

# IMO and the Human Element Where do we go from here?

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# Human element areas of IMO's work

## HE-related regulatory framework

Includes, but is not limited to, the following areas of work:

- training, certification and watchkeeping
- safe manning; drills; fatigue
- operational and procedural safety, security, environmental protection and pollution response
- occupational safety and health, including living and working conditions (with ILO)
- welfare and well-being of seafarers, including an effective financial security system to ensure that seafarers are able to return home (with ILO)
- facilitation of maritime transport
- fair treatment and abandonment of seafarers (with ILO)



# Recent Human Element developments at IMO



## MSC 92 (2013)

Restructuring of MSC and MEPC Sub-Committees  
STW became HTW (Human Element, Training and Watchkeeping) S-C  
MSD: Maritime Training and Human Element Section

## A 28 (2013)

Resolution A.1060(28) – IMO Strategic Plan 2014 to 2019  
“... to continue to place increased emphasis on the contribution of the human element to safer, more secure and environmentally friendly shipping ...”

## C 125 (2021)

HTW 7 and MSC 103 – request for new SD on Human Element  
C 125/3(a)/5 - Proposal for a new strategic direction on the human element  
(Canada, France, Indonesia, Philippines, Russian Federation, Spain, ITF)

## A 32 (2021)

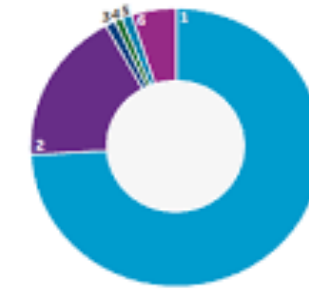
Resolution A.1149(32) – Revised Strategic Plan 2018 to 2023  
**New Strategic Direction SD 6: Address the human element**  
(in review, development and implementation of new and existing requirements)

# Holistic approach on the human element

## Involving all IMO bodies (Committees and Sub-Committees)

- need to arrange and coordinate work of all IMO bodies on HE, especially in view of the new SD
- human element as complex multi-dimensional matter affecting maritime safety, security and marine environment protection
- involving entire spectrum of human activities performed by whole shipping sector
- high-level interaction and work on this matter with UN, UN agencies and industry
- MSC 105 invited all relevant IMO bodies to assess their respective involvement in HE within their remit and report back to MSC with a view to devising an outline for a holistic approach
- taking into account resource and budgetary implications for IMO

Top causes of liability loss: Marine (by value of claims)



1	Human error	75%
2	Accidental nature/damage	18%
3	Natural hazards	1%
4	Negligence/poor maintenance	<1%
5	Failure to provide service	<1%
6	Other	5%

Source: 14,828 liability insurance claims analyzed between 2011 and 2016 (September 13)  
Global Claims Review: Liability In Focus, Allianz Global Corporate & Specialty

## Joint ILO/IMO Tripartite Working Group to Identify and Address Seafarers' Issues and the Human Element

- Approved by 343rd session of ILO Governing Body (Oct-Nov 2021)
- To consider matters covered both under the MLC, 2006 and 1978 STCW, in particular:
  - Guidelines for port State and flag State authorities on how to deal with seafarer abandonment cases as soon as possible but not later than the end of 2023
  - Proposals on the fair treatment of seafarers detained on suspicion of committing maritime crimes, by the end of 2024
  - Topics, as may be jointly mandated by the ILO Governing Body and the IMO Council and within the timeframe jointly agreed upon
- MSC 105 considered proposals for JTWG to also deal with bullying and harassment, including sexual assault and harassment, in the maritime sector and agreed that the group should be tasked accordingly





# Lessons learned from the pandemic



## Two UN groups formed to assess issues and suggest solutions

- **UN Inter-agency ad hoc Task Force on Seafarers and COVID-19 established in January 2022**
  - established by UN SG's Executive Committee to examine implementation and practical application of MLC, 2006, during the pandemic, including its impact on seafarers' fundamental rights and on the shipping industry
  - Co-chaired by ILO and IMO, other UN agencies invited: WHO, UNCTAD, OCHCR, DOALOS, ICAO, UN Global Compact, DCO
  - make recommendations for actions to be taken by UN system agencies
  - Work commenced Feb 2022, progress assessment and report to UN EC by Nov 2022
- **Joint Action Group (JAG-TSC) established in December 2021**
  - review impact of pandemic on world's transport workers and global supply chain
  - led by WHO, representatives of ICAO, ILO, IMO, WHO, IATA, ICS, IRU and ITF
  - identify key challenges faced by transport workers during the pandemic with respect to access to travel restrictions, access to vaccination and access to medical care and recommend actions
  - focus on cross-border workers in shipping, civil aviation and road transport sectors



# Planned ISM Code project

## Study on the effectiveness and effective implementation of the ISM Code

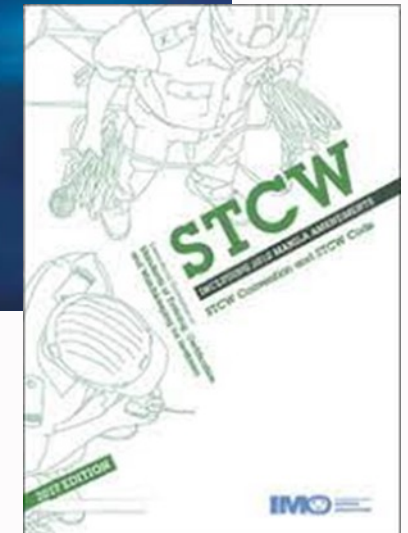
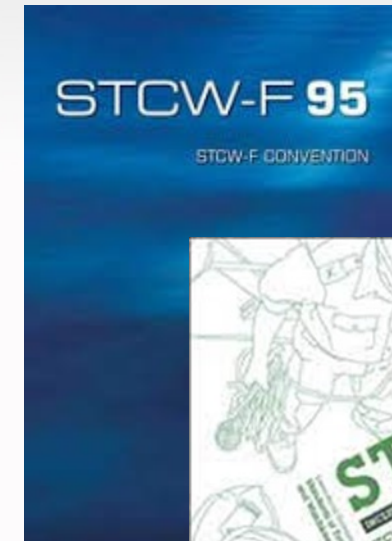
- close relationship between ISM Code and Human Element
- taking into account lessons learned from the pandemic
- focused on assessment of effectiveness and effective implementation of ISM Code and related instruments and provisions
- analysis of safety management systems both on board ships and in companies
- conclusions and results of this study would serve as a baseline for any regulatory exercise that the Organization may be undertaking in the context of operations, management and manning, with a view to responding to the needs of a safe, secure, environmentally sound, efficient and sustainable shipping



# Revision of 1978 STCW Convention and Code

## Aims and principles of comprehensive review

- MSC 105 approved new output on "**Comprehensive review of the 1978 STCW Convention and Code**" with target completion year of 2026
- HTW to start with preliminary assessment of scope of work, identifying specific areas to be reviewed, and to prepare road map for approval by MSC before initiating development of draft amendments
- Aims: to ensure that seafarers are competent to perform their functions; that internationally recognized standards for training and certification of seafarers are provided; revision is designed to respond or adapt to technological, regulatory and operational developments; and is structured and organized so as to facilitate harmonized and consistent implementation
- Revision of STCW-F ongoing (same principles apply to training of fishers)





Thank you for listening.



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