

SUB-COMMITTEE ON HUMAN ELEMENT
TRAINING AND WATCHKEEPING
3rd session
Agenda item 10

HTW 3/10/1
30 October 2015
Original: ENGLISH

REVIEW OF STCW PASSENGER SHIP-SPECIFIC SAFETY TRAINING

Proposals for STCW passenger ship-specific safety training

Submitted by International Chamber of Shipping (ICS) and INTERFERRY

SUMMARY

Executive summary: This document provides revised proposals for amendments to the STCW Convention and Code relating to the special training for personnel serving on board passenger ships, using the text of document HTW 2/WP.4, annex 1 as the base document

Strategic direction: 5.2

High-level action: 5.2.2

Planned output: 2.2.2

Action to be taken: Paragraph 18

Related documents: MSC 91/19/7; HTW 2/10/1, HTW 2/10/2 and HTW 2/WP.4

Background

1 This document provides revised proposals for amendments to the STCW Convention and Code related to special training for personnel serving on board passenger ships in support of the output, "Review of passenger ship-specific safety training", as coordinated by the Sub-Committee on Human Element, Training and Watchkeeping (HTW).

2 The Maritime Safety Committee (MSC), at its ninety-first session, considered document MSC 91/19/7 (United States) proposing to amend the existing requirements of the STCW Convention and the Code relating to passenger ships to address new challenges posed by the increased size of modern cruise ships and the large number of passengers on board. The Committee included a new output related to the "Review of STCW passenger ship-specific safety training" in the provisional agenda of HTW 1.

3 Work on the review of STCW passenger ship-specific safety training that commenced at HTW 1 continued intersessionally in a correspondence group coordinated by the United States. HTW 2 then considered the proposals in the report of the correspondence

group (document HTW 2/10/1). A submission by ICS, CLIA and INTERFERRY (HTW 2/10/2), providing comment on the outcome of the work of the correspondence group, received widespread support, and the annex to HTW 2/10/1 was used as the base document for the discussions in a working group. Owing to time constraints, HTW 2 was not able to complete the work on this output (document HTW 2/WP.4). Accordingly, MSC 95 (MSC 95/22, paragraph 9.7), noting that HTW 2 had invited interested Member governments and international organizations to submit comments and proposals based on the text set out in document HTW 2/WP.4, annex 1, to HTW 3 for consideration, extended the target completion year for the output on "Review of the STCW passenger ship-specific safety training", to 2016.

Analysis

4 Recalling that HTW 2 invited interested Member governments and international organizations to make submissions to HTW 3 taking into account the text set out in document HTW 2/WP.4, annex 1, the co-sponsors submit revised proposals to assist with the progression and finalization of this output at HTW 3.

5 To progress the work already undertaken, the co-sponsors have focused on the outstanding issues identified at HTW 2, and have sought to propose a set of compromise solutions that address the concerns of all relevant stakeholders. The issues addressed in the revised proposals include the:

- .1 scope of applicability of passenger ship crowd management training;
- .2 approval of passenger ship crowd management training;
- .3 status of section A-V/2, paragraph 2 in the existing requirements; and
- .4 lack of clarity of the scope of applicability of the passenger ship crisis management and human behaviour training.

Principles

6 To also assist with the progression and finalization of this output, the co-sponsors have developed a set of principles that could serve as a guide during discussions at HTW 3, as follows:

- .1 Personnel on passenger ships should be able to contribute to the implementation of emergency plans, instructions and procedures in emergency situations on board passenger ships in accordance with their designated capacity, and their assigned duties and responsibilities on board;
- .2 Any amendments should take into account the diversity of the passenger ship sector globally, including significant variations in ship types, ship sizes, trade/service areas, sizes of crew/personnel, capacities, duties and responsibilities of crew/personnel, and numbers of passengers on board. It should take into account that regulation V/2 applies to all types and sizes of passenger ships;
- .3 Any amendments to the scope of applicability of training requirements should follow the principle that personnel are only required to complete training that is relevant to their designated capacity, and their assigned duties and responsibilities on board the ship;

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- .4 Any amendments to the scope of applicability of training or familiarization requirements should avoid reducing the scope of applicability found in the existing regulation V/2 requirements;
 - .5 Any amendments should avoid duplicating existing training or familiarization required in the STCW Convention and Code, and possible inconsistencies with the provisions of other IMO conventions;
 - .6 Any amendments should be drafted in a clear manner that is consistent with the various formulations, terms and structure found elsewhere in the STCW Convention and Code; and
 - .7 Any amendments to the scope of applicability of training requirements or the contents of training requirements should be justified based on a body of evidence or data to demonstrate that the amendments are necessary and proportionate.

Proposal

7 The co-sponsors propose amendments to STCW passenger ship-specific safety training set out in the annex to this document.

8 The proposals were prepared on the basis of four distinct levels of training and familiarization, as discussed by consensus in the earlier correspondence group and agreed at HTW 2, namely.

- .1 Passenger ship emergency familiarization
- .2 Passenger ship crowd management training
- .3 Passenger ship crisis management and human behaviour training
- .4 Ro-ro passenger ship training

9 The merit of the proposed four distinct levels is that they facilitate the determination of both the scope of applicability to personnel and the specific contents of each level. Too many levels would pose problems for determining the specific content, with too few levels posing problems for ensuring personnel are only familiarized or trained on matters that are required for their designated capacity, and assigned duties and responsibilities on board the ship.

10 The four distinct levels are not hierarchical or progressive levels, but instead are designed to reflect the assigned duties and responsibilities of personnel on board passenger ships during emergency situations.

11 As advised by HTW 2, the revised proposals found in the annex to this document, take account of the text in annex 1 to document HTW 2/WP.4 by using it as a base document.

12 The co-sponsors have indicated all new insertions and deletions in the revised proposals by first accepting changes in the text of regulation V/2 that were endorsed in principle during HTW 2. Paragraphs have been renumbered to clarify referencing between sections and provisions.

Features

13 To reflect the preference of the majority of Member States and observer organizations at HTW 2, the co-sponsors have removed the word "approved" from draft regulation V/2, paragraph 5 in annex 1 to HTW 2/WP.4. The word "approved" had been placed in square brackets pending proposals for the contents of the training in part A of the Code. Given the ship-specific contents of the proposed passenger ship crowd management training, the practical difficulties that would occur with a required approval by the flag State, and also taking into account responsibilities that apply to companies under regulation I/14 of the STCW Convention and the ISM Code, the co-sponsors consider that requiring approval would not be appropriate for this level of training.

14 To address the itinerant provisions identified at HTW 2 in existing section A-V/2, paragraph 2, they have been integrated into passenger ship emergency familiarization, taking into account the need to avoid duplication. They are proposed as a set of additional areas for familiarization that would apply only to personnel providing a direct service to passengers in passenger spaces.

15 To ensure that personnel are only required to complete training that is relevant to their designated capacity, and their assigned duties and responsibilities on board the ship, the co-sponsors propose to replace the general reference to ratings with a clear specification of the ratings that should be required to complete this level of training. Passenger ship crowd management training should be completed by ratings designated on muster lists to assist passengers in emergency situations. This complements the fact that their assigned duties and responsibilities specifically would involve managing crowds of passengers in emergency situations. It also ensures that the drafting concerning applicability is consistently as clear and precise as in similar provisions elsewhere in the STCW Convention (e.g. regulation V/1-1, regulation V/1-2).

16 Noting comments at HTW 2 regarding the drafting of the applicability of passenger ship crisis management and human behaviour training, the co-sponsors consider the drafting merits further consideration. The current provision, which refers to "responsibility for the safety of passengers in emergency situations", could be mistakenly construed as meaning any person on a muster list because designation on the muster list assigns some form of responsibility for the safety passengers. Since this training level is intended for personnel in decision-making capacities regarding the safety of passengers in emergency situations, the co-sponsors propose to insert the term "immediate", which is a consistently used term in the STCW Convention and Code (regulation V/1-1, regulation V/1-2, regulation V/2, and new regulation V/3), and clearly defined (section B-V/1, and new section B-V/3). The proposal clarifies the drafting of the provision without altering the existing scope of applicability.

17 To account for the global diversity of passenger ships and services, the co-sponsors propose to insert an exemption provision, similar to those found elsewhere in the STCW Convention and Code (regulation II/3, section A-VI/1, and new section A-V/3). The purpose of this provision is to afford Administrations the discretion to consider whether a ship's size, length or character of its voyage may render the application of the full requirements of regulation V/2 unreasonable or impracticable.

Action requested of the Sub-Committee

18 The Sub-Committee is invited to consider the proposed amendments set out in the annex to this document, and in particular, the principles set out in paragraph 6, and the proposal set out in paragraphs 7 to 12 above, and decide, as appropriate.

ANNEX
CHAPTER I

Section A-I/14

Responsibilities of companies

Replace existing paragraph 3, with the text as follows:

"3 Companies shall ensure that masters, officers, ratings and other personnel assigned specific duties and responsibilities on board their passenger ships shall have been appropriately familiarized in accordance with their capacity, duties and responsibilities."

~~"4 Companies shall also ensure that masters and officers on board all of their passenger ships take into account the guidance given in paragraphs 2.1 and 2.3 of section B-I/14 of this Code, while taking up their duties."~~

Section B-I/14

Guidance regarding responsibilities of companies and recommended responsibilities of masters and crew members

Replace paragraph 2.3 as follows:

Legislation, codes and agreements affecting passenger ships

- .3 Ability to understand and apply international ~~and national~~ requirements for passenger ships relevant to the ship concerned and the duties to be performed.

CHAPTER V

Special training requirements for personnel on certain types of ships

Regulation V/2

Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on passenger ships

1 This regulation applies to masters, officers, ratings and other personnel serving on board passenger ships engaged on international voyages. Administrations shall determine the applicability of these requirements to personnel serving on passenger ships engaged on domestic voyages.

2 Masters, officers, ratings and other personnel serving on board passenger ships, shall have completed the training and familiarization required by paragraphs 4 to 7 below in accordance with their capacity, duties and responsibilities.

3 Masters, officers, ratings and other personnel who are required to be trained in accordance with paragraphs 5 to 7 below shall, at intervals not exceeding five years, undertake appropriate refresher training or be required to provide evidence of having achieved the required standard of competence within the previous five years.

4 Personnel serving on board passenger ships shall have completed passenger ship emergency familiarization appropriate to their capacity, duties and responsibilities, as specified in section A-V/2, paragraph 1 of the STCW Code. ~~[Personnel providing direct service to passengers in passenger spaces on board passenger ships shall have completed the safety training specified in section A-V/2, paragraph 2 of the STCW Code.]~~

5 Masters, officers, ratings designated on muster lists to assist passengers in emergency situations, ~~qualified in accordance with chapters II, III and VII~~ and other personnel designated on the muster lists to assist passengers in emergency situations on board passenger ships shall have completed ~~[approved]~~ passenger ship crowd management training as specified in section A-V/2, paragraph 3 of the STCW Code.

6 Masters, chief engineer officers, chief mates, second engineer officers and any person designated on the muster lists as having immediate responsibility for the safety of passengers in emergency situations on board passenger ships shall have completed approved training in crisis management and human behaviour as specified in section A-V/2, paragraph 4 of the STCW Code.

7 Masters, chief engineer officers, chief mates, second engineer officers and every person assigned immediate responsibility for embarking and disembarking passengers, for loading, discharging or securing cargo, or for closing hull openings on board ro-ro passenger ships, shall have completed approved ro-ro passenger ship-specific training in accordance with their capacity, duties and responsibilities, ~~training in passenger safety, cargo safety and hull integrity~~ as specified in section A-V/2, paragraph 5 of the STCW Code.

8 Administrations shall ensure that documentary evidence of the training which has been completed is issued to every person found qualified in accordance with paragraphs 5 to 7 of this regulation.

CHAPTER V

Standards regarding special training requirements for personnel on certain types of ships

Section A-V/2

Mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on passenger ships

Passenger ship emergency familiarization

1 Before being assigned to any shipboard duties, personnel serving on board passenger ships shall receive familiarization or sufficient information and instruction, in accordance with their capacity, duties and responsibilities, to be able to:

Contribute to the implementation of emergency plans, instructions and procedures

.1 Familiar with:

.1.1 relevant general safety features aboard ship

.1.2 location of relevant essential safety and emergency equipment, including personal lifesaving appliances

.1.3 importance of personal conduct during an emergency

Contribute to the effective communication with passengers during an emergency

.2 Ability to:

.2.1 understand emergency announcements containing safety information that may be broadcast for passengers during emergencies

.2.2 communicate safety information non-verbally during an emergency, such as by demonstration or hand signals

2 Before being assigned to any shipboard duties, and further to the familiarization required by section A-V/2, paragraph 1, personnel providing direct service to passengers in passenger spaces shall receive familiarization, or receive sufficient information and instruction, to be able to:

Contribute to the effective communication with passengers during an emergency

.1 Familiar with:

.1.1 elementary vocabulary or instructions in the language or languages appropriate to the principal nationalities of passengers carried on the particular route that could provide a means of communicating with a passenger in need of assistance

.1.3 indicating to passengers where to find safety instructions

Contribute to the use of personal life-saving appliances by passengers

.2 Familiar with:

- .1.1 Demonstrating to passengers the use of personal life-saving appliances;

Passenger ship crowd management training

3 Masters, officers, ratings designated on the muster lists to assist passengers in emergency situations, and other personnel designated on the muster lists to assist passengers in emergency situations on board passenger ships shall:

- .1 have successfully completed the passenger ship crowd management training required by regulation V/2, paragraph 6, as set out in table A-V/2-1; and
- .2 be required to provide evidence that the required standard of competence has been achieved in accordance with the methods and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/2-1.

Passenger ship crisis management and human behaviour training

34 Before being assigned to emergency duties, Masters, chief engineer officers, chief mates, second engineer officers and any person designated on the muster lists as having immediate responsibility for the safety of passengers in emergency situations on board passenger ships shall:

- .1 have successfully completed the approved passenger ship crisis management and human behaviour training required by regulation V/2, paragraph 6, in accordance with their capacity, duties and responsibilities, as set out in table A-V/2-2; and
- .2 be required to provide evidence that the required standard of competence has been achieved in accordance with the methods and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/2-2.

Ro-ro passenger ship training ~~Passenger safety, cargo safety and hull integrity training~~
~~[training]~~~~[familiarization]~~

45 The ~~passenger safety, cargo safety and hull integrity training~~ ro-ro passenger ship training required by regulation V/2, paragraph 7, for masters, chief mates, chief engineer officers, second engineer officers and persons assigned immediate responsibility {on board ro-ro passenger ships} for embarking and disembarking passengers, for loading, discharging or securing cargo, or for closing hull openings {on board ro-ro passenger ships}, shall at least ensure attainment of the abilities that are appropriate to their capacity, duties and responsibilities as follows:

**Existing list of elements linked to this paragraph remains without amendment as found in current section A-V/2, paragraph 4, of the STCW Code.*

Exemptions

6 The Administration may, in respect of ships that are engaged on short international voyages or that do not have passenger accommodations or that do not engage on overnight voyages, if it considers that a ship's size, length or character of its voyage are such as to

render the application of the full requirements of this section unreasonable or impracticable, exempt the seafarers on such a ship or class of ships from some of the requirements, bearing in mind the safety of people on board, the ship and property and the protection of the marine environment.

Table A-V/2-1

Specification of minimum standard of competence in passenger ship crowd management training

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to shipboard emergency plans and procedures to muster and evacuate passengers	<p>Knowledge of shipboard emergency plans, instructions and procedures related to the management and evacuation of passengers</p> <p>Knowledge of relevant equipment to be used to deal with passengers in an emergency situation</p> <p>Knowledge of passenger muster lists and emergency instructions</p>	Assessment of evidence obtained from training and/or instruction	Actions taken conform with emergency plans, instructions and procedures
Assist passengers proceed to muster and embarkation stations	<p>Ability to give clear and reassuring orders</p> <p>Ability to manage passengers in corridors, staircases and passageways;</p> <p>Importance of maintaining escape routes clear of obstructions;</p> <p>Knowledge of methods for the evacuation of disabled persons and persons needing special assistance</p> <p>Knowledge of methods of searching passenger accommodation spaces</p> <p>Ability to disembark passengers, with special attention to disabled persons and persons needing special assistance.</p>	Assessment of evidence obtained from practical training and/or instruction	<p>Actions taken conform with emergency plans, instructions and procedures</p> <p>Actions assist passengers proceeding to muster and embarkation stations.</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
	<p>Importance of effective mustering procedures, including:</p> <ul style="list-style-type: none"> .1 the importance of keeping order; .2 the importance of procedures to minimize and avoid panic; .3 the ability to use, where appropriate, passenger lists for evacuation counts; and .4 the ability to check that the passengers have donned their personal life-saving appliances correctly. .5 the importance of passengers being suitably clothed as far as possible when mustering. 		

Table A-V/2-2

Specification of minimum standard of competence in passenger ship crisis management and human behaviour

**Existing Table A-V/2 remains without amendment as found in current section A-V/2, Table A-V/2, of the STCW Code, but renumbered as "Table A-V/2-2".*