



# Briefings of IMO Meeting

## HTW 7 (15 Feb. ~ 19 Feb. 2021)

BRIEFING STATUS

Flash

No. IMO-0001-2021

(For sub-committee only 1 step as Flash)

### Subject : News Flash of HTW 7

The Sub-committee on Human Element, Training and Watch Keeping (hereinafter 'HTW 7<sup>TH</sup> ') held its 7<sup>th</sup> session from 15 Feb. to 19 Feb. 2021 via remote session due to the COVID-19. Please be informed of the main and summarized outputs of HTW 7<sup>TH</sup> as below.

### 1. Validated Model Training Course (Agenda 3)

#### Preparation & Planning for Validation of HTW 9<sup>TH</sup> Validated Model Training Course

- As the discussion for validation for the training course has been postponed to HTW 8<sup>th</sup> , it is decided to discuss the development plan of the training course of HTW 8<sup>th</sup>& HTW 9<sup>th</sup>, and it is decided to discuss in the correspondence group(~'22 years) until HTW 8<sup>th</sup> to carry out the detailed validation work.

#### - HTW 8<sup>th</sup> Training Course Validation Plan

No.	Explanation	Priority	Developer	Remark
New Model	Passenger safety, Cargo safety and hull integrity training	1	Philippines	Postponement at HTW 7 <sup>th</sup>
	Engine-room resource management	1	Philippines	
1.22	Bridge resource management	2	Turkey	
2.03	Advanced training in fire fighting	2	India	
3.25	Security awareness training for all port facility personnel	2		
3.26	Security training for seafarers with designated security duties	2		
3.27	Security awareness training for all	2		



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	seafarers			
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### - HTW 9<sup>th</sup> Training Course Validation Plan

No.	Explanation	Priority	Remark
1.23	Proficiency in Survival Craft and Rescue Boats other than Fast Rescue Boats	2	Postponement at HTW 8 <sup>th</sup>
1.24	Proficiency in fast rescue boats	2	Postponement at HTW 8 <sup>th</sup>
1.20	Fire Prevention and Fire Fighting	-	Addition

## 2. Response to certificates of seafarers due to COVID-19 pandemic (AGENDA 4)

- Meeting standards of medical fitness during the COVID-19 pandemic**
  - The U.S. has expressed its plan to submit improvement tasks(separation of COC and medical certificate) to MSC 103<sup>RD</sup> ('21.5) for the current STCW Convention, which requires submission of a medical certificate when issuing COCs.
  - As most of the member states are taking measures to extend the validity period(end of March 21<sup>ST</sup>) such as qualifications, training members, medical certificates, etc., they decide to open a correspondence group(~'22years) to discuss the problems that arise from the end of the temporary measures.

## 3. Implementation of the STCW Convention (Agenda 6)

- Implementation challenges emanating from the communication of the information by STCW Parties, Need for technical assistance to ensure proper implementation of the communication of information provisions, Communication of information provisions in the STCW Convention and Code**



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- Most member states agreed the need to improve the reporting process by mentioning that there were many problems(missing, inaccurate, etc.) in the process of delivering information to the STCW convention, and decided to open and discuss the correspondence group(~22years) by HTW 8<sup>TH</sup> to come up with detailed measures.

#### 4. Comprehensive review of the 1995 STCW-F Convention

##### (Agenda 8)

- Amendment to regulation IV/I of the 1995 STCW-F Convention**
  - Only the need to be on engineering watch is recognized, so the relevant regulations will be established in the STCW-F, and the requirements for security watch are not reflected due to the burden of carrying out the security duty and the fear of avoiding ratification of the STCW-F Convention.
- Training of fishing vessel personnel on how to prepare and respond against pirates and robbers**
  - Although most of member states support the need for a resolution, the need for clarification of the scope of the resolution has been raised and decided to be discussed in HTW 8<sup>th</sup>.
- Amendments to provide sustainable fisheries training for all fishers**
  - Agreed with the need for education, but considering the actual implementation and ratification of the Convention, raised the need to reflect it in the recommendation rather than be included in the compulsory items of the Convention. It is decided to discuss in HTW 8<sup>TH</sup> due to lack of discussion time.
- Consequential amendment to the definition of "limited waters"**
  - Among the definition of "limited waters" in the Convention, an amendment Was decide to extend the scope of application of "Skipper and Officer" to all fishing crew members



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### 5. Development of amendments to the STCW Convention and Code for the use of electronic certificates and documents of seafarers (Agenda 9)

- Review of the report of the Correspondence group on the relevant provisions of the STCW Convention and Code for the use of electronic certificates and documents of seafarers**
  - Content of discussion and Result
    - The Correspondence group reviewed the aspects of seafarers' use of electronic certificates and documents, and recommended subsequent amendments to STCW Convention.
    - The introduction of the electronic certificate cited the reduction of administrative burden for the management of seafarers' certificates and documents, agreeing to the introduction, but the correspondence group(~'22) is decided to continue to operate and discuss.

### 6. Any other business (Agenda 15)

- Paragraph 11.5 of the draft Guidelines for safety measures for fishing vessels of 24 m in length operating in polar waters**
  - Background
    - Among the draft guidelines developed by Ship Design and Construction(SDC), the training of personnel on board a 24 m in length fishing vessel operating in polar waters is requested to be discussed in HTW 7<sup>th</sup>
  - Content of discussion and Result
    - The content of paragraph 11.5 describing the training section is appropriate, and the Skipper has been added in the scope of application specified by the Deck officer and the Engine officer, and some self-help modifications have been made in the guidelines.



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**Draft interim guidelines on safe operation of onshore power supply(OPS) service in port for ships engaged on international voyages**

○ Background

- Request for review of the draft interim guidelines on safe operation of onshore power supply(OPS) developed in the SSE 7<sup>TH</sup> at the HTW 7<sup>th</sup> for some requirements of training before submitting MSC 103<sup>RD</sup>.

○ Content of discussion and Result

- OPS ship-side personnel must be familiar with the OPS system, and only trained personnel designated by PIC and approved by PIC participate in the physical connection, power transmission and OPS separation procedures.
- The high voltage OPS system PIC must be the holder of an electronic engineer certificate according to the STCW Convention or the chief engineer or first engineer of an engine output vessel of 3,000 kw or more.
- The low voltage OPS system PIC must be the holder of an electronic engineer certificate according to the STCW Convention or the chief engineer or first engineer of an engine output vessel of 750 kw or more.
- Some member states have proposed the deletion of all educational requirements except on-board familiarization training due to administrative burdens involving education and difficulties in implementing them, and the discussion has not been closed and transferred to HTW 8<sup>th</sup> . -The end-



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