MariFuture

Development Paper – January 2011 Issue

Happy New Year

Report to from STW 42

Extracted from GlobalMET report and additional comments by partners
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The 42nd session of the IMO Sub-Committee on Standards of Training and Watch-keeping (STW 42), held in London on 23 - 28 January 2011. There were several issues for consideration.

NB:
Comments in red are for the attention of a particular consortium within the MariFuture in Platform.
Comments in blue are details of discussions at STW 42 of relevance to specific consortium in MariFuture Platform.

1. News on Model Courses – **For the attention of SOS and TRAIN 4Cs Consortia - MariFuture**

1.25 and 1.26 need to be updated in view of the World Radio Conference 2007;

The tanker model courses need to have titles amended to reflect the decisions of the Manila Conference;

New courses relating to Able Seafarer (Deck, Engine and Electro-Technical) need to be developed;

1.27 on ECDIS is being developed and 3.19 Ship Security Officer is being updated by the USA;

Appreciation expressed for the review and revision of 7.01-7.04 by GlobalMET members;

Draft course on environmental awareness approved for finalisation.

For the attention of GMDSS Consortia - MariFuture

India and Poland are developing an electro-tech model course. Germany offered to revise GOC/ROC model courses.

Ship security model courses will be submitted by USA in February.

The Netherlands tabled a draft Marine Environmental Awareness model course. Some delegations expressed concern that the draft model course is more than 'awareness'. The UK intends to incorporate the competencies into main stream

training rather than have yet another mandatory short course. This approach was supported by several delegations. Both the model course approach and the 'incorporation' approach should be supported. Drafting Group 1 considered this course and made a few minor amendments to accommodate the views of delegates. The course was reformatted to comply with the standard IMO format and then returned to Plenary. [See STW 42/WP.5 - VALIDATION OF MODEL TRAINING COURSES Report of the Working Group]. The Plenary accepted the amendments, validated and approved the course.

e-Navigation – For the attention of SOS consortium - - MariFuture

The work on e-navigation and associated educational and training questions were seen as very important and were dealt with in a working group. A presentation on e-navigation was given by Norway. Development of an e-navigation strategy is due to be completed in 2012. A functional user based approach is needed. Issues identified include:

- Future training requirements; eg language skills;
- Standardised bridge layout;
- The role of a navigating navigator and a monitoring navigator.

The plenary commented on the 9 questions posed by the Correspondence Group led by Norway:

Q1: There was agreement that the emphasis for E-nav must be on user needs, not technical needs. E-nav is here, here to stay, constantly evolving, and it cannot be ignored. Is the air navigation approach a model?
Some of the considerable reticence expressed by delegations included:

Much is already covered by the updated STCW and there is no need for further amendments at this time;

- Still too early to answer many of the questions;
- Very early days; E-nav may take 20-30 years to implement;
- There must be no dilution of basic training because of E-nav;
- E-nav is still not sufficiently reliable. [WG 1 to consider]

Q2: Standardisation of bridge layout and equipment is supportable in principle. Standardised bridges and equipment should be of assistance but just how can standardisation be achieved when manufacturers still produce their own equipment? Standardisation will also assist in simulator design and, as a consequence, training. [WG 1 to consider]

Maritime English – For the attention of MarTEL, MarTEL Plus, MarEng, MarEng Plus and CAPTAINS consortia - - MariFuture

Q3: Generally agreed that Maritime English is already adequately covered in updated STCW. Should Maritime English be formally assessed? This item was shelved at this time. No further action will be taken by this committee – It should be noted that MarTEL Standards were presented to STW 41 and these standards are expected to be

Q4: The principle of standardised displays from navigation equipment should be supported. It would reduce familiarisation time and speed up handovers. [WG 1 to consider]

Q5: The Navigating navigator [NN] model is already part of STCW and includes monitoring. The Monitoring navigator [MN] model is conceptual and, at this time, the implementation of the MN model would reduce the skill of the navigator and affect the safety of the ship. It may be premature to start training for a MN. One approach could be NN training now; NN and MN training during a transition period; MN training in the longer term future. Making use of the best of both models and achieving a balance is a policy perspective for the future. A mix of human and electronic monitoring is currently done and it will evolve over time. The current strategy for E-nav training should follow the NN model at this time, but recognise that over time this will change. This item was shelved at this time. No further action will be taken by this committee.

Q6: Competence of maritime instructors is already covered by STCW. This item was shelved at this time. No further action will be taken by this committee.

Q7: Training needs assessment for E-nav cannot yet be determined as E-nav is not sufficiently advanced and STCW already covers what needs to be done for familiarisation. This item was shelved at this time. No further action will be taken by this committee.

Q8: Ensuring the competence of shore-based personnel e.g. VTS operators, pilots. Competencies for pilots are already covered by IMO instruments. VTS operator competencies are outside the remit of this committee. Some believe that IMO needs to be more involved in competencies for related shore-based personnel. The ship/shore interface is increasingly important for the effectiveness of E-nav. Revision of current instruments is premature until more is known about the scope of E-nav. This item was shelved at this time. No further action will be taken by this committee.

Q9: Do the principles of STCW need revision to account for E-nav? If amendments are required then this would not occur until the next amendment of the STW Convention and Code which is due in 2015. This item was shelved at this time. No further action will be taken by this committee.

The working group established reported that it is essential:

- to develop a draft model course on e-navigation;
- to establish a common S-mode for screens and displays;
- to develop simulation to test output of an Integrated Bridge System main area of a standard bridge, including at least the interface between the Integrated Navigation System and engine automation;
- to test simplicity and reliability of system and commence testing of common format, user-friendly, easy data communication.

Competence of marine instructors – **For attention of SURPASS and M'AIDER consortia**

It was agreed that there is no need to make any further amendments to the provisions for qualifications of instructors and assessors and the model course on Train-the-Trainer.

Training for shore-based personnel – For attention of the Sail Ahead consortium

Although a number of delegations thought IMO should take a proactive approach to enhance the ship-shore interface, it was stated that training for pilots and VTS operators did not fall within the purview of the STCW Convention and Code and no action was deemed necessary.

Provisional agenda for STW 43 – For attention of UniMET Consortium

GlobalMET, supported by South Africa, expressed the view that there is serious need to form a group of experts to clarify relevant issues and to provide leadership, direction and advice concerning the development of training strategies in the short, medium and long terms, and in particular with regard to:

- the development of MET relevant to the needs of current and future generations of seafarers;
- the role of technology in shipboard and maritime operations and associated training requirements; and
- the utilization of technology and state-of-the-art methodologies in the delivery of MET;

in order to assist IMO in the development of MET that will meet the needs of an efficient, safe, clean and secure shipping industry in the future. In this context the Sub-Committee advised GlobalMET to make an appropriate proposal for a new unplanned output to the MSC.

Training Record Books – TUDEV and MCA Record books should be considered as good examples – For the attention of SOS Consortium

The Sub-Committee noted with appreciation the information provided by GlobalMET relating to new deck cadet record and activity books to assist compliance with the Manila Amendments to the STCW Convention and Code through a structured shipboard training programme. A presentation on these new GlobalMET books was given to a well attended gathering by the ExecSec and Capt Kersi Deboo during the Monday lunch break.

Guidelines for training for passenger ship tender operations

The second working group dealt with such training matters and prepared text for inclusion in the draft Guidelines for passenger ship tenders, which the sub-committee endorsed and instructed that it be forwarded to the DE Sub-Committee.

Information on simulators – For the all MariFuture consortia – See November Development paper – www.MariFuture.org

The Sub-Committee requested Member Governments that had not yet provided information on simulators available for use in maritime training to do so at an early date, to enable the Secretariat to update the information in the GISIS database.

Enclosed Spaces

A draft Assembly resolution on entry into enclosed spaces, based on recommendations from the DSC Sub-Committee was accepted. It was agreed that training for entry into enclosed spaces was already covered in chapters V and VI of the STCW Code. The draft Assembly resolution is to be forwarded to the next session of MSC, to be held in May 2011, for consideration prior to submission to the Assembly for adoption later in the year.

Sea Service – For the attention of SOS and TRAIN 4Cs Consortia - MariFuture

Development of a set of unified interpretations of the term "approved seagoing service" (service on board a ship relevant to the issue of a certificate or other qualification) was considered. After prolonged debate it was agreed not to develop unified interpretations on "approved seagoing service".

Next STW session

The 43rd session of STW had been tentatively scheduled to take place in May or December 2012.

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