A Summary Report on MSC 108, AMENDMENTS TO THE MANDATORY INSTRUMENTS

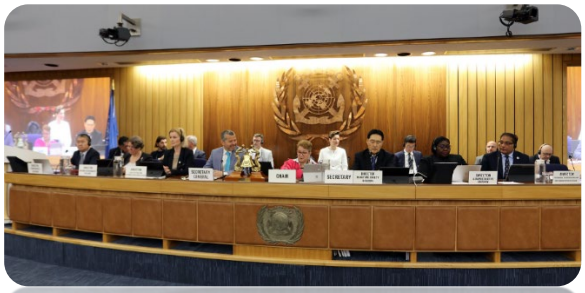
Relevant for ship owners and managers

TI - 24-05 May. 2024

The 108th session of the IMO's Maritime Safety Committee (MSC 108) took place from 15 to 24 May 2024, where important discussions were held and various amendments were adopted to advance maritime safety.

Amendments to the 1974 SOLAS Convention and related mandatory instruments

- SOLAS chapters II-1, II-2 and V
- the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code)
- the International Code for the Safe Carriage of Grain in Bulk (Grain Code)
- International Code on the Enhanced Programmed of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code)
- International Life-Saving Appliance (LSA) Code
- International Code for Fire Safety Systems (FSS Code)
- International Maritime Dangerous Goods (IMDG) Code
- Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers (resolution MSC.215 (82))
- Performance standard for protective coatings for cargo oil tanks of crude oil tankers (resolution MSC.288 (87))
- Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402 (96)).



Draft amendments to SOLAS chapter II-1

The Committee recalled that MSC 107 had approved draft amendments to SOLAS regulation II-1/3-4 in relation to new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements.

For ships other than tankers constructed on or after 1 January 2028:

1) the arrangements shall, at all times, be capable of rapid deployment in the absence of main power on the ship to be towed and easy connection to the towing ship; and

2) emergency towing arrangements shall be of adequate strength taking into account the size of the ship, and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements shall be approved by the Administration, based on the Guidelines developed by the Organization.

Draft amendments to SOLAS chapters II-2 & V

The Committee recalled that MSC 107 had approved draft amendments to SOLAS:

1. Chapter II-2 in relation to oil fuel parameters other than flashpoint and fire safety of ro-ro passenger ships, as well as fixed fire detection and alarm systems in control stations and cargo control rooms; and
2. Chapter V in relation to the reporting of the loss of containers

The Committee agreed that the aforementioned amendments should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026.

Deletion of the footnote under SOLAS regulation IV/1.2

The Committee considered document MSC 108/3/4 (Canada and the United States) proposing deletion of the cargo ship safety equipment certificate's footnote under SOLAS regulation IV/1.2, which references the Agreement between Canada and the United States of America for Promotion of Safety on the Great Lakes by means of Radio, 1973, due to the termination of the agreement.

Proposed amendments to the IGF, Grain, 2011 ESP, LSA, FSS AND IMDG CODES; and resolutions MSC. 215(82), MSC. 288(87) and MSC. 402(96), mandatory under the 1974 SOLAS Convention

Draft amendments to the IGF Code

The Committee recalled that MSC 107 had approved draft amendments to the IGF Code, in conjunction with the approval of a draft MSC circular on early implementation of the draft amendments to paragraphs 4.2.2 and 8.4.1 to 8.4.3 of the IGF Code.

The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026.

Draft amendments to the Grain Code

The Committee recalled that MSC 107 had approved draft amendments to the Grain Code (resolution MSC. 23(59)).

Part A, Specific requirements

The following new definition is added after existing paragraph 2.7:

2 Definitions

"2.8 The term specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed refers to a specially suitable compartment which is not filled to the maximum extent possible in way of the hatch opening but is filled to a level equal with or above the bottom edge of the hatch end beams and has not been trimmed outside the periphery of the hatch opening by the provisions of A 10.4."

10 Stowage of bulk grain

The reference to "B 6" in paragraph 10.3.1 is replaced with "B 7".

The following new paragraph is inserted after existing paragraph 10.3 and the subsequent paragraphs are renumbered accordingly:

"10.4 In any "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed", the bulk grain shall be filled to a level equal with or above the bottom edge of the hatch end beams but may be at its natural angle of repose outside the periphery of the hatch opening. A compartment may qualify for this classification if it is "especially suitable" as defined in A 2.7, in which case dispensation may be granted from trimming the ends of that compartment."

Renumbered paragraph 10.7 (existing paragraph 10.6) is amended, as follows:

"10.7 After loading, all free grain surfaces in partly filled compartments shall be level unless the compartment is partly filled in accordance with the provisions of A 10.4, in which case the free grain surface in way of the hatch opening only shall be level."

The reference to "B 5.2" in renumbered paragraph 10.10.3 (existing paragraph 10.9.3) is replaced with "B 6.2".

12 Divisions loaded on both sides
The reference to A 12.1.3 in paragraph 12.3.3 is replaced with A 12.1.2.

14 Saucers
The reference to A 10.9 in paragraph 14.1 is replaced with A 10.10.

Part B, Calculation of assumed heeling moments and general assumptions

1 General assumptions
The following new paragraph 1.1.5 is added after existing paragraph 1.1.4:

".5 In a "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed" which is exempted from trimming under the provisions of A 10.4, it shall be assumed that the surface of the grain after loading will slope in all directions away from the filling area at an angle of 30° from the lower edge of the hatch end beam. However, if feeding holes are provided in the hatch end beams in accordance with table B 1-2 and the free grain surface in way of the hatch opening is above the level of the feeding holes, then the surface of the grain after loading shall be assumed to slope in all directions, at an angle of 30° from a line on the hatch end beam which is the mean of the peaks and valleys of the actual grain surface as shown in figure B-1."

The reference to "B 5" in paragraph 1.2 is replaced with "B 6".

Paragraph 1.5 is replaced by the following:

"1.5 In "partly filled compartments" and "specially suitable compartments, partly filled in way of the hatch opening, with ends untrimmed", the adverse effect of the vertical shift of grain surfaces shall be taken into account as follows:

"Total heeling moment = 1.12 x calculated transverse heeling moment."

2 Assumed volumetric heeling moment of a filled compartment, trimmed
The reference to "A 10.9" in paragraph 2.6 is replaced with "A 10.10".

The reference to "A 10.9" in the Note (2) for figure B 2-1 in paragraph 2.8 is replaced with "A 10.10".

The reference to "A 10.9" in the Note (3) for figure B 2-3 in paragraph 2.9 is replaced with "A 10.10".

3 Assumed volumetric heeling moment of a filled compartment, untrimmed
In paragraph 3.1, the word "provision" is replaced with "provisions".

The following new section 4 is inserted after existing section 3 (Assumed volumetric heeling moment of a filled compartment, untrimmed) and the subsequent sections and paragraphs are renumbered accordingly:

"4 Assumed volumetric heeling moment of a especially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed

4.1 All the provisions for "filled compartments, trimmed" set forth in B 2 shall also apply to "specially suitable compartments, partly filled in way of the hatch opening, with ends untrimmed" except as noted below.
4.2 In a "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed" which is exempted from trimming under the provisions of A 10.4, the resulting grain surface in way of the hatch opening and the

resulting grain surface in the ends, forward and aft of the hatchway, after shifting shall be assumed to be at an angle of 25° to the horizontal."

The references to "figure B 4" in renumbered section 5 (Assumed volumetric heeling moments in trunks) are replaced with "figure B 5".

The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026.

Draft amendments to the 2011 ESP Code

The Committee recalled that MSC 107 had approved draft amendments to parts A and B of Annexes A and B of the 2011 ESP Code, as prepared by SDC 9 in accordance with the procedure for undertaking regular updates of the Code agreed by MSC 92 (MSC 92/26, paragraph 13.31), with a view to adoption at this session.

The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026, in accordance with the procedure for regular updates to the ESP Code agreed at MSC 92.

Draft amendments to the LSA Code

The Committee recalled that MSC 107 had approved draft amendments to chapters II, IV and VI of the LSA Code concerning the in-water performance of lifejackets; single fall and hook systems; and lowering speed of survival craft and rescue boats.

CHAPTERII PERSONAL LIFE-SAVING APPLIANCES

2.2.1 General requirements for lifejackets

Paragraph 2.2.1.6.2 is amended, as follows:

".2 turn the body of unconscious, face-down persons in the water to a face-up position where the nose and mouth are ~~is~~ clear of the water in an average time not exceeding that of the RTD plus 1 s, ~~with the number of persons not turned by the lifejacket no greater than that of the RTD;~~"

CHAPTER IV, SURVIVAL CRAFT

4.4.7 Lifeboat fittings

Paragraph 4.4.7.6.8 is amended, as follows:

".8 to prevent an accidental release during recovery of the boat, the hook shall not be able to support any load unless the hook is completely reset, ~~either the hook shall not be able to support any load, or~~ In the case of a hook which is capable of releasing the lifeboat or rescue boat with a load on the hook when it is not fully waterborne, the handle or safety pins shall not be able to be returned to the reset (closed) position, and any indicators shall not indicate the release mechanism is reset, unless the hook is completely reset. Additional danger signs shall be posted at each hook station to alert crew members to the proper method of resetting;"

Paragraph 4.4.7.6.17 is amended, as follows:

".17 where a single fall and hook system is used for launching a lifeboat or rescue boat in combination with a suitable painter, the requirements of paragraphs 4.4.7.6.7, ~~4.4.7.6.8~~ and 4.4.7.6.15 need not be applicable; ~~in such an arrangement a single capability to release the lifeboat or rescue boat, only when it is fully waterborne, will be adequate~~ provided that the single fall and hook system does not have the capability to release the lifeboat or rescue boat with a load on the hook when it is not fully waterborne.

CHAPTER VI LAUNCHING AND EMBARKATION APPLIANCES

6.1.2 Launching appliances using falls and a winch

Paragraph 6.1.2.8 is amended, as follows:

"6.1.2.8 The speed at which the fully loaded survival craft or rescue boat is lowered to the water shall not be less than that obtained from the formula:

S = 0.4 + 0.02H, or 1.0, whichever is less
where:
S is the lowering speed in meters per second and
H is the height in meters from the davit head to the waterline with the ship at the lightest sea-going condition."

Paragraph 6.1.2.10 is amended, as follows:

"6.1.2.10 the maximum lowering speed of a fully loaded survival craft or rescue boat shall be ~~established by the Administration~~ 1.3 m/s. The Administration may accept a maximum lowering speed other than 1.3 m/s, having regard to the design of the survival craft or rescue boat, the protection of its occupants from excessive forces, and the strength of the launching arrangements taking into account inertia forces during an emergency stop. Means shall be incorporated in the appliance to ensure that this speed is not exceeded."

The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026.

Draft amendments to the FSS Code

CHAPTER 7 Fixed pressure water-spraying and water mist fire-extinguishing systems

"**2.5 Fixed water-based fire-extinguishing on ro-ro passenger ships' weather decks intended for the carriage of vehicles**

This chapter details the specification of fixed water-based fire-extinguishing on ro-ro passenger ships having weather decks intended for the carriage of vehicles as required by chapter II-2 of the Convention. The requirements of this chapter shall apply to ro-ro passenger ships constructed on or after 1 January 2026.

2.5.1 The protected area shall be the entire length and width of the weather deck intended for the carriage of vehicles. The fixed monitor(s) shall be capable of delivering water to:

1. the area of weather decks intended for carriage of vehicles; and

2. the area, including superstructure boundaries located up to 8.0 m, measured horizontally, from the area intended for vehicle storage, or the next vertical boundaries, whichever is less.

2.5.2 The combined capacity of all fixed monitors shall be minimum 2.0 L/min per square meter of the protected area, but in no case shall the output of any monitor be less than 1,250 L/min. Even distribution of water shall be ensured.
2.5.3 The distance from the monitor to the farthest extremity of the protected area forward of that monitor shall not be more than 75% of the monitor throw in still air conditions.
2.5.4 Each monitor shall be located outside the area which it protects, in a safe position, with access not likely to be cut off in case of fire.

Monitors shall be installed in positions which allow for unobstructed water coverage with vehicles stowed to maximum capacity of the weather deck. However, areas that cannot be covered by water monitors shall be protected by water nozzles. Nozzles shall be designed and installed taking into account weather conditions and provide 5.0 L/min per square meter for the area they cover and have release controls in a position being accessible in case of a fire.

2.5.5 The system shall be available for immediate use and capable of continuously supplying water. The water supply shall be capable of simultaneously supplying water at the required rate for the entire width of the weather deck intended for carriage of vehicles and a length of 40 m, or the entire length of the weather deck if this is less than 40 m. In no case shall the supply capacity be less than that required for the largest monitor.

2.5.6 The system may be supplied by the fire main, the pump(s) serving other fixed water-based fire-fighting systems or a dedicated pump providing a continuous supply of seawater.

Where the ship's fire pumps are used to feed the monitor(s):

1. it shall be possible to segregate the ship's fire main from the monitor(s) by means of a valve in order to operate both systems separately or simultaneously; and

2. the capacity of the pumps shall be sufficient to serve both systems simultaneously, including two jets of water at the required pressure from the fire main system. In case the weather deck shall also carry dangerous goods, capacity for four jets of water at the required pressure shall be provided.

Where another fixed water-based fire-fighting system is used to feed the monitor(s):

3. it shall be possible to segregate the other fixed water-based fire-fighting system from the monitor(s) by means of a valve in order to operate both systems separately or simultaneously;

4. the capacity of the pump(s) shall, in case of open ro-ro spaces, be sufficient to serve both systems simultaneously, minimum two sections of the fixed water-based fire-fighting system being close to the openings facing weather deck and one monitor serving the weather deck. For closed ro-ro spaces and special category spaces, simultaneous operation is not required."

CHAPTER 9 Fixed fire detection and fire alarm systems

1 Application

2 Paragraph 1.1 is amended, as follows:

"1.1 This chapter details the specification of fixed fire detection and fire alarm systems as required by chapter II-2 of the Convention. Unless expressly provided otherwise, the requirements of this chapter shall apply to ships constructed on or after 1 July 2012. The requirements of 2.3.1.5 and 2.4.2.2 of this chapter shall apply to ships constructed on or after 1 January 2026."

2 Engineering specifications

2.3 Component requirements

Paragraphs 2.3.1.3 and 2.3.1.4 are replaced by the following:

"2.3.1.3 Heat detectors and linear heat detectors shall be certified to operate before the temperature exceeds 78ºC but not until the temperature exceeds 54ºC, when the temperature is raised to those limits at a rate less than 1ºC per min, when tested according to standards EN 54:2001 and IEC 60092-504. Alternative testing standards may be used as determined by the Administration. At higher rates of temperature rise, the heat detector and linear heat detector shall operate within temperature limits to the satisfaction of the Administration having regard to the avoidance of detector insensitivity or oversensitivity.

2.3.1.4 The operation temperature of heat detectors and linear heat detectors in drying rooms and similar spaces of a normal high ambient temperature may be up to 130ºC, and up to 140ºC in saunas."

4 The following new paragraph 2.3.1.5 is inserted after the existing paragraph 2.3.1.4 and subsequent paragraphs are renumbered accordingly:

"2.3.1.5 Linear heat detectors shall be tested according to standards EN 54-22:2015 and IEC 60092-504. Alternative testing standards may be used as determined by the Administration."

2.4 Installation requirements

2.4.2 Positioning of detectors

5 Paragraph 2.4.2.2 and the associated table 9.1 (Spacing of detectors) therein are amended, as follows:

"2.4.2.2 The maximum spacing of detectors shall be in accordance with the table below:

Table 9.1 – Spacing of detectors

Type of detector	Maximum floor area per detector (m^2)	Maximum distance apart between centres (m)	Maximum distance away from bulkheads (m)
Heat	37	9	4.5
Smoke	74	11	5.5
Combined smoke and heat	74	9	4.5

2.4.2.2.1 The Administration may require or permit other spacing based upon test data which demonstrate the characteristics of the detectors. Detectors located below movable ro-ro decks shall be in accordance with the above.

2.4.2.2.2 The distance between two sensor cables of the linear heat detection system shall not be more than 9.0 m, while the distance between such cables and bulkheads shall not be more than 4.5 m."

2.5 System control requirements

2.5.1 Visual and audible fire signals

6 The following new paragraphs 2.5.1.2, 2.5.1.3 and 2.5.1.4 are inserted after paragraph 2.5.1.1 and the subsequent paragraphs are renumbered accordingly:

"2.5.1.2 On ro-ro passenger ships constructed on or after 1 January 2026, alarm notifications shall follow a consistent alarm presentation scheme (wording, vocabulary, color and position). Alarms shall be immediately recognizable on the navigation bridge and shall not be compromised by noise or poor placing.

2.5.1.3 On ro-ro passenger ships constructed on or after 1 January 2026, the interface shall provide alarm addressability, allow the crew to identify the alarm history, the most recent alarm and the means to suppress alarms while ensuring the alarms with ongoing trigger conditions are still clearly visible.

2.5.1.4 On ro-ro passenger ships constructed on or after 1 January 2026, the smoke detector function in special category and ro-ro spaces may be disconnected during loading and unloading of vehicles. The time of disconnection shall be adapted to the time of loading/unloading and be automatically reset after this predetermined time. The central unit shall indicate whether the detector sections are disconnected or not. Disconnection of the heat detection function or manual call points shall not be permitted."

The Committee recalled that MSC 107 had approved draft amendments to chapters 7 and 9 of the FSS Code concerning fire safety of ro-ro passenger ships, together with the associated draft amendments to SOLAS chapter II-2.

The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026.

Draft amendments to the IMDG Code

The draft amendments (42-24) to the IMDG Code had been agreed by CCC 9, finalized by E&T 39 and subsequently circulated in accordance with SOLAS article VIII (b) (i) and the agreed amendment procedure for the IMDG Code.

The Committee agreed that the draft amendments, proposed for adoption at this session, should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026.

Draft amendments to resolutions MSC. 215(82) and MSC. 288(87) on the Performance standard for protective coatings

The Committee recalled that MSC 107 had approved, as a minor correction, draft amendments to the Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers and the Performance standard for protective coatings for cargo oil tanks

of crude oil tankers (resolutions MSC.215(82) and MSC.288(87), respectively) concerning replacement of the references to ”NACE Coating Inspector Level 2” in paragraph 6.1.1 of the two resolutions with ”AMPP Certified Coatings Inspector” following the change of name of NACE International to Association for Materials Protection and Performance Inc. (AMPP).

The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026.

Draft amendments to resolution MSC. 402(96)

The Committee recalled that MSC 107 had approved draft amendments to paragraph 6.2.3 of the Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats, rescue boats and fast rescue boats launching appliances and release gear (resolution MSC.402(96)) emanating from the new ventilation requirements for totally enclosed lifeboats adopted through resolution MSC.535(107).

6 SPECIFIC PROCEDURES FOR INSPECTION, MAINTENANCE, THOROUGH EXAMINATION, OPERATIONAL TESTING, OVERHAUL AND REPAIR

6.2 Annual thorough examination and operational test

1 Paragraph 6.2.3 is amended, as follows:

''6.2.3 For lifeboats (including free-fall lifeboats), rescue boats and fast rescue boats, the following items shall be thoroughly examined and checked for satisfactory condition and operation:

1. condition of the boat structure including fixed and loose equipment (including a visual examination of the external boundaries of the void spaces, as far as practicable);
2. engine and propulsion system;
3. sprinkler system, where fitted;
4. air supply system, where fitted;
5. maneuvering system;
6. power supply system;
7. bailing system;
8. fender/skate arrangements; and
9. rescue boat righting system, where fitted.; and
10. ventilation system, where fitted.''

The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026.

Proposed amendments to the STCW Code

The Committee recalled that MSC 107 had approved draft amendments to section A-VI/1 of the STCW Code to prevent and respond to bullying and harassment, including sexual assault and sexual harassment (SASH).

CHAPTER VI STANDARDS REGARDING EMERGENCY, OCCUPATIONAL SAFETY, SECURITY, MEDICAL CARE AND SURVIVAL FUNCTIONS

Section A-VI/1

Mandatory minimum requirements for safety familiarization, basic training and instruction for all seafarers

1 Table A-VI/1-4 (Specification of minimum standard of competence in personal safety and social responsibilities) is replaced by the following:

Column 1	Column 2	Column 3	Column 4
Competence	**Knowledge, understanding and proficiency**	**Methods for demonstrating competence**	**Criteria for evaluating competence**
Comply with emergency procedures	Types of emergency which may occur, such as collision, fire, foundering Knowledge of shipboard contingency plans for response to emergencies Emergency signals and specific duties allocated to crew members in the muster list; muster stations; correct use of personal safety equipment Action to take on discovering potential emergency, including fire, collision, foundering and ingress of water into the ship Action to take on hearing emergency alarm signals Value of training and drills Knowledge of escape routes and internal communication and alarm systems	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Initial action on becoming aware of an emergency conforms to established emergency response procedures Information given on raising alarm is prompt, accurate, complete and clear
Take precautions to prevent pollution of the marine environment	Basic knowledge of the impact of shipping on the marine environment and the effects of operational or accidental pollution on it Basic environmental protection procedures Basic knowledge of complexity and diversity of the marine environment	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Acceptable practices and procedures designed to safeguard the marine environment are observed at all times
Observe safe working practices	Importance of adhering to safe working practices at all times Safety and protective devices available to protect against potential hazards aboard ship Precautions to be taken prior to entering enclosed spaces Familiarization with international measures concerning accident prevention and occupational health[1]	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times
Contribute to effective communications on board ship	Understand the principles of, and barriers to, effective communication between individuals and teams within the ship Ability to establish and maintain effective communications	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Communications are clear and effective at all times
Contribute to effective human relationships on board ship	Importance of maintaining good human and working relationships aboard ship Basic teamworking principles and practice, including conflict resolution Social responsibilities; employment conditions; individual rights and obligations; dangers of drug and alcohol abuse	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Expected standards of work and behaviour are observed at all times
Contribute to the prevention of and response to bullying and harassment, including sexual assault and sexual harassment	Prevention of bullying and harassment: Basic knowledge of bullying and harassment, including sexual assault and sexual harassment, and the continuum of harm Basic knowledge of the consequences of bullying and harassment, including sexual assault and sexual harassment on victims, perpetrators, bystanders, stakeholders, and its effects on safety Understand that power dynamics, drugs or alcohol may be used to create coercive situations that contribute to bullying, harassment, including sexual assault and sexual harassment Responding to bullying and harassment: Ability to identify bullying and harassment, including sexual assault and sexual harassment Basic knowledge of the action to take to intervene in and report bullying, harassment, including sexual assault and sexual harassment Understand the basic principles of trauma-informed response and how to provide appropriate support to a victim, bystanders and self	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Acceptable practices and procedures designed for the prevention of bullying and harassment, including sexual assault and sexual harassment are observed at all times Able to identify bullying and harassment, including sexual assault and sexual harassment and the continuum of harm and its effects Acceptable practices and procedures designed for the intervention in and reporting of bullying and harassment, including sexual assault and sexual harassment are observed at all times
Understand and take necessary actions to control fatigue	Importance of obtaining the necessary rest Effects of sleep, schedules and the circadian rhythm on fatigue Effects of physical stressors on seafarers Effects of environmental stressors in and outside the ship and their impact on seafarers Effects of schedule changes on seafarer fatigue	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Fatigue management practices are observed and appropriate actions are used at all times

Note 8: Document MSC 108/3/2/Add.1 (Secretariat) suggests that the draft new competence and its corresponding KUPs above be modified, as follows (in red):

Column 1	Column 2	Column 3	Column 4
Competence	**Knowledge, understanding and proficiency**	**Methods for demonstrating competence**	**Criteria for evaluating competence**
	relations ~~dynamics~~, discrimination, stress, isolation, fatigue, drugs or alcohol may ~~be used to create coercive situations that~~ contribute to violence and ~~bullying,~~ harassment, including sexual harassment, bullying and sexual assault ~~and sexual harassment~~ Responding to violence ~~bullying~~ and harassment: Ability to identify violence ~~bullying~~ and harassment, including sexual harassment, bullying and sexual assault ~~and sexual harassment~~		harm and its effects Acceptable practices and procedures designed for the intervention in and reporting of violence ~~bullying~~ and harassment, including sexual harassment, bullying and sexual assault ~~and sexual harassment~~ are observed at all times
	Basic knowledge of the action to take to prevent, intervene in and report violence and ~~bullying,~~ harassment, including sexual harassment, bullying and sexual assault ~~and sexual harassment~~ Understand the basic of trauma-informed response o provide appropriate support , bystanders and self		

Note 9: The KUPs in this new competence consist of two parts, namely, "Prevention of violence and harassment" and "Responding to violence and harassment". Hence, it is suggested that the word "prevent" under the following KUP dealing with response be deleted, as follows (in green):

"Responding to violence ~~bullying~~ and harassment:

[…]

Basic knowledge of the action to take to ~~prevent,~~ intervene in and report violence and ~~bullying,~~ harassment, including sexual harassment, bullying and sexual assault ~~and sexual harassment~~"

The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026.

Proposed amendments to the 1995 STCW-F Convention and new STCW-F Code

Draft amendments to the 1995 STCW-F Convention

The Committee recalled that MSC 107 had approved draft amendments to the 1995 STCW-F Convention, revising the annex to the Convention and making the new draft STCW-F Code mandatory.

Note 10: The Secretariat proposes that following new operative paragraph 6 be added in the draft resolution to ensure the official consolidation of the articles and the revised annex of the 1995 STCW-F Convention in one document, which can be used by States for reference or for ratification purposes, as follows:

"[…]
4 REQUESTS the Secretary-General, for the purposes of article 10.2.5 of the 1995 STCW-F Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to the 1995 STCW-F Convention;

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Parties to the 1995 STCW-F Convention.;

6 FURTHER REQUESTS the Secretary-General to prepare a consolidated certified text of the 1995 STCW-F Convention."

CHAPTER I General provisions
Regulation I/1

1 For the purpose of this annex, the following definitions apply.

1. Regulations means regulations contained in the annex to the Convention.
2. Approved means approved by the Party in accordance with these regulations.
3. Skipper means the person having command of a fishing vessel.
4. Officer means a member of the crew, other than the skipper, designated as such by national law or regulations or, in the absence of such designation, by collective agreement or custom.
5. Officer in charge of a navigational watch means an officer qualified in accordance with the provisions of regulation II/2 or II/4 of this Convention.
6. *Engineer officer means* an officer qualified in accordance with the provisions of regulation II/5-1-1, II/5-1-2 or II/5-2 of this Convention.
7. *Chief engineer officer* means the senior engineer officer responsible for the mechanical propulsion and operation and maintenance of

mechanical and electrical installations of the vessel.

8. *Second engineer officer* means the engineer officer next in rank to the chief engineer officer and upon whom the responsibility for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the vessel will fall in the event of the incapacity of the chief engineer officer.

9. *Radio operator* means a person holding an appropriate certificate issued or recognized by an Administration under the provisions of the Radio Regulations.

10. *Radio Regulations* means the Radio Regulations annexed to, or regarded as being ~~annexed to, the most recent International Telecommunication Convention which may be in force at any time~~ complementing the Constitution and Convention of the International Telecommunication Union which is in force at any given time.

11. 1978 STCW Convention means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978.

12. 1993 Torremolinos Protocol means the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977.

13. 2012 Cape Town Agreement means the Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Torremolinos Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977.

14. Month means a calendar month or 30 days made up of periods of less than one month.

15. Seagoing service means service on board a vessel relevant to the issue or revalidation of a certificate or other qualification.

.~~13~~16 Propulsion power means the total maximum continuous rated output power, in kilowatts, of all the vessel's main propulsion machinery which appears on the vessel's certificate of registry or other official document.

.~~14~~17 Limited waters means those waters in the vicinity of a Party as defined by its Administration within which a degree of safety is considered to exist which enables the standards of qualification and certification for ~~skippers and officers of~~ all fishing vessels personnel to be set at a lower level than for service outside the defined limits. In determining the extent of limited waters, the Administration shall take into consideration the guidelines developed by the Organization[1].

.~~15~~18Unlimited waters mean waters beyond limited waters.

.~~16~~19 *Length (L)* shall be taken as 96% of the total length on a waterline at 85% of the least molded depth measured from the keel line, or as the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In vessels designed with rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.

.~~17~~20 *Molded depth* is the vertical distance measured from the keel line to the top of the working deck beam at side.

.21 STCW-F Code means the Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel Code, as adopted by resolution MSC.[…], as may be amended by the Organization.

.22 Owner means the owner of the fishing vessel or any other organization or person, such as the manager, agent, operator, company, authorized representative or bareboat charterer, who has assumed the responsibility for the operation of the vessel from the owner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on fishing vessel owners in accordance with the Convention, regardless of whether any other organization or person fulfils certain of the duties or responsibilities on behalf of the fishing vessel owner.

.23 Fishing vessel personnel means every person employed or engaged in any capacity or carrying

[1] Reference is made to annex 1 to resolution A.539 (13) on *Certification of skippers and officers in charge of a navigational watch on fishing vessels of 24 meters in length and over*, adopted by the Organization.

out an occupation on board any fishing vessel, including persons working on board who are paid on the basis of a share of the catch but excluding pilots, naval personnel, other persons in the permanent service of a government, shore-based persons carrying out work aboard a fishing vessel and fisheries observers.

.24 Function means a group of tasks, duties and responsibilities, as specified in the STCW-F Code, necessary for fishing vessel operation, safety of life at sea or protection of the marine environment.
.25 Fishing training vessel means a dedicated training vessel, designed for catching and storing fish, which provides a training opportunity for demonstration and assessment of the competences required by the provisions of chapter II.
.26 GMDSS radio operator means a person who is qualified in accordance with the provisions of regulation II/6 of the Convention.
.27 Certificate of competency means a certificate issued and endorsed for skippers, officers and GMDSS radio operators in accordance with the provisions of chapter II of this annex and entitling the lawful holder thereof to serve in the capacity and perform the functions involved at the level of responsibility specified therein.
.28 Certificate of proficiency means a certificate, other than a certificate of competency issued to fishing vessel personnel, stating that the relevant requirements of training, competencies or seagoing service in the Convention have been met.

2 These regulations are supplemented by the mandatory provisions contained in part A of the STCW-F Code and:
1. any reference to a requirement in a regulation also constitutes a reference to the corresponding section of part A of the STCW-F Code;
2. in applying these regulations, the related guidance and explanatory material contained in part B of the STCW-F Code should be taken into account to the greatest degree possible in order to achieve a more uniform implementation of the Convention provisions on a global basis;
3. amendments to part A of the STCW-F Code shall be adopted, brought into force and take effect in accordance with the provisions of article 10 of the Convention concerning the amendment procedure applicable to the annex; and
4. part B of the STCW-F Code shall be amended by the Maritime Safety Committee in accordance with its rules of procedure.

Regulation I/2 Application

1 The Administration of a Party, if it considers it unreasonable or impracticable to apply the full requirements of regulations II/3, II/4 and II/5-1-1, II/5-1-2 or II/5-2 and the requirement of the use of the English language to personnel serving on board a fishing vessel of less than 45 meters in length operating exclusively from its ports and fishing within its limited waters, may determine which of these regulations should not apply, wholly or in part, to such personnel, without derogation from the principles of safety in the Convention. In such a case, the Administration concerned shall report to the Secretary-General on the details of the measures it has taken with respect to the training and certification of such personnel.

2 For the purpose of this Convention, the Administration may decide to use the following gross tonnage in place of length (L) as the basis for measurement for all chapters:
1. For the purpose of this Convention, the Administration may decide to use the following gross tonnage in place of length (L) as the basis for measurement for all chapters:
2. a gross tonnage of 950 shall be considered equivalent to a length (L) of 45 meters.

Regulation I/3 *Certificates and endorsements*

1 Certificates of competency for fishing vessel personnel shall only be issued by the Administration if the requirements for service, age, medical fitness, training, qualification and examinations are met in accordance with these regulations.

2 A certificate of competency issued by a Party in compliance with paragraph 1 shall be endorsed by that Party attesting the issue of that certificate in the form as prescribed ~~in appendix 1 or appendix 2~~ format 1 or 2 of section A-I/3 of the STCW-F Code.

3 Certificates and endorsements shall be issued in the official language or languages of the issuing country. If the language used is not English, the text shall include a translation into that language.

4 In respect of radio operators, Parties may:

1. .1 include the additional knowledge required by regulation II/6 in the examination for the issue of a certificate complying with the Radio Regulations; or
2. issue a separate certificate indicating that the holder has the additional knowledge required by regulation II/6.

5 The Administration which has recognized a certificate issued by or under the authority of another Party in compliance with regulation I/7 shall issue an endorsement attesting the recognition of that certificate in the form prescribed in ~~appendix 3~~ format 3 of section A-I/3 of the STCW-F Code.

6 The endorsement shall expire as soon as the certificate endorsed expires or is withdrawn, suspended or cancelled by the Party which issued it and, in any case, not more than five years after the date of issue.

7 Any ~~a~~Appropriate certificates of competency issued under the provisions of the 1978 STCW Convention for the holder to serve as a chief engineer officer, an engineer officer or GMDSS radio operator shall be deemed to be a corresponding certificate for the purposes of paragraph 1 with regard to fishing vessels.

8 Medical certificates issued in accordance with the provisions of regulation I/9 of the 1978 STCW Convention shall be accepted as valid for the personnel of fishing vessels.

~~8~~9 Subject to the variations permitted under ~~appendices~~ formats 1, 2 and 3 of section A-I/3 of the STCW-F Code, Administrations may use a format different from the format given in ~~those appendices~~ the section provided that such format contains, as a minimum, the required information and that the particulars are inserted in Roman characters and Arabic figures.

Regulation I/4 Control procedures

1 Control exercised by a duly authorized officer under article 8 shall be limited to the following:

1. verification that all fishing vessel personnel serving on board who are required to be certificated by this Convention are so certificated or hold the required dispensation. Such certificates shall be accepted unless there are clear grounds for believing that a certificate has been fraudulently obtained or that the holder of a certificate is not the person to whom that certificate was originally issued; and
2. assessment of the ability of the fishing vessel personnel to maintain watchkeeping standards as required by the Convention if there are clear grounds for believing that such standards are not being maintained, because the following have occurred:

.2.1 the vessel has been involved in a collision, grounding or stranding; or

.2.2 there has been a discharge of substances from the vessel when under way, at anchor or at berth which is illegal under international conventions; or

.2.3 the vessel has been maneuvered in an erratic or unsafe manner, whereby routing measures adopted by the Organization, or safe navigation practices and procedures, have not been followed; or

.2.4 the vessel is otherwise being operated in such a manner as to pose a danger to persons, property or the environment.

2 In the event that deficiencies are found under paragraph 1, the officer carrying out the control shall forthwith inform, in writing, the skipper of the vessel and the Administration, so that appropriate action may be taken. Such notification shall specify the details of the deficiencies found and the grounds on which the Party determines that these deficiencies pose a danger to persons, property or the environment.

Regulation I/5 *Communication of information*

1 The Secretary-General shall, on request, provide Parties with any information communicated to him under article 4.

2 A Party which fails to communicate information required by article 4 within ~~twenty-four~~ 24 months after the date of entry into force of the Convention for a Party shall not be entitled to claim the privileges of this Convention until such time as the information has been received by the Secretary-General.

Regulation I/6 *Administration of certification arrangements*

1 Each Party undertakes to establish and maintain a means of ensuring that programmers incorporating such instruction and practical training as is necessary to achieve the competency standards are regularly monitored to ensure their effectiveness.

2 Each Party undertakes, to the extent practicable, to maintain a register or registers of all certificates and endorsements specified in regulations I/3 and II/1 to II/6 which are issued, have expired, or have been revalidated, reported lost, suspended or cancelled, and of dispensations issued, and provide information on the status of such certificates, endorsements and dispensations when so requested by another Party.

Regulation I/7 *Recognition of certificates*

1 Each Administration shall ensure, in order to recognize, by endorsement in accordance with regulation I/3, a certificate issued by or under the authority of another Party that the requirements for standards of competence, as well as the issue and endorsement of certificates by that Party, are fully complied with.

2 Certificates issued by or under the authority of a non-Party shall not be recognized.

3 Notwithstanding the requirement of paragraph 1 of this regulation and paragraph 5 of regulation I/3, an Administration may, if circumstances require, allow a person to serve for a period not exceeding three months on board a vessel entitled to fly its flag while holding an appropriate and valid certificate issued by another Party without it being endorsed as required by paragraph 5 of regulation I/3 provided that documented proof is made available that application for an endorsement has been submitted to the Administration.

Regulation I/8 *Transitional provisions*

1 A certificate of competency or of service in a capacity for which this Convention requires a certificate and which before entry into force of the Convention for a Party is issued in accordance with the laws of that Party or the Radio Regulations, shall be recognized as valid for service after entry into force of the Convention for that Party.

2 After the entry into force of the Convention for a Party, it may continue to issue certificates of competency in accordance with its previous practices for a period not exceeding five years. Such certificates shall be recognized as valid for the purpose of the Convention. During this transitional period such certificates shall be issued only to persons who had commenced their sea service before entry into force of the Convention for that Party within the specific ship department to which those certificates relate. The Party shall ensure that all other candidates for certification shall be examined and certificated in accordance with the Convention.

3 A Party may, within two years after entry into force of the Convention for that Party, issue a

certificate of service to fishing vessel personnel who hold neither an appropriate certificate under the Convention nor a certificate of competency issued under its laws before entry into force of the Convention for that Party but who have:

1. served in the capacity for which they seek a certificate of service for not less than three years at sea within the last seven years preceding entry into force of the Convention for that Party

2. produced evidence that they have performed that service satisfactorily; and

3. satisfied the Party as to medical fitness, including eyesight and hearing, taking into account their age at the time of application.

For the purpose of the Convention, a certificate of service issued under this paragraph shall be regarded as the equivalent of a certificate issued under the Convention.

Regulation I/9 *Dispensation*

1 In circumstances of exceptional necessity, an Administration, if in its opinion this will not cause danger to persons, property or the environment, may issue a dispensation permitting a person to serve in a specified fishing vessel for a specified period not exceeding six months in a capacity, other than that of the radio operator, except as provided by the relevant Radio Regulations, for which the person does not hold the appropriate certificate, provided that the person to whom the dispensation is issued shall be adequately qualified to fill the vacant post in a safe manner, to the satisfaction of the Administration.

2 Any dispensation granted for a post shall be granted only to a person properly certificated to fill the post immediately below it. Where certification of the post below is not required by the Convention, a dispensation may be issued to a person whose competence and experience are, in the opinion of the Administration, clearly equivalent to the requirements for the post to be filled, provided that, if such a person holds no appropriate certificate, the person shall be required to pass a test accepted by the Administration as demonstrating that such a dispensation may safely be issued. In addition, the Administration shall ensure that the post in question is filled by the holder of an appropriate certificate as soon as possible.

3 Each Party shall as soon as possible after 1 January each year send a report to the Secretary-General giving information of the total number of dispensations in respect of each capacity for which a certificate is required, including nil returns.

Regulation I/10 *Equivalents*

1 The Convention shall not prevent a Party from retaining or adopting other educational and training arrangements, including those involving seagoing service and shipboard organization especially adapted to technical developments and to special types of vessels, provided that the level of seagoing service, knowledge and efficiency as regards navigational and technical handling of vessels ensures a degree of safety at sea and has a preventive effect as regards pollution at least equivalent to the requirements of the Convention.

2 Details of such arrangements shall be included in the report under article 4.

Regulation I/11 *Use of simulators*

1 The performance standards and other provisions set forth in section A-I/11 and such other requirements as are prescribed in part A of the STCW-F Code for any certificate concerned shall be complied with in respect of:

1. all simulator-based training;

2. any assessment of competency required by part A of the STCW-F Code which is carried out by means of a simulator; and

3. any demonstration, by means of a simulator, of continued proficiency required by part A of the STCW-F Code.

Regulation I/12
Medical standards

1 Each Party shall establish standards of medical fitness for fishing vessel personnel and procedures for the issue of a medical certificate in accordance with the provisions of this regulation and of section A-I/12 of the STCW-F Code.

2 Each Party shall ensure that those responsible for assessing the medical fitness of fishing vessel personnel are medical practitioners recognized by the Party for the purpose of fishing vessel personnel medical examinations, in accordance with the provisions of section A-I/12 of the STCW-F Code.

3 Every crew member holding a certificate issued under the provisions of the Convention who is serving at sea shall also hold a valid medical certificate issued in accordance with the provisions of this regulation and of section A-I/12 of the STCW-F Code.

4 Every candidate for certification shall:

1. be not less than 16 years of age; or

2. be not less than 15 years of age provided that the candidate is authorized by the competent authority in accordance with national laws and practice[2];

3. provide satisfactory proof of his or her identity; and

4. meet the applicable medical fitness standards established by the Party.

5 Medical certificates shall remain valid for a maximum period of two years unless the crew member is under the age of 18, in which case the maximum period of validity shall be one year.

6 If the period of validity of a medical certificate expires in the course of a voyage, then the medical certificate shall continue in force until the next port of call where a medical practitioner recognized by the Party is available, provided that the period shall not exceed three months.

7 In urgent cases the Administration may permit a crew member to work without a valid medical certificate until the next port of call where a medical practitioner recognized by the Party is available, provided that:

1. the period of permission does not exceed three months; and
2. the crew member concerned is in possession of an expired medical certificate of recent date.

CHAPTER II Certification of skippers, officers, engineer officers and radio operators

Regulation II/1
Mandatory minimum requirements for certification of skippers on fishing vessels of 24 meters in length and over operating in unlimited waters

1 Every skipper on a fishing vessel of 24 meters in length and over operating in unlimited waters shall hold ~~an appropriate~~ a certificate of competency.

2 Every candidate for certification shall:

~~1. satisfy the Party as to medical fitness, particularly regarding eyesight and hearing;~~

~~.2~~1 meet the requirements for certification as an officer in charge of a navigational watch on fishing vessels of 24 meters in length and over operating in unlimited waters, and have approved seagoing service of not less than 12 months as an officer in charge of a navigational watch or skipper on fishing vessels of not less than 12 meters in length. However, the Party may allow, the substitution of a period not exceeding six months of approved

[2] Reference is made to article 9 of the ILO Work in Fishing Convention, 2007 (No.188).

seagoing service, as an officer in charge of a navigational watch on seagoing ~~ships~~ vessels covered by the 1978 STCW Convention; and

~~.3 have passed an appropriate examination or examinations for assessment of competence to the satisfaction of the Party. Such examination or examinations shall include the material set out in the appendix to this regulation. A candidate for examination who holds a valid certificate of competency issued in accordance with the provisions of the 1978 STCW Convention need not be re-examined in those subjects listed in the appendix which were passed at a higher or equivalent level for issue of the Convention certificate~~ meet the standard of competence specified in section A-II/1 of the STCW-F Code.

3 A candidate who holds a valid certificate of competency issued in accordance with the provisions of the 1978 STCW Convention need not be reassessed in those standards of competence listed in section A-II/1 of the STCW-F Code that were required at a higher or equivalent level for the issuance of the corresponding 1978 STCW Convention certificate.

~~Appendix to regulation 1~~
~~*Minimum knowledge required for certification of skippers on fishing vessels of 24 meters in length and over operating in unlimited waters*~~

Regulation II/2
Mandatory minimum requirements for certification of officers in charge of a navigational watch on fishing vessels of 24 meters in length and over operating in unlimited waters

1 Every officer in charge of a navigational watch on a fishing vessel of 24 meters in length and over operating in unlimited waters shall hold ~~an appropriate~~ a certificate of competency.

2 Every candidate for certification shall:

1. be not less than 18 years of age;

~~2. satisfy the Party as to medical fitness, particularly regarding eye-sight and hearing;~~

~~3~~2. have approved seagoing service of not less than:

1. 12 months on fishing vessels or fishing training vessels of not less than 12 meters in length as part of an approved training programmed which includes onboard training that meets the requirements of section A-II/2 of the STCW-F Code and is documented in an approved training record book; or
2. Two years in the deck department on fishing vessels of not less than 12 meters in length. However, the Administration may allow the substitution of the seagoing service by a period of special training not exceeding one year, provided that the period of the special training programmed shall be at least equivalent in value to the period of the required seagoing service it substitutes or by a period of approved seagoing service evidenced by an approved record book covered by the 1978 STCW Convention;

.43 ~~have passed an appropriate examination or examinations for the assessment of competency to the satisfaction of the Party. Such examination or examinations shall include the material set out in the appendix to this regulation. A candidate for examination who holds a valid certificate of competency issued in accordance with the provisions of the 1978 STCW Convention need not be re-examined in those subjects listed in the appendix which were passed at a higher or equivalent level for issue of the Convention certificate; meet the standard of competence specified in section A-II/2 of the STCW-F Code; and~~

.~~5~~4 meet the applicable requirements of regulation II/6, as appropriate for performing designated radio duties in accordance with the Radio Regulations.

3 A candidate who holds a valid certificate of competency issued in accordance with the

provisions of the 1978 STCW Convention need not be reassessed in those standards of competence listed in section A-II/2 of the STCW-F Code that were required at a higher or equivalent level for the issuance of the corresponding 1978 STCW Convention certificate.

~~**Appendix to regulation 2**~~

~~Minimum knowledge required for certification of officers in charge of a navigational watch on fishing vessels of 24 meters in length and over operating in unlimited waters~~

Regulation II/3
Mandatory minimum requirements for certification of skippers on fishing vessels of 24 meters in length and over operating in limited waters

1 Every skipper on a fishing vessel of 24 meters in length and over operating in limited waters shall, unless they hold certificates issued in compliance with regulation II/1, hold ~~an appropriate~~ a certificate of competency issued in compliance with at least the provisions of this regulation.

2 Every candidate for certification shall:
~~1. satisfy the Party as to medical fitness, particularly regarding eye-sight and hearing;~~
.~~2~~1 meet the requirements for certification as an officer in charge of a navigational watch on fishing vessels of 24 meters in length and over operating in limited or unlimited waters, and have approved seagoing service of not less than 12 months as an officer in charge of a navigational watch or skipper on fishing vessels of not less than 12 meters in length. However, a Party may allow the substitution of a period not exceeding six months of approved seagoing service as officer in charge of a navigational watch on ~~merchant ships~~ seagoing vessels covered by the 1978 STCW Convention; and

.~~3~~2 have passed an appropriate examination or examinations for the assessment of competency to the satisfaction of the Party. Such examination or examinations shall include the material set out in the appendix to this regulation meet the standard of competence specified in section A-II/3 of the STCW-F Code.

3 The Party, bearing in mind the effect on the safety of all ~~ships~~ vessels and structures which may be operating in the same limited waters, should consider the limited waters it has defined in accordance with the definition given in regulation I/1 and determine any additional material that should be included in the ~~examination or examinations~~ standard of competence.

4 A candidate ~~for examination~~ who holds a valid certificate of competency issued in accordance with the provisions of the 1978 STCW Convention need not be ~~re-examined~~ reassessed in those subjects standards of competence listed in ~~the appendix which were passed~~ section A-II/3 of the STCW-F Code that were required at a higher or equivalent level for the ~~issue of the~~ issuance of the corresponding 1978 STCW Convention certificate.

~~**Appendix to regulation 3**~~
~~Minimum knowledge required for certification of skippers on fishing vessels of 24 meters in length and over operating in limited waters~~

Regulation II/4
Mandatory minimum requirements for certification of officers in charge of a navigational watch on fishing vessels of 24 meters in length and over operating in limited waters

1 Every officer in charge of a navigational watch on a fishing vessel of 24 meters in length and over operating in limited waters shall either hold a certificate issued in compliance with regulation II/2 or hold ~~an appropriate~~ a certificate of competency issued in compliance with at least the provisions of this regulation.

2 Every candidate for certification shall:

1. be not less than 18 years of age;

~~2. satisfy the Party as to medical fitness, particularly regarding eye sight and hearing;~~

~~3~~2. have approved seagoing service of not less than:

1. 12 months on fishing vessels or fishing training vessels of not less than 12 meters in length as part of an approved training programmed which includes onboard training that meets the requirements of section A-II/4 of the STCW-F Code and is documented in an approved training record book; or
2. two years in the deck department on fishing vessels of not less than 12 meters in length. However, the Administration may allow the substitution of the seagoing service by a period of special training not exceeding one year, provided that the period of the special training programmer shall be at least equivalent in value to the period of the required seagoing service it substitutes or by a period of approved seagoing service evidenced by an approved record book covered by the 1978 STCW Convention;

.~~4~~3 ~~have passed an appropriate examination or examinations for the assessment of competency to the satisfaction of the Party. Such examination or examinations shall include the material set out in the appendix to this regulation. A candidate for examination who holds a valid certificate of competency issued in accordance with the provisions of the 1978 STCW Convention need not be re-examined in those subjects listed in the appendix which were passed at a higher or equivalent level for issue of the Convention certificate~~ meet the standard of competence specified in section A-II/4 of the STCW-F Code; and

.~~5~~4 meet the applicable appropriate requirements ~~of regulation 6, as appropriate~~ for performing designated radio duties in accordance with the Radio Regulations.

3 A candidate who holds a valid certificate of competency issued in accordance with the provisions of the 1978 STCW Convention need not be reassessed in those standards of competence listed in section A-II/4 of the STCW-F Code, which were required at a higher or equivalent level for the issuance of the corresponding 1978 STCW Convention certificate.

~~Appendix to regulation 4~~

~~Minimum knowledge required for certification of officers in charge of a navigational watch on fishing vessels of 24 meters in length and over operating in limited waters~~

~~Regulation 5~~

~~Mandatory minimum requirements for certification of chief engineer officers and second engineer officers of fishing vessels powered by main propulsion machinery of 750 kW propulsion power or more~~

~~1 Every chief engineer officer and second engineer officer serving on a seagoing fishing vessel powered by main propulsion machinery of 750 kW propulsion power or more shall hold an appropriate certificate.~~

~~2 Every candidate for certification shall:~~

~~1. be not less than 18 years of age;~~
~~2. satisfy the Party as to medical fitness, including eyesight and hearing;~~
~~3. for certification as second engineer officer, have not less than 12 months approved seagoing service in the engine-room; however, this period may be reduced to not less than 6 months if the Party requires special training which it considers to be equivalent to the approved seagoing service it replaces;~~
~~4. for certification as chief engineer officer, have not less than 24 months approved seagoing service, of which not less than 12 months shall be served while qualified to serve as second engineer officer;~~
~~5. have participated in an approved practical fire-fighting course; and~~
~~6. have passed an appropriate examination for the assessment of competency to the~~

~~satisfaction of the Party. Such examination shall include the material set out in the appendix to this regulation, except that the Party may vary the requirements for examination and seagoing service for officers of fishing vessels engaged in voyages in limited waters bearing in mind the power of the propulsion machinery and the effect on the safety of all fishing vessels which may be operating in the same waters.~~

~~3 Training to achieve the necessary theoretical knowledge and practical experience shall take into account relevant international regulations and recommendations~~.

~~4 The level of knowledge required under the different paragraphs of the appendix may be varied according to whether the certificate is being issued at chief engineer officer or second engineer officer level.~~

~~Appendix to regulation 5~~

~~*Minimum knowledge required for certification of chief engineer officers and second engineer officers of fishing vessels powered by main propulsion machinery of 750 kW propulsion power or more*~~

Regulation II/5-1-1

Mandatory minimum requirements for certification of chief engineer officers and second engineer officers on fishing vessels powered by main propulsion machinery of 3,000 kW propulsion power or more

1 Every chief engineer officer and second engineer officer on a seagoing fishing vessel powered by main propulsion machinery of 3,000 kW propulsion power or more shall hold a certificate of competency.

2 Every candidate for certification shall:

1. meet the requirements for certification as an officer in charge of an engineering watch on fishing vessels powered by main propulsion machinery of 750 kW propulsion power or more and have approved seagoing service in that capacity:

1. for certification as second engineer officer, have not less than 12 months as qualified engineer officer; and

2. for certification as chief engineer officer, have not less than 36 months; however, this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as second engineer officer; and

.2 have completed approved education and training and meet the standard of competence specified in section A-II/5-1-1 of the STCW-F Code.

Regulation II/5-1-2

Mandatory minimum requirements for certification of chief engineer officers and second engineer officers on fishing vessels powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power

1 Every chief engineer officer and second engineer officer on a seagoing fishing vessel powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power shall hold a certificate of competency.

2 Every candidate for certification shall:

1. meet the requirements for certification as an officer in charge of an engineering watch on fishing vessels powered by main propulsion machinery of 750 kW propulsion power or more and:

1. for certification as second engineer officer, have not less than 12 months of approved seagoing service as assistant engineer officer or engineer office; and
2. for certification as a chief engineer officer, have not less than 24 months of approved seagoing service of which not less than 12 months

shall be served while qualified to serve as second engineer officer; and

.2 have completed approved education and training and meet the standard of competence specified in section A-II/5-1-2 of the STCW-F Code.
3 Every engineer officer who is qualified to serve as second engineer officer on fishing vessels powered by main propulsion machinery of 3,000 kW propulsion or more, may serve as chief engineer officer on fishing vessels powered by main propulsion machinery of less than 3,000 kW propulsion power, provided the certificate is so endorsed.

Regulation II/5-2
Mandatory minimum requirements for certification of officers in charge of an engineering watch in a manned engine-room or designated duty engineers in a periodically unmanned engine-room on fishing vessels powered by main propulsion machinery of 750 kW propulsion power or more

1 Every officer in charge of an engineering watch in a manned engine-room or designated duty engineer officer in a periodically unmanned engine-room serving on a seagoing fishing vessel powered by main propulsion machinery of 750 kW propulsion power or more shall hold a certificate of competency.

2 Every candidate for certification shall:
1. be not less than 18 years of age;

2. .2 have completed 12 months of combined workshop skills training and approved seagoing service of which not less than 6 months must be served on board fishing vessels or fishing training vessels as part of an approved training programmed which includes onboard training that meets the requirements of section A-II/5-2 of the STCW-F Code and is documented in an approved training record book; or

3. have completed 12 months of combined workshop skills training and approved seagoing service of which not less than 6 months must be served on ships or training ships being operated in accordance with the 1978 STCW Convention as part of an approved training programmed which includes onboard training that meets the requirements of section A-II/5-2 of the STCW-F Code and is documented in an approved training record book; or

4. have approved seagoing service of not less than 12 months in the engine-room. However, the Administration may allow, as deemed necessary, the substitution of up to six months of the seagoing service by a period of special training such as workshop skills training, provided that the special training programmed is equivalent in value to the period of the required seagoing service it substitutes; and

5. meet the standard of competence specified in section A-II/5-2 of the STCW-F Code.

3 The Party may vary the requirements for standard of competence and seagoing service for officers of fishing vessels engaged in voyages in limited waters bearing in mind the power of the propulsion machinery and the effect on the safety of all fishing vessels which may be operating in the same waters.

4 Training to achieve the necessary theoretical knowledge and practical experience shall take into account relevant international regulations and recommendations.

Regulation II/6
Mandatory minimum requirements for certification of ~~personnel in charge of or performing radiocommunication duties~~ GMDSS radio operators on board fishing vessels

Explanatory note

Mandatory provisions relating to radio watch keeping are set forth in the Radio Regulations and the ~~1993 Torremolinos Protocol~~ 2012 Cape Town Agreement. Provisions for radio maintenance are

set forth in the ~~1993 Torremolinos Protocol and the guidelines adopted by the Organization~~ 2012 Cape Town Agreement[3].

Application

1 Except as provided in paragraph 2, the provisions of this regulation shall apply to ~~personnel in charge of, or performing, radio communication duties on a vessel required by international agreement or national law to carry radio equipment using the frequencies and techniques of~~ radio operators on fishing vessels operating within the ~~g~~Global ~~m~~Maritime ~~d~~Distress and ~~s~~Safety ~~s~~System (GMDSS) as prescribed by the international conventions.

2 ~~Personnel on vessels for which carriage of radio equipment is not compulsory under international agreements or national law~~ Radio operators on fishing vessels that are not required to comply with the provisions of the GMDSS are not required to meet the provisions of this regulation, but are nevertheless required to comply with the Radio Regulations. The Administration shall ensure that the appropriate certificates ~~meeting the requirements~~ of as prescribed by the Radio Regulations are issued or recognized in respect of such ~~personnel~~ radio operators.

Mandatory ~~M~~minimum requirements for certification of GMDSS radio ~~personnel~~ operators

1 Every person in charge of, or performing, radio communication duties on a fishing vessel operating within the GMDSS shall hold an appropriate certificate ~~or certificates~~ related to the GMDSS, issued or recognized by the Administration under the provisions of the Radio Regulations.

~~2 The minimum knowledge, understanding and proficiency required for certification under this regulation shall be sufficient for radio personnel to carry out their radio duties safely and efficiently.~~

~~3~~2 In addition, ~~E~~every candidate for certification of competency under this regulation for service on a fishing vessel which is required by the 1993 Torremolinos Protocol or the 2012 Cape Town Agreement to have a radio installation, shall:

1. be not less than 18 years of age; and
2. ~~satisfy the Party as to medical fitness, particularly regarding eye-sight and hearing; and~~ ~~3~~2.meet the requirements of the appendix to this regulation have completed approved education and training and meet the standard of competence specified in section A-II/6 of the STCW-F Code.

~~4 Every candidate for certification shall be required to pass an examination or examinations to the satisfaction of the Party.~~

~~5~~3 For endorsement of all types of certificates issued under the provisions of the Radio Regulations as meeting the requirements of the Convention, the required knowledge, understanding and proficiency is given in the appendix to this regulation section A-II/6 of the STCW-F Code. In determining the appropriate level of knowledge and training the Party shall also take into account the relevant recommendations in section B-II/6 of the STCW-F Code ~~of the Organization~~[4].

Note 11: References to the 2012 Cape Town Agreement, which are not in force yet, are made in the draft revised annex to the STCW-F Convention in regulation I/1 (Definitions), regulation II/6 (Mandatory minimum requirements for certification of GMDSS radio operators on board fishing vessels) and section B-II/6 (Guidance regarding training and certification of GMDSS radio operators on board fishing vessels). In this regard, it is suggested that draft regulation II/6 be modified, as follows:

[3] ~~Reference is made to the Recommendation on radio maintenance guidelines for the global maritime distress and safety system related to sea areas A3 and A4 adopted by the Organization by resolution A.702(17).~~

[4] Reference is made to the Recommendations on training for radio personnel (GMDSS) adopted by the Organization by resolution A.703(17).

"Regulation II/6
Mandatory minimum requirements for certification of GMDSS radio operators on board fishing vessels

Explanatory note
Mandatory provisions relating to radio watchkeeping are set forth in the Radio Regulations and in the 2012 Cape Town Agreement. Provisions for radio maintenance are set forth in the 2012 Cape Town Agreement. The referred provisions are mandatory in the Radio Regulations and will be mandatory in the 2012 Cape Town Agreement when it enters into force.

Application
[…]
Mandatory minimum requirements for certification of GMDSS radio operators

1 Every person in charge of or performing radio communication duties on a fishing vessel operating within the GMDSS shall hold an appropriate certificate related to the GMDSS, issued or recognized by the Administration under the provisions of the Radio Regulations.
2 In addition, every candidate for certification of competency under this regulation for service on a fishing vessel ~~which is~~ required by the 1993 Torremolinos Protocol or the 2012 Cape Town Agreement, when in force, to have a radio installation, shall:
1. be not less than 18 years of age; and
2. have completed approved education and training and meet the standard of competence specified in section A-II/6 of the STCW-F Code."

~~**Appendix to regulation 6**~~
~~Minimum additional knowledge and training requirements for GMDSS radio personnel~~

Regulation II/7

~~Mandatory minimum requirements to ensure the continued proficiency and updating of knowledge~~ Revalidation of certificates for skippers, and officers ~~and engineer officers~~

1 Every skipper or officer holding a certificate issued or recognized under this chapter of the Convention who is serving at sea or intends to return to sea after a period ashore, shall, in order to continue to qualify for seagoing service, be required, at intervals not exceeding five years, to satisfy the Administration as to:

1. ~~medical fitness, particularly regarding eyesight and hearing~~ meet the standards of medical fitness prescribed in regulation I/12; and

2. ~~seagoing service as skipper or officer of at least one year during the preceding five years; or~~ establish continued professional competence in accordance with section A-II/7 of the STCW-F Code.

~~3. ability to perform fishing vessel operational duties relating to the duties appropriate to the grade of certificate held which are considered to be at least equivalent to the seagoing service required in paragraph 1.2, or by:~~

~~3.1 passing an approved test; or~~
~~3.2 successfully completing an approved course or course appropriate, for skippers and officers who are serving on fishing vessels, especially for re-entrants to seagoing service on these vessels; or~~
~~3.3 having completed approved seagoing service as an officer for a period of not less than three months on a fishing vessel in a supernumerary capacity, immediately prior to taking up the position for which the certificate is valid.~~

~~2 The refresher and updating courses required by this regulation shall be approved by the Administration and include the text of recent changes in international regulations concerning the safety of life at sea and the protection of the marine environment.~~

2 Each Party shall compare the standards of competence which it required of candidates for certificates issued before DD/MM/YYYY (date entry into force plus five years) with those specified for the appropriate certificate in part A of the STCW-F Code, and shall determine the need for requiring the holders of such certificates to undergo appropriate refresher and updating training or assessment.

3 The Party shall, in consultation with those concerned, formulate or promote the formulation of a structure of refresher and updating courses as provided for in section A-II/7 of the STCW-F Code.

~~3~~4 For the purpose of updating the knowledge of skippers and officers, each ~~The~~ Administration shall ensure that the texts of recent changes in national and international regulations concerning the safety of life at sea, and the protection of the marine environment are made available to ~~ships under its jurisdiction~~ fishing vessels entitled to fly its flag.

Regulation II/8

~~Mandatory minimum requirements to ensure the continued proficiency and updating of knowledge~~ Revalidation of certificates for GMDSS radio ~~personnel~~ operators

Every GMDSS radio ~~personnel~~ operator holding a certificate ~~or certificates~~ issued or recognized ~~by the Party~~ under this chapter of the Convention who is serving at sea or intends to return to sea after a period ashore shall, in order to continue to qualify for seagoing service, be required, at intervals not exceeding five years, to ~~satisfy the Party as to the following~~:

~~1. medical fitness, particularly regarding eyesight and hearing, at regular intervals not exceeding five years~~ meet the standards of medical fitness prescribed in regulation I/12; and

~~2. professional competence:~~

~~2.1 by approved seagoing service involving radio communication duties for a period of at least one year in total during the preceding five years; or~~

~~.2.2 by virtue of having performed functions relating to the duties appropriate to the grade of certificate held which are considered to be at least equivalent to the seagoing service required in paragraph 1.2.1; or~~

~~.2.3 by passing an approved test or successfully completing an approved training course or courses at sea or ashore which shall include those elements which are of direct relevance to the safety of life at sea, and which are applicable for the certificate that the person is holding, in accordance with the requirements of the 1993 Torremolinos Protocol.~~

.2 establish continued professional competence in accordance with section A-II/8 of the STCW-F Code.

~~2 When new modes, equipment or practices are to become mandatory aboard vessels entitled to fly the flag of a Party, the Party may require GMDSS radio personnel to pass an approved test or successfully complete an appropriate training course or courses, at sea or ashore, with particular reference to safety duties.~~

2 Each Party shall compare the standards of competence which it required of candidates for certificates issued before DD/MM/YYYY (date entry into force plus five years) with those specified for the appropriate certificate in part A of the STCW-F Code, and shall determine the need for requiring the holders of such certificates to undergo appropriate refresher and updating training or assessment.

3 The Party shall, in consultation with those concerned, formulate or promote the formulation of a structure of refresher and updating courses as provided for in section A-II/8 of the STCW-F Code.

~~3~~4 For the purpose of updating the knowledge of GMDSS radio operators, each The Administration shall ensure that the texts of recent changes in national and international regulations ~~relating to~~ concerning radio communications and relevant to the safety of life at sea are made available to ships entitled to fly its flag.

CHAPTER III Basic ~~safety~~ training and onboard safety familiarization for all fishing vessel personnel

Regulation lll/1

Mandatory minimum requirements for ~~B~~basic training and onboard safety familiarization for all fishing vessel personnel

1 Fishing vessel personnel shall, before being assigned to any shipboard duties, receive basic training approved by the Administration:

1. ~~personal survival techniques, including donning of lifejackets and, as appropriate, immersion suits~~ receive basic training approved by the Administration and onboard safety familiarization; and

2. ~~fire prevention and firefighting~~; meet the appropriate standard of competence,
~~3. emergency procedures;~~
~~4. elementary first aid;~~
~~5. prevention of marine pollution; and~~
~~6. Prevention of shipboard accidents.~~

in accordance with section A-III/1.

~~2 In implementing the provisions of paragraph 1, the Administration shall determine whether and, if so to what extent, these provisions shall apply to personnel of small fishing vessel or personnel already employed on fishing vessels.~~

2 Where basic training is not included in the qualification for the certificate to be issued, a certificate of proficiency shall be issued, indicating that the holder has successfully completed the course in basic training.

3 A candidate who holds a valid certificate of proficiency issued in accordance with the provisions of the 1978 STCW Convention need not be reassessed in those standards of competence listed in sections A-III/1-1, A-III/1-2, A-III/1-3 and A-III/1-4 of the STCW-F Code that were required at a higher or equivalent level for the issuance of the corresponding 1978 STCW Convention certificate.

CHAPTER IV, Watch-keeping
Regulation IV/1, Fitness for duty
The watch system shall be such that the efficiency of watch keeping personnel is not impaired by fatigue. Duties shall be so organized that the first watch at the commencement of a voyage and the subsequent relieving watches are sufficiently rested and otherwise fit for duty.

Regulation IV/~~1~~2
Basic watch keeping principles to be observed ~~in keeping a navigational watch~~ on board fishing vessels

1 Administrations shall direct the attention of owners and operators of fishing vessels, skippers, chief engineer officers and all watch keeping personnel to the ~~following~~ requirements, principles and guidance set out in the STCW-F Code which shall be observed to ensure that a safe ~~navigational~~ watch is maintained at all times.

2 The skipper of every fishing vessel shall ensure that watch keeping arrangements are adequate for maintaining a safe ~~navigational~~ watch. or watches, taking into account the prevailing circumstances and conditions and that, ~~U~~under the skipper's general direction,:

1. the officers in charge of the navigational watch are responsible for navigating the fishing vessel safely during their periods of duty, when they will shall be ~~particularly concerned with avoiding collision and stranding~~ physically present on the navigating bridge or in a directly associated location such as the chartroom or bridge control room at all times;

2. radio operators are responsible for maintaining a continuous radio watch on appropriate frequencies during their periods of duty;

3. officers in charge of an engineering watch, as defined in the STCW-F Code, under the direction of the chief engineer officer, shall be immediately available and on call to attend the machinery spaces and, when required, shall be physically present in the machinery space during their periods of responsibility; and

4. an appropriate and effective watch or watches are maintained for the purpose of safety at all times.

3 The basic watch keeping principles, including but not limited to ~~the following~~ those set out in the STCW-F Code, shall be taken into account on all fishing vessels. However, a Party may exclude very small fishing vessels operating in limited waters from fully observing the basic principles.

~~**4 En route to or from fishing grounds**~~

~~*4.1 Arrangements of the navigational watch*~~

~~4.1.1 The composition of the watch shall at all times be adequate and appropriate to the prevailing circumstances and conditions, and shall take into account the need for maintaining a proper lookout.~~

~~4.1.2 When deciding the composition of the watch the following factors, inter alia, shall be taken into account:~~

~~1. at no time shall the wheelhouse be left unattended;~~

~~2. weather conditions, visibility and whether there is daylight or darkness;~~

~~3. proximity of navigational hazards which may make it necessary for the officer in charge of the watch to carry out additional navigational duties;~~

~~4. use and operational condition of navigational aids such as radar or electronic position-indicating devices and of any other equipment affecting the safe navigation of the vessel;~~

~~5. whether the vessel is fitted with automatic steering; and~~

~~6. any unusual demands on the navigational watch that may arise as a result of special operational circumstances.~~

~~4.2 Fitness for duty~~

~~The watch system shall be such that the efficiency of watch keeping personnel is not impaired by fatigue. Duties shall be so organized that the first watch at the commencement of a voyage and the subsequent relieving watches are sufficiently rested and otherwise fit for duty.~~

~~4.3 Navigation~~

~~4.3.1 The intended voyage shall, as far as practicable, be planned in advance taking into consideration all pertinent information, and any course laid down shall be checked before the voyage commences.~~

~~4.3.2 During the watch the course steered, position and speed shall be checked at sufficiently frequent intervals, using any available navigational aids necessary, to ensure that the vessel follows the planned course.~~

~~4.3.3 The officer in charge of the watch shall have full knowledge of the location and operation of all safety and navigational equipment on board the vessel, and shall be aware and take account of the operating limitations of such equipment.~~

~~4.3.4 The officer in charge of a navigational watch shall not be assigned or undertake any duties which would interfere with the safe navigation of the vessel.~~

~~4.4 Navigational equipment~~

~~4.4.1 The officers in charge of the watch shall make the most effective use of all navigational equipment at their disposal.~~

~~4.4.2 When using radar the officer in charge of the watch shall bear in mind the necessity to comply at all times with the provisions on the use of radar contained in the applicable regulations for preventing collisions at sea.~~

~~4.4.3 In cases of need the officer of the watch shall not hesitate to use the helm, engines, and sound and light signaling apparatus.~~

~~4.5 Navigational duties and responsibilities~~

~~4.5.1 The officer in charge of the watch shall:~~

~~1. keep watch in the wheelhouse;~~

2. in no circumstances leave the wheelhouse until properly relieved;

3. continue to be responsible for the safe navigation of the vessel despite the presence of the skipper in the wheelhouse until informed specifically that the skipper has assumed that responsibility and this is mutually understood;
4. notify the skipper when in any doubt as to what action to take in the interest of safety; and

5. not hand over the watch to a relieving officer if there is reason to believe that the latter is not capable of carrying out the watch keeping duties effectively, in which case the skipper shall be notified.

4.5.2 On taking over the watch the relieving officer shall confirm and be satisfied as to the vessel's estimated or true position and confirm its intended track, course and speed, and shall note any dangers to navigation expected to be encountered during the watch.

4.5.3 Whenever practicable a proper record shall be kept of the movements and activities during the watch relating to the navigation of the vessel.

4.6 Lookout

4.6.1 Proper lookout shall be maintained in compliance with rule 5 of the International Regulations for Preventing Collisions at Sea, 1972. It shall serve the purpose of:

1. maintaining a continuous state of vigilance by sight and hearing as well as by all other available means, with regard to any significant changes in the operating environment;

2. fully appraising the situation and the risk of collision, stranding and other dangers to navigation; and

3. detecting vessels or aircraft in distress, shipwrecked persons, wrecks and debris.

4.6.2 In determining that the composition of the navigational watch is adequate to ensure that a proper lookout can continuously be maintained, the skipper shall take into account all relevant factors, including those described under paragraph 4.1 of this regulation, as well as the following factors:

1. visibility, state of weather and sea;

2. traffic density, and other activities occurring in the area in which the vessel is navigating;

3. the attention necessary when navigating in or near traffic separation schemes and other routing measures;

4. the additional workload caused by the nature of the vessel's functions, immediate operating requirements and anticipated man oeuvres;

5. rudder and propeller control and vessel maneuvering characteristics;

6. the fitness for duty of any crew members on call who may be assigned as members of the watch;

7. knowledge of and confidence in the professional competence of the vessel's officers and crew;

8. the experience of the officer of the navigational watch and the familiarity of that officer with the vessel's equipment, procedures, and maneuvering capability;

9. activities taking place on board the vessel at any particular time, and the availability of assistance to be summoned immediately to the wheelhouse when necessary;

10. the operational status of instrumentation in the wheelhouse and controls, including alarm systems;

11. the size of the vessel and the field of vision available from the conning position;
12. the configuration of the wheelhouse, to the extent such configuration might inhibit a member of the watch from detecting by sight or hearing any external developments; and

13. any relevant standards, procedures and guidelines relating to watch keeping arrangements and fitness for duty which have been adopted by the Organization.

4.7 *Protection of the marine environment*

The skipper and the officer in charge of the watch shall be aware of the serious effects of operational or accidental pollution of the marine environment, and shall take all possible precautions to prevent such pollution, particularly within the framework of relevant international and port regulations.

4.8 *Weather conditions*

The officer in charge of the watch shall take relevant measures and notify the skipper when adverse changes in weather could affect the safety of the vessel, including conditions leading to ice accretion.

5 Navigation with pilot embarked

The presence of a pilot on board does not relieve the skipper or officer in charge of the watch from their duties and obligations for the safety of the vessel. The skipper and the pilot shall exchange information regarding navigation procedures, local conditions and the vessel's characteristics. The skipper and the officer in charge of the watch shall cooperate closely with the pilot and maintain an accurate check of the vessel's position and movement.

6 Vessels engaged in fishing or searching for fish

6.1 In addition to the principles enumerated in paragraph 4, the following factors shall be considered and properly acted upon by the officer in charge of the watch:

1. other vessels engaged in fishing and their gear, own vessel's maneuvering characteristics, particularly its stopping distance and the diameter of turning circle at sailing speed and with the fishing gear overboard;

2. safety of the crew on deck;

3. stability and freeboard caused by exceptional

4. the proximity of offshore structures, with special regard to the safety zones; and

5. wrecks and other underwater obstacles which could be hazardous for fishing gear.

6.2 When stowing the catch, attention shall be given to the essential requirements for adequate freeboard, adequate stability and watertight integrity at all times during the voyage to the landing port, taking into consideration consumption of fuel and stores, risk of adverse weather conditions and, especially in winter, risk of ice accretion on or above exposed decks in areas where ice accretion is likely to occur.

7 Anchor watch

The skipper shall ensure, with a view to the safety of the vessel and the crew, that a proper watch is maintained at all times from the wheelhouse or deck on fishing vessels at anchor.

8 Radio watch keeping

The skipper shall ensure that an adequate radio watch is maintained while the vessel is at sea, on appropriate frequencies, taking into account the requirements of the Radio Regulations.

The Committee agreed that the aforementioned draft amendments proposed for adoption at this session should be deemed to have been accepted on 1 July 2025 and enter into force on 1 January 2026.

Draft new STCW-F Code

The Committee recalled that MSC 107 had approved the draft new Standards of Training, Certification and Watch keeping for Fishing Vessel Personnel (STCW-F) Code, in conjunction with the adoption of the revised annex to the 1995 STCW-F Convention.

This part of the STCW-F Code contains mandatory provisions to which specific reference is made in the annex to the International Convention on Standards of Training, Certification and Watch keeping for Fishing Vessel Personnel, 1995 (the 1995 STCW-F Convention). These requirements provide the minimum standards required to be maintained by Parties in order to give full and complete effect to the Convention.

Also contained of competence required to be demonstrated by candidates for the issue and revalidation of certificates of competency under the provisions of the 1995 STCW-F Convention.

The abilities specified in the standards of competence are grouped, as appropriate, under the following seven functions:

1-F Navigation
2-F Catch handling and stowage
3-F Controlling the operation of the vessel and care for persons on board
4-F Marine engineering
5-F Electrical, electronic and control engineering]
6-F Maintenance and repair
7-F Radio communications

At the following levels of responsibility:

1. Management level
2. Operational level

The Committee agreed that the aforementioned draft new Code proposed for adoption at this session should take effect on 1 January 2026, in conjunction with the entry into force of the related amendments to the 1995 STCW-F Convention.