training requirements from other IMO Instruments.	
Convention and Codes	Education and training requirement
N/A	
<p>These specific instructions are to provide the course developer with guidelines to use during the development of a model course. They are as inclusive as possible. However, the course developer may, at their discretion, and in consultation and agreement of the IMO Secretariat, adapt these instructions to meet the intent and goals of the Committee/Sub-Committee.</p>	

ANNEX 8

NON-EXHAUSTIVE LIST OF THE DOCUMENTS ON PROPOSALS FOR AMENDMENTS TO THE STCW CONVENTION AND CODE AND NON-EXHAUSTIVE LIST OF THE TOPICS FOR CONSIDERATION FOR THE COMPREHENSIVE REVIEW

APPENDIX 1

NON-EXHAUSTIVE LIST OF DOCUMENTS ON PROPOSALS FOR AMENDMENTS TO THE STCW CONVENTION AND CODE

Document	Title
<i>Output 6.17 on Comprehensive review of the 1978 STCW Convention and Code</i>	
HTW 10/6/2	Format for proposing amendments to the tables specifying the minimum standard of competency in the STCW Code
HTW 10/6/5	Proposal for amendment to section B-VI/4 of the STCW Code to include a new footnote
HTW 10/6/6	Proposed addition of navigational competence to navigate safely in a Global Navigation Satellite System (GNSS) compromised environment
HTW 10/6/8	Proposal to incorporate recommendations on Polar Code training programmes
HTW 10/6/10	Comments on document HTW 10/6
HTW 10/6/12	Comments on document HTW 10/6
HTW 10/6/14	Comments on document HTW 10/6/6
HTW 9/7/1	Proposed mandatory training provisions to address the prevention, awareness, bystander intervention, reporting and response to bullying and harassment including sexual assault and sexual harassment
HTW 9/7/2	Proposed amendments to the methods for demonstrating competence required in table A-VI/1-2 and table A-VI/2-1 of the STCW Code
HTW 9/7/7	Proposal for the principles of review process and identification of issues
HTW 9/7/10	Proposed principles and specific areas of the review
HTW 9/7/11	Proposed amendments to section A-IV/2 and section B-IV/2 of the STCW Code
<i>Output 6.5 on Development of measures to facilitate mandatory seagoing service required under the STCW Convention</i>	
HTW 9/10	Facilitating and rationalizing mandatory seagoing service for the prospective officers

<i>Output 6.6 on Development of measures to ensure quality of onboard training as part of the mandatory seagoing service required by the STCW Convention</i>	
HTW 7/10	Ensuring quality of Onboard Training (OBT) for prospective officers through the streamlining and balancing of OBT and Training Ashore (TAS)
HTW 7/10/1	Ensuring quality of Onboard Training (OBT) by upgrading the functional efficiency of the Training Record Book (TRB)
HTW 7/10/2	Steps taken to ensure quality of onboard training for developing effective guidelines
HTW 9/9	Report of the Correspondence Group
HTW 9/9/1	Proposed amendments to section B-III/1 of the STCW Code in order to include guidance regarding the onboard training
HTW 9/9/2	Proposed amendments to section B-III/6 of the STCW Code in order to include guidance regarding the onboard training
<i>Output 6.11 on Development of training provisions for seafarers related to the BWM Convention</i>	
HTW 7/12	Proposed amendments to the STCW Code to address the training of seafarers related to ballast water management
HTW 7/12/1	Comments on document HTW 7/12
<i>Output 1.32 on Implementation of the STCW Convention</i>	
HTW 9/6	Report of the Correspondence Group
HTW 9/6/1	Comments on the report of the Correspondence Group on the Implementation of the STCW Convention (HTW 9/6)
HTW 9/6/2	Comments on document HTW 9/6
HTW 9/6/3	Comments on document HTW 9/6/1

APPENDIX 2

**NON-EXHAUSTIVE LIST OF THE TOPICS FOR CONSIDERATION FOR
THE COMPREHENSIVE REVIEW**

Document	Topic
HTW 8/16	<p>Draft streamlined guidance on the preparation, reporting and consideration of information related to the independent evaluations and steps taken to implement mandatory amendments required by regulations I/7 and I/8 of the STCW Convention</p> <p>6.10 The Sub-Committee endorsed the view of the Group concerning three issues identified to be considered at the next comprehensive review of the STCW Convention, i.e. timing for taking corrective measures as part of the submission of the independent evaluation report; modernization of methods to handle information; and reporting to MSC by the Secretary-General.</p>
HTW 9/15	<p>Proposal to review/update model training courses for general and restricted operator's certificate for the GMDSS</p> <p>3.27 The Sub-Committee also noted that draft amendments to table 47-1 (Requirements for radio electronic and operator's certificates) of the ITU Radio Regulations, reflecting the outcome of the GMDSS modernization, were planned to be considered by the ITU World Radiocommunication Conference 2023 (WRC-23), to take place in November 2023, for approval, and that these amendments should be taken into account during the comprehensive review of the 1978 STCW Convention and Code.</p>
	<p>Report of the Drafting Group on Model Courses</p> <p>3.37 Based on the discussion in the Drafting Group concerning the method of demonstrating competence in "Fight and extinguish fires" in column 3 of table A-VI/1-2 of the STCW Code and its potential hazard to trainees' health, the Sub-Committee endorsed the recommendation of the Group that this matter should be considered during the comprehensive review of the STCW Convention (HTW 9/WP.10, paragraph 17).</p>
	<p>Introduction of cultural and generational gap awareness</p> <p>7.19 The Sub-Committee, recognizing that cultural and generational differences could be catalysts or sources of bullying and harassment, noted the agreement by the Group (HTW 9/WP.9, paragraph 7) to introduce cultural and generational gap awareness in the existing competence "Contribute to effective human relationship on board ships" in table A-VI/1-4 of the STCW Code during the comprehensive review of the STCW Convention and Code.</p>
	<p>Psychological safety</p> <p>7.20 The Sub-Committee noted that the Group had not been able to develop a draft competence on psychological safety in the STCW Code owing to time constraints and lack of concrete proposals and had agreed to develop a new stand-alone competence on psychological safety within section A-VI/1, and table A-VI/1-4, of the STCW Code during the</p>

	<p>comprehensive review of the STCW Convention and Code (HTW 9/WP.9, paragraphs 12 and 13).</p> <p>Maintaining the standard of competence for prevention and response to bullying and harassment, including SASH</p> <p>7.23 The Group endorsed the Group's agreement to give more detailed consideration concerning the provisions for maintaining the standard of competence on prevention and response to bullying and harassment, including SASH, during the comprehensive review of the STCW Convention and Code.</p> <p>Preliminary assessment of the scope of the work to be conducted</p> <p>7.25 The Sub-Committee noted that, although the Group had not been able to preliminarily identify specific areas to be reviewed during the comprehensive review owing to time constraints, it had identified the following for inclusion in the list of issues to be addressed during the review:</p> <ul style="list-style-type: none"> .1 companies, as defined in STCW regulation I/1.1.25, are held responsible for the assignment of seafarers on their ships and in particular that there is effective communication on board; and .2 the role of port State control regimes to include verification of responsibilities of companies in accordance with STCW regulation I/14.
<p>MSC 107/20</p>	<p>Information concerning the announcement by the United Kingdom Hydrographic Office to discontinue the paper charts portfolio</p> <p>15.19 Following consideration, the Committee:</p> <ul style="list-style-type: none"> .1 concurred with the recommendations in document MSC 107/15/2 in general, regarding the continuity of paper charts or equivalent printable digital arrangements, recognizing that there were challenges ahead that would require further consideration; and .2 invited the HTW Sub-Committee to note the considerations on this matter and to take them into account when undertaking the comprehensive review of the STCW Convention in relation to training of seafarers.

ANNEX 9

DRAFT TERMS OF REFERENCE FOR THE INTERSESSIONAL WORKING GROUP ON THE COMPREHENSIVE REVIEW OF THE STCW CONVENTION AND CODE

The Intersessional Working Group, guided by the aims, principles and the methodology of the Comprehensive Review approved by the Committee, taking into account the list of specific areas identified, the non-exhaustive lists of the documents on proposals for amendments to the STCW Convention and Code and topics for consideration, and the submissions received, is instructed to:

- .1 consider proposals on identified gaps and provisions that should be addressed;
- .2 evaluate the non-exhaustive lists of documents and topics to support the identification of gaps and provisions to be addressed;
- .3 based on the outcome of sub-paragraphs .1 and .2, develop a preliminary list of gaps and provisions to be addressed;
- .4 prepare a work plan and recommendations to complete the review of all the provisions of the Convention and Code;
- .5 revise the road map, if necessary;
- .6 consider the draft MSC resolution on accessibility of information related to medical provisions in the STCW Convention set out in the annex to document HTW 10/6/9, with a view to approval by the Committee; and
- .7 submit a report to HTW 11.

ANNEX 10

BIENNIAL STATUS REPORT FOR THE 2024-2025 BIENNIUM

Sub-Committee on Human Element, Training and Watchkeeping (HTW)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1. Improve implementation	1.11	Measures to harmonize port State control (PSC) activities and procedures worldwide	Continuous	MSC / MEPC	HTW / PPR / NCSR	III	No work requested		MSC 101/24, paragraph 21.48; MEPC 75/18, paragraphs 11.10 and 11.11; and MSC 104/18, paragraph 13.7.1
1. Improve implementation	1.26	Revision of MARPOL Annex IV and associated guidelines	2025	MEPC	III / HTW	PPR	No work requested		MEPC 71/17, paragraphs 14.8 and 14.9; MEPC 72/17, paragraph 15.10; MEPC 73/19, paragraph 15.19; PPR 6/20, section 14; MEPC 74/18, paragraph 14.5; and MEPC 78/17, paragraph 14.11
2. Integrate new and advancing technologies in the regulatory framework	2.3	Amendments to the IGF Code and development of guidelines for alternative fuels and related technologies	Continuous	MSC	HTW / PPR/ SDC / SSE	CCC	No work requested		MSC 94/21, paragraphs 18.5 and 18.6; MSC 96/25, paragraphs 10.1 to 10.3;

Sub-Committee on Human Element, Training and Watchkeeping (HTW)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
									MSC 97/22, paragraph 19.2; PPR 6/20, paragraph 3.39; MSC 102/24, paragraph 21.4; and MSC 106/19, paragraph 16.42
Note: MSC 106 changed description in order to accommodate the consideration of alternative fuels not having a low-flashpoint. This resulted in the deletion of output 2.24 on "Development of guidelines for the safety of ships using ammonia as fuel" to avoid duplication.									
3. Respond to climate change	3.8 (New)	Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels	Continuous	MSC	MEPC / CCC/ HTW / III / SDC / SSE	MSC	No work requested		MSC 107/20, section 17
Note: MSC 108 is invited to authorize the Sub-Committee to develop training provisions for seafarers on ships using alternative fuels under this output; and endorse the inclusion of this agenda item in the provisional agenda for HTW 11 (see annex 2).									
4. Engage in ocean governance	4.3	Follow-up work emanating from the Action Plan to Address Marine Plastic Litter from Ships	2025	MEPC	III / HTW / PPR		No work requested		MEPC 74/18, paragraph 8.37.3 and annex 21; HTW 8/16, section 8; MEPC 78/17, section 8; MEPC 79/15, section 8; MEPC 80/17, section 8

Sub-Committee on Human Element, Training and Watchkeeping (HTW)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
6. Address the human element	6.1	Role of the human element	Continuous	MSC / MEPC	III / PPR / CCC / SDC / SSE / NCSR	HTW	Ongoing		MSC 89/25, paragraphs 10.10, 10.16 and 22.39 and annex 21; HTW 8/16, section 4; HTW 9/15, section 4; and HTW 10/10, section 4
6. Address the human element	6.2	Validated model training courses	Continuous	MSC / MEPC	III / PPR / CCC / SDC/ SSE / NCSR	HTW	Ongoing		MSC 100/20, paragraphs 10.3 to 10.6 and 17.28; MSC 105/20, section 16; HTW 8/16, paragraphs 3.3, 3.4 and 13.4; and HTW 9/15, section 3; HTW 10/10, section 3
6. Address the human element	6.3	Reports on unlawful practices associated with certificates of competency	Annual	MSC	HTW		Completed		MSC 83/28, paragraph 12.2; HTW 8/16, section 5; and HTW 9/15, section 5; HTW 10/10, section 5
6. Address the human element	6.15	Revision of resolution A.1050(27) to ensure the safety of personnel entering enclosed spaces on board ships	2024	MSC	III / HTW / PPR / SDC	CCC	No work requested		MSC 101/24, paragraph 21.48; MSC 104/18, paragraph 15.16; and MSC 106/19, paragraph 16.31

Sub-Committee on Human Element, Training and Watchkeeping (HTW)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
Note: MSC 106 expanded the scope of "Revision of the <i>Revised recommendations for entering enclosed spaces aboard ships</i> (resolution A.1050(27))" and modified the description, with a target completion year of 2024, assigning the CCC Sub-Committee as the coordinating organ, in association with the III, HTW, PPR, SDC and SSE Sub-Committees.									
6. Address the human element	6.17	Comprehensive review of the 1978 STCW Convention and Code	2026	MSC	HTW		In progress		MSC 105/20, paragraph 18.13; and HTW 9/15, section 7; HTW 10/10, section 6
Note: MSC 105 instructed the HTW Sub-Committee to develop and finalize, as a matter of priority, STCW training provisions addressing bullying and harassment in the maritime sector, including sexual assault and sexual harassment, as part of this output.									
7. Ensure regulatory effectiveness	7.20 (New)	Develop measures to prevent the loss of containers at sea	2025	MSC	HTW / III / NCSR SDC	CCC	No work requested		MSC 89/25, paragraph 22.26; MSC 98/23, annex 38; SSE 8/20, section 9; and MSC 106/19, section 11
7. Ensure regulatory effectiveness	7.42	Revision of the Interim explanatory notes for the assessment of passenger ship systems' capabilities after a fire or flooding casualty (MSC.1/Circ.1369) and related circulars	2024	MSC	HTW / SSE	SDC	No work requested		MSC 103/21, paragraph 18.31; and MSC 105/20, paragraphs 15.24.2 and 18.54

ANNEX 11

PROPOSED PROVISIONAL AGENDA FOR HTW 11

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Validated model training courses (6.2)
- 4 Role of the human element (6.1)
- 5 Reports on unlawful practices associated with certificates of competency (6.3)
- 6 Comprehensive review of the 1978 STCW Convention and Code (6.17)
- [7 Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels* (3.8)]
- 8 Biennial status report and provisional agenda for HTW 12
- 9 Election of Chair and Vice-Chair for 2026
- 10 Any other business
- 11 Report to the Maritime Safety Committee

* Development of training provisions for seafarers on ships using alternative fuels, subject to the authorization of MSC 108

ANNEX 12

STATEMENTS BY DELEGATIONS AND OBSERVERS*

OPENING

Statement by the delegation of Australia

"Thank you chair. Our thoughts are with the family, friends and colleagues of Ms. Andrea Subercaseaux-Bateman. Our condolences also to the people of Namibia for the passing of Namibia's President Geingob, after his long and remarkable life. Also to the people of Chile of your loss resulting from recent wildfires. To the matter at hand. We applaud the Secretary General's handling of the attacks on shipping in the Red Sea and Gulf of Aden. Safety of seafarers, and navigational rights and freedoms, are central to the work of the IMO. We also thank for Bahamas and Japan for raising once again the Galaxy Leader and attacks on shipping. The Bahamas is rightfully raising this issue in compassion and interest in the ships that carry their flag and for the welfare of seafarers everywhere. Australia joins others in condemning Houthi attacks on commercial shipping. These attacks very purposefully target civilians, and those involved in the attacks know that the only injury and death on board these civilian ships will be of civilian seafarers. As well as targeting civilians, the attacks also shake navigational rights and freedoms, damage international trade, and increase broader maritime security risks such as piracy. We draw the attention of member states to Security Council Resolution 2722. Australia remains committed to, and firmly aligned with the broad consensus, upholding the rules-based order in the maritime domain and the central principle of freedom of navigation. Australia wishes for a copy of this statement to be added to the report of this sub-committee. Thank you."

Statement by the delegation of the Bahamas

"Thank you Chair, Secretary General, Excellencies, Distinguish Delegates present and online, NGO's and IGO's Observers, Greetings.

Chair as we begin this 10th Session of the Sub-Committee on Human Element, Training and Watchkeeping; The Bahamas once again rise to keep the spotlight on the Safety and Welfare of the Twenty-Five (25) Crew Members of the Galaxy Leader, which was hijacked on November 19th, 2023, off the coast of Yemen in the Red Sea by an Armed Militant Group.

To date, she and her crew remain under the custody of forces in Yemen and is reportedly in Hodeida anchorage.

Chair on January 26th the British owned and Marshall Islands-Flagged Fuel Tanker MT Marlin Luanda was struck by an Anti-Ship Ballistic Missile approximately 60 nautical miles South-East of the Port of Aden and caught fire in a Starboard Side Cargo Tank. Fortunately, the Crew were able to extinguish the fire. There was no casualty.

The Bahamas strongly objects to such actions which endanger the safety of the crew and the vessel, and which contravenes the right to innocent passage and safe navigation in international waters.

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

Chair, The Bahamas in keeping with United Nations Security Council Resolution 2722 (2024):

1. Condemns in the strongest terms the Houthi attacks on merchant and commercial vessels since November 19, 2023, when the Houthis attacked and seized the Galaxy Leader and its crew.
2. Demands that the Houthis immediately cease all such attacks, which impede global commerce and undermine navigational rights and freedoms as well as regional peace and security, and further demands that the Houthis immediately release the Galaxy Leader and its crew.
3. Affirms the exercise of navigational rights and freedoms by merchant and commercial vessels, in accordance with international law, must be respected, and takes note of the right of Member States, in accordance with international law, to defend their vessels from attacks, including those that undermine navigational rights...

We again call on all Member States to use their influences to ensure that the Red Sea and all other areas become safe routes for International Shipping and crew to ensure the constant movement of the worlds' supply chain in the delivery of essential goods and services.

Chair, our urgency concern is being conveyed at the commencement of this sub-Committee that has remit to address the 'human side of shipping', since it is our seafarers who are currently in danger, both on the Galaxy Leader as well as all seafarers who are subjected to dangers in the Red Sea, Straits of Hormuz and surrounding waters.

Thank you Chair and we wish that this statement be included in the report of HTW 10."

Statement by the delegation of Belgium

"Belgium, on behalf of the Member States of the European Union, expresses its full solidarity with Member States of IMO targeted by the Houthi attacks. In particular, our thoughts go to the seafarers who have become the innocent victims of intolerable acts of piracy and aggression.

We strongly condemn the Houthi attacks on commercial ships in the Red Sea. The attacks are unacceptable violations of international law.

We echo the UN Security Council's demand that the attacks cease immediately. They impede global commerce, jeopardise vital supply chains, especially victimising the most vulnerable among our community of nations, and undermine navigational rights as well as regional peace and security.

Most importantly, we call for an immediate and unconditional release of the seafarers of the Galaxy Leader.

We would ask for this statement to be attached to the report of the Sub-Committee."

Statement by the delegation of Canada

"Thank you Chair, We want to first join others and express our deepest condolences to the people of Namibia for the passing of their President, to the people of Chile for losses resulting from the wild fires, and to the IMO secretariat and friends and family of Ms. Subercaseaux-Bateman.

Canada condemns the illegal and unjustifiable attacks by Houthi militants against commercial vessels transiting the Red Sea. These attacks pose a direct threat to the freedom of navigation in one of the world's most critical waterways and are causing major disruptions to regional and global trade, are impeding the movement of critical food, fuel, humanitarian assistance and other essential goods throughout the world, and, perhaps most critically, are jeopardizing the lives and safety of seafarers.

These attacks are unacceptable and are in direct violation of the IMO conventions and the principles of this organization.

To keep this brief, Canada wishes to align with the intervention of the US, UK, Bahamas and others and call on the Houthis to cease these attacks immediately.

We ask that our statement be included in the report."

Statement by the delegation of Finland

"Thank you chair. Finland would like to express our deepest condolences to the IMO secretariat and the interpreters, and to the people of Namibia and Chile. Finland fully aligns itself with the statement made by Belgium on behalf of the member states of the European Union and the others supporting it. Finland strongly condemns the Houthis attacks on commercial ships trespassing the Red Sea. These attacks are unacceptable violations of international law. Finland kindly asks the statement to be reflected in the report of this sub-committee. Thank you."

Statement by the delegation of Germany

"Thank you Chair

My delegation expresses its condolence to the IMO Sec. for the passing of our colleague and to Namibia for the passing of their president.

Germany associates itself with Statements given by Belgium, the Bahamas and others. We again express our full solidarity with those Flag States targeted by the Houthi attacks.

Our thoughts are with the seafarers and their families. The attacks by the Houthi endanger the life of innocent seafarers.

Germany strongly condemns the Houthi attacks on commercial ships. These are not justifiable by any means.

Upholding freedom of navigation in the Red Sea is vital to the free flow of global commerce and regional security.

The violent attacks by the Houthis on civilian merchant ships are contrary to international law and massively interfere with the security of international shipping. They endanger global trade routes and harm German and international security interests as well.

They are completely unacceptable and must stop immediately.

Please include our statement to the report.

Thank you Chair"

Statement by the delegation of Italy

"First of all, we would like to give our heartfelt condolences to the people and Government of Namibia and Chile for the loss of life in their Country, as well as our sympathy to the IMO secretariat for the sad passing of Mrs. Andrea Subercaseaux-Bateman.

Coming to the matter at hand, We align ourselves with the statement delivered by Belgium on this issue and We would like to take this opportunity to state our deep concern for the conditions in which seafarers find themselves, once again innocent victims of aggression, victims of violence.

In this regard, we call for the immediate release of the Galaxy Leader vessel and its crew members.

Furthermore, we express, like many delegations before us, the full solidarity with the IMO member states affected by the Houthi attacks. We condemn in the strongest terms these attacks on commercial vessels in the Red Sea, which are unacceptable violations of international law.

We request this statement be included in the Subcommittee's final report."

Statement by the delegation of Malta

"Chair, Distinguished delegates,

On 24th of November 2023, the Maltese ship CMA CGM SYMI (IMO 9867839), was hit by an unidentified object which exploded, causing damage to the ship, but not injuring any of its crew.

On 14th of December 2023, the vessel RUEN (IMO 9754903) was subject to a piracy attack, during which a crew member was injured and was consequently evacuated to a military vessel for treatment and subsequently hospitalised. The ship remains under pirate control.

On 3rd of January 2024, a missile exploded between 1 to 5 nautical miles from the stern of the CMA CGM TAGE (IMO9674555). No damages or injuries were reported to the crew and vessel.

On 16th of January 2024, the ZOGRAFIA (IMO 9486013) was hit by a missile attack, causing damage to the ship but not injuring any of its crew.

A total of 99 innocent seafarers were engaged on board these vessels. To date 17 seafarers are still held captive on board the RUEN.

To this end, we align ourselves with the statement made by Belgium and would appreciate if this is recorded.

Thank you."

Statement by the delegation of Netherlands (Kingdom of the)

"Thank your Chair, and a very good day to all delegates being here today and following the meeting remotely.

The Kingdom of the Netherlands would also like to express deep condolences to the IMO secretariat for the passing away of their colleague. We also would like to express our

condolences to our colleague Pinehas Auene and to the people of Namibia for the passing away of President Geingob. And also want to extend our condolences to the people in Chile losing family and friends owing to the recent wildfires.

This delegation would like to support the intervention made by Belgium on behalf of the EU member states, and the interventions made by others.

The Kingdom of the Netherlands strongly condemns the Houthis attacks on commercial ships, which are unacceptable violations of international law, the IMO Convention and present a threat to both the peace in the region and as should be emphasized here at HTW Subcommittee: the safety and security of our seafarers. It is of utmost importance that our seafarers, which make sure that international maritime trade is carried out every day all over the world, should be able to do their work in a safe and secure manner.

The Kingdom of the Netherlands hereby echoes earlier interventions on the calls for the immediate release of the Galaxy Leader and its crew.

We would like this statement to be included in the report of HTW 10.

Thank you chair."

Statement by the delegation of Portugal

"Thank you, Chair.

As a staunch supporter of the freedom of navigation, Portugal shares the concerns expressed by previous delegations and also condemns the unjustified Houthi attacks and its escalation against commercial vessels, which must come to an end immediately.

Freedom of navigation and seafarers' safety should always be respected and upheld.

We wish to express our appreciation to the Secretary-General for putting seafarers at the heart of his interventions and highlighting this issue at the United Nations Security Council meeting.

Finally, Portugal supports the statement delivered by Belgium.

Thank you."

Statement by the delegation of Spain

"España se suma a las muestras de condena contra los ataques a buques mercantes en el mar Rojo manifestadas por la delegación de Bélgica. En particular, España se une al llamamiento en favor de la liberación inmediata del buque Galaxy Leader, al mismo tiempo que mostramos nuestra solidaridad con los estados de bandera afectados por los ataques.

España agradece la información que viene facilitando el Secretario General en relación con la situación en el Mar Rojo y se suma a lo manifestado en su discurso de apertura de esta sesión en favor del papel clave y de los derechos de la gente de mar, de la sólida defensa del derecho a la libertad de navegación, así como de la llamada de cautela y moderación para evitar una escalada de la situación en el Mar Rojo.

Solicitamos adjuntar esta declaración como anexo al informe final del subcomité."

Statement by the delegation of the United Kingdom

"Thank you, Chair

Recognising the broad consensus as expressed by 44 countries around the world on December 19, 2023, the statement by the UN Security Council on December 1, 2023, and Resolution 2722 condemning Houthi attacks against commercial vessels transiting the Red Sea, and in light of ongoing attacks, including a significant escalation targeting commercial vessels, with missiles, small boats, and attempted hijackings, we hereby reiterate the following and warn the Houthis against further attacks.

Ongoing Houthi attacks in the Red Sea are illegal, unacceptable, and profoundly destabilising. There is no lawful justification for intentionally targeting civilian shipping and naval vessels.

Attacks on vessels, including commercial vessels, using unmanned aerial vehicles, small boats, and missiles, including the historic first use of anti-ship ballistic missiles against such vessels, are a direct threat to the freedom of navigation that serves as the bedrock of global trade in one of the world's most critical waterways.

These attacks threaten innocent lives from all over the world and constitute a significant international problem that demands collective action.

We remain committed to the international rules-based order and are determined to hold malign actors accountable for unlawful seizures and attacks.

Thank you, Chair"

Statement by the delegation of the United States

"The United States thanks the Secretary-General for drawing attention to the dire impact of Houthi attacks on seafarers and commercial ships in the Red Sea and Gulf of Aden.

We were pleased the Security Council adopted resolution 2722 on January 10 underscoring support for navigational rights and freedoms of vessels in the Red Sea in accordance with international law, condemning these attacks, and demanding that they cease.

We share the Secretary-General's concern that the Houthi's reckless attacks on commercial ships jeopardize the safety and welfare of seafarers whom this organization is charged to protect. The attacks threaten international commerce, the marine environment, and navigational safety.

We join other member states in calling for the Houthis to comply with the security council's demand for the immediate and unconditional release of the seized vessel MV Galaxy Leader and its 25 crew members.

The United States seeks a resumption of safe transit through the Bab al Mandeb, and the return of unimpeded global commerce for the United States and for the more than 50 nations affected thus far by Houthi attacks.

We know that without Iran's support, the Houthis would struggle to track and strike commercial vessels. Every member of this organization— and especially those with direct channels to Iran — should press Iran's leaders to rein in the Houthis and stop these attacks.

Through our commitment to Operation Prosperity Guardian, we underscore the importance of enhancing international and regional cooperation to counter Houthi threats to peace and security in the region.

Colleagues, our aim is simple: to deescalate tensions and restore stability in the Red Sea, while protecting the safety of seafarers from Houthi attacks and upholding the fundamental principles of freedom of navigation."

Statement by the observer from EC

"Thank you Chair,

We would like to join others in expressing our condolences to the delegation and people of Namibia for the sad passing of President Hage Geingob, the people and delegation of Chile for the lives lost during the recent wildfires and the IMO secretariat and interpreters for the sad passing of their colleague.

The European Commission would like to align itself with Belgium and others and strongly condemn the Houthis attacks on commercial ships, which are unacceptable violations of international law, the IMO Convention and present a threat to maritime security and peace in the region. Such attacks are endangering the lives of innocent seafarers while disrupting the freedom of navigation and must cease immediately, as requested by the UN Security Council. We would also like to join others in their call for an immediate and unconditional release of the Galaxy Leader and its crew.

Thank you very much."

AGENDA ITEM 6

Statement by the delegation of Ukraine

"Mr. Chair,

Over the past centuries maritime education and training of seafarers have become one of Ukraine's greatest assets in the international shipping. The political and geographical map of the world has undergone tremendous transformation, while Ukraine turned out to be at the epicenter of two World wars, that, just as the economy's peaks and valleys, have not shaken Ukrainians' desire for freedom. The clearest evidence of that commitment is the traditional aspiration of our state to marine speciality and navigation.

Against the background of a full-scale Russian armed invasion of Ukraine since February 2022, including military hostilities in the Black Sea and the Sea of Azov, resulting in the destruction of port and coastal infrastructure of maritime transport, as well as the disruption of the Ukrainian maritime educational institutions by missiles and drones launched by Russia's barbarians. But it did not relieve us of our firm desire to reinforce and strengthen maritime capacity, nor do not become an obstacle to the further development of Ukrainian naval traditions and Ukraine's contribution to global merchant shipping. Above all, it concerns the human element and therefore maritime education, training and certification of seafarers.

During the period 2022-2023, the entire system of training and certification of seafarers has undergone drastic changes in Ukraine. Despite the ongoing war we were able to completely overhaul and update national legislation by implementation of requirements and procedures in accordance with the provisions of the STCW-78 and STCW-F-95 in their current wording for both officers and ratings.

In this regard, well-rounded "digitalization" should be considered one of the most significant achievements, which offers real opportunities to simplify and increase transparency. In particular, it is of great importance in the struggle against fraud and corruption with respect to the certification of seafarers. In the long run, it positively affects the level of qualification of Ukrainian seafarers, thus guaranteeing the safety of navigation on vessels where they work.

Mr. Chair,

Remote document submission service for seafarers through using electronic means of communication, information processing automatization, analysis and validation, in our view, requires new approaches. Of these, verification of the authority to issue documents must be the basis for issuing documents and certificates.

One of the hardest to "digitize" proved to be the verification of medical certificates issued to the seafarers outside the territory of Ukraine. In certain cases, we have encountered a lack of open information on the web about the medical practitioners, recognized by the Parties to the STCW, responsible for assessing the medical fitness of seafarers. Section A-I/9 of the STCW Code (para 4) requires that a register of recognized medical practitioners shall be available to other Parties, companies and seafarers only on request.

However, we are firmly convinced that nowadays mandatory disclosure of such a register by each of the STSW Party on official sites of competent national authorities would be the most viable. Ukraine believes that information so disclosed is more useful for seafarers, just as for Administrations, companies and other involved bodies.

That is the reason why Ukraine proposed to include an additional 8th functionality to the STCW GISIS module reflected in para 4 of the document HTW 10/6/1.

Mr. Chair,

The establishment of a procedure to verify the medical certificates of seafarers appears to be another improvement in the field of dissemination of information on seafarers' health. Unfortunately, currently, Parties are not yet obliged to maintain a register of such certificates, their duration and the limitation of their validity.

The improvement of the requirements of the STCW Convention and STCW Code deserves due attention in the context of the inclusion of medical seafarers' certificates to the separate electronic register maintained by the Parties. An alternative could be considered in the form of an electronic registry in line with Regulation I/2 (paras 14-16) STCW.

It will have an unquestionably positive impact on the fulfilment by Administrations, companies and inspectors of their functions connected with Port State ship control. More broadly, the safety of navigation will be significantly improved by and large.

Mr. Chair,

We would also like to note that in accordance with the decisions of the MSC 107 (para 2.3 of the Final Report), the Committee encouraged Member States to fulfil their obligations under the STCW Convention as the flag and port States, to prevent unlawful practices by the Russian Federation concerning seafarers' certificates and documents and encouraged flag and port States to take appropriate action when examining seafarers' certificates and documents issued from locations in the territory of Ukraine temporarily occupied by the Russian Federation. The above MSC decision reconfirmed by the IMO Assembly Resolution A.1183 (33) of December the 4th, 2023.

The verification of the authority of those responsible for issuing medical certificates and identification of the places where these certificates are issued should play a key role in

implementing the decisions of the MSC and mentioned Assembly Resolution. It is high time for this shameful Russia's practice to abolish issuing fraudulent documents to seafarers. We request the Sub-Committee to consider Ukraine's proposals while updating related IMO tools - STCW, STCW-F and relevant codes.

We also request the Sub-Committee to give positive consideration of the proposed draft MSC Resolution annexed to the Ukrainian paper HTW 10/6/9.

The delegation of Ukraine requests that this statement be reflected in the Final Report and attached to its Annex.

Thank you, Mr. Chair."

Statement by the delegation of Belgium

"Referring back to the issues raised by Ukraine during the presentation of document 10/6/9. Belgium on behalf of the Member States of the European Union condemns in the strongest possible terms armed aggression of Russia against Ukraine that started in 2014 and took the form of a full-scale invasion of Ukraine on 24 February 2022 and which is a violation of the territorial integrity and the sovereignty of a UN Member State, extending to its territorial waters, and inconsistent with the principles and purposes of IMO, as set forth in Article 1 of the IMO Convention.

Through 2022-2023, all key bodies of the IMO (the Legal Committee, the Maritime Safety Committee, the Marine Environment Protection Committee, the Facilitation Committee and the Technical Cooperation Committee) condemned Russia's illegal actions. Furthermore the Assembly 33 equally condemned Russia's aggression in Assembly Resolution A33/Res.1183.

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

Chair, we request this statement to be attached to the report."

Statement by the delegation of Netherlands (Kingdom of the)

"Thank you Chair,

This delegation would like to support and align ourselves with the intervention made by Belgium and others. The Kingdom of the Netherlands strongly condemns the reported attacks and continuous aggression of Russia against Ukraine. We have seen the impact of Russia's aggression on the people of the Ukraine and we are concerned about the consequences for the functioning of maritime education and training facilities. In particular the safety of the staff and maritime students.

Thank you Chair."

Statement by the delegation of Ireland

"Thank you Chair.

As this is our first intervention Ireland would like to offer our sincere condolences to the delegations of Namibia, Chile and to the secretariat on the passing of their esteemed colleague.

Ireland fully supports the statement made by the delegation of Belgium and supported by other delegations.

Ireland wishes to offer our sincere condolences to Ukraine on the losses they have suffered. The continuing Russian military action against Ukraine is illegal and immoral, involving the utterly unacceptable targeting of civilians and civilian infrastructure, the prohibited use of weapons and indiscriminate attacks. The immediate withdrawal of the Russian military from Ukrainian territory is required. We are unwavering in our solidarity with the people of Ukraine and our support for Ukraine's sovereignty and territorial integrity.

We would request that our statement is included in the report of the Committee.

Thank you"

Statement by the delegation of Italy

"Italy associates itself with the statement delivered by Belgium and others. We condemns in the strongest possible terms the armed aggression of the Russian federation against Ukraine which is a violation of the territorial integrity and sovereignty of a UN Member State.

As already stated by many others delegations before us, IMO bodies condemned Russia's illegal actions, as well as the during the 33rd session of the IMO Assembly, through Resolution 1183.

We also condemn the reported attacks aimed at maritime educational institutions and training centres which have put at high risk the whole Ukrainian maritime training institutions.

We request this statement to be included in the final report."

Statement by the delegation of the Russian Federation

"Прежде всего, уважаемый Председатель, хотели бы выразить свое непонимание происходящим, поскольку после рассмотрения повестки дня (в данном случае повестки дня 3), относящейся исключительно к техническим вопросам Подкомитета, вы вдруг предложили всем делать какие-то заявления политического характера, выходящие по своей сути не только за мандат этого Подкомитета, но и всей Организации. Притом сделано это было без прямого запроса со стороны какого-либо государства-члена. При этом наш уважаемый Генеральный Секретарь, присутствующий здесь сейчас, заявлял, что он очень хорошо знает мандат этой Организации и будет ему следовать. При этом же мы в очередной раз наблюдаем попытки вместить в рамки этого Подкомитета, имеющего сугубо технический и узкоспециальный характер повестку Генеральной Ассамблеи ООН. Помимо того, что это абсурдно, подобная инициатива неуместна и недопустима в принципе.

Господин Председатель, но поскольку, с вашей легкой руки, здесь такие политические заявления уже были сделаны, мы должны в этой связи также напомнить о том, что было недавно обсуждено непосредственно в стенах ООН. Лично Генеральный Секретарь ООН осудил атаки вооруженных сил Украины (ВСУ) на гражданских лиц, в частности недавний обстрел ВСУ города Лисичанск, где погибло много мирных жителей, включая детей, а также недавние обстрелы со стороны ВСУ Донецка и Белгорода. Все эти действия, как было подтверждено Генсеком ООН, являются грубейшим нарушением гуманитарного права и должны быть немедленно прекращены.

First of all, Chair, we would like to express our misunderstanding of what is happening here, since after considering the agenda item (in our case, agenda item 3), which relates exclusively to the technical issues of the Sub-Committee, you suddenly invited everyone to make some statements of a political nature, which are inherently not only for the mandate of this Sub-Committee, but for the entire Organization. Moreover, this was done without any request from Member State(s). In this respect it should be noted that, our esteemed Secretary-General, who is present here, stated that he knew very well the remits of this Organization and would follow it. At the same time, we are once again seeing attempts to fit the agenda of the UN General Assembly into the framework of the Sub-Committee, which is of a purely technical and highly specialized nature. Besides the fact that it is absurd, such an initiative is inappropriate and unacceptable in principle.

Mr. Chair, since, with your light hand, such political statements have already been made here, we must in this regard also recall what was recently discussed directly within the UN. Personally, the UN Secretary-General condemned the attacks of the Ukrainian armed forces on civilians, in particular the recent shelling of the Ukrainian armed forces of the city of Lisichansk, where many civilians, including children, were killed, as well as the recent shelling by the Ukrainian Armed Forces of Donetsk and Belgorod. All these actions, as confirmed by the UN Secretary-General, are a gross violation of humanitarian law and must be stopped immediately."