|  |  |
| --- | --- |
| From: ARM Committee | PAP44-6.2.2.1 |
| To: PAP | 26 Oct. 21 |

LIAISON NOTE

ARM recommendations on STCW amendments

# Introduction

Following advice that the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) & associated Code were likely to be revised in the coming years at IMO; The ARM Committee was requested to comment on an IALA approach in this regard. Committee National members were requested to seek guidance from appropriate colleagues with competence in this area.

Responses were received from Finland, South Africa, Norway and the UK. Input ARM14-7.3.1 from China MSA&DMU was also considered. This was followed by a plenary discussion which supported the conclusion set out below.

# Discussion

The Committee recognised that the convention Article III Application clearly sets the limits of STCW “to seafarers serving on board seagoing ships entitled to fly the flag of a Party”. There was no appetite to seek amendments of this application to cover VTS operators or Aton Managers and technicians and there was a view that these were better being dealt with by IALA and recognised by IMO as per the current arrangements.

The Committee recognised that the STCW code Part A Chapter I tables A-II/1 A-II/2 and A-/II3. And additional guidance contained in Part B Chapter II Section B-II/1 set out concise minimum requirements for the training of Deck Officers and that it is up to the Competent Authority to evaluate what kind of education and training may be approved.

The committee identified model courses are available to cover the contents of these tables there is strong anecdotal evidence that Seafarers performance within VTS areas in relation to procedures and communications often does not meet the expectations of the VTS Competent Authority.

China MSA & DMU identified that through a questionnaire of undergraduate students of navigation technology in Dalian Maritime University “that the undergraduate students of navigation technology are not very clear about how to use AtoN. Some 48.57% of the respondents had never heard of the IALA; 68.57% of the respondents believed that it was necessary to formulate the Guidance of Marine AtoN Training and Awareness for Mariners; 42.86% of the respondents thought that the undergraduate navigation technology courses involved in AtoN were sufficient; 45.71% of the respondents thought that the content of the STCW Convention on the use requirements of mariners for AtoN should be increased, and about 11% thought that the content was insufficient.”

The Committee notes that an ARM task has commenced to create guidance for authorities on seafarer training in relation to AtoN.

The Committee agreed that IALA should be involved in the amendment of STCW but felt there would be limited impact from amending the tables referenced above in any detail. However IALA being referenced in these tables or in Part B as the provider of guidance to follow for seafarer training or model courses on AtoN and VTS would be an effective way of providing harmonization at an appropriate level of detail.

This guidance could be updateable outside of IMO timetables and therefore could remain pertinent without further changes to STCW.

This approach could be extended to other applicable IGO (ITU and IHO) either separately or jointly on such as aspects as communications, radar and ECDIS.

Failing this IALA should seek to additionally influence the content of existing IMO model courses and continue to provide guidance for seafarer training currently under production.

# Action requested

The PAP is requested to discuss this liaison and formulate a strategy for STCW amendments for submission to Council for approval.