

## Marine Notice No. 02 of 2014

Notice to all seafarers, maritime training establishments, shipping companies, ship owners, ship operators, shipmasters, and all parties concerned.

### Revalidation of Certificates of Competency – new requirements under the “Manila Amendments”

#### 1. Introduction

This Marine Notice provides guidance on the implementation of the Manila Amendments to the *International Convention on Standards of Training, Certification and Watch-keeping for Seafarers, 1978 as amended* (STCW) and supersedes information relevant to The Manila Amendments contained in Marine Notices No. 25 – 30 of 1999.

The **Manila Amendments to the STCW Convention and Code** were adopted on 25<sup>th</sup> June 2010, marking a major revision of the STCW Convention and Code. The 2010 amendments entered into force on 1<sup>st</sup> January 2012.

Seafarers revalidating their Certificates of Competency (CoCs) will be required to submit additional evidence to ensure their CoC is valid for service after 31<sup>st</sup> December 2016.

#### 2. Transition timetable

- |                       |   |
|-----------------------|---|
| <b>1 January 2012</b> | Manila Amendments entered into force.   |
| <b>1 July 2013</b>    | New entrants commencing training must do so in accordance with the new Manila provisions. All training programs must be in accordance with the new Manila requirements. |
| <b>1 January 2014</b> | Security training in accordance with the Manila Amendments becomes mandatory.   |
| <b>1 January 2017</b> | All certificates must meet STCW Manila requirements.  |

#### 3. New entrants

From 1<sup>st</sup> July 2013 all new entrants and those commencing training or a course of study leading to a higher grade of certificate, must meet the requirements of STCW, as amended, and will have to be trained according to the new standards.

Certificates of Competency issued to new entrant seafarers that commenced training after 1<sup>st</sup> July 2013 will meet all the applicable requirements and will be issued for five years from date of issue.

#### 4. Validity and revalidation of certificates

Seafarers holding valid STCW certificates issued prior to 1<sup>st</sup> January 2012 will have to meet the new requirements in order for their certificates to be revalidated beyond 1<sup>st</sup> January 2017.

Certificates that have been presented for revalidation since 1<sup>st</sup> January 2012 have an expiry date of 31<sup>st</sup> December 2016.

## **All holders of Certificates of Competency**

Every master, officer and radio operator holding a Certificate of Competency issued or recognised under STCW 78, as amended, who wishes to serve at sea is required to revalidate their certificate at intervals not exceeding 5 years (revalidation of watchkeeping ratings certificates is not required).

All applicants must meet the **medical fitness** requirements of the *Merchant Shipping (Medical Examination) Regulations*, and produce a valid certificate.

When Certificates of Competency, which are limited for service, are revalidated the new certificate will bear the same limitations as the previous certificate.

## **5. Seagoing service**

Before a certificate can be revalidated, the holder must show continued professional competence by providing evidence of approved seagoing service, performing functions appropriate to the certificate held, for a total of either:

- 12 months during the preceding five years, **or**
- three months in the preceding six months immediately before revalidating.

**Deck department:** officers must have approved seagoing service, performing functions appropriate to the certificate held, as a master or deck officer in sea-going ships of any flag.

**Engine department:** officers must have approved seagoing service performing functions appropriate to the certificate held as an engineer officer on sea-going ships, of any flag, of at least 750kW registered power.

**Radio operator:** a seafarer must have approved seagoing service, performing functions appropriate to the certificate held as a radio operator or a deck officer on sea-going ships of any flag for at least 12 months (which need not be continuous) during the preceding 5 years.

Seagoing service other than that specified above may be considered on a case by case basis.

## **Alternatives to seagoing service**

If the holder of a Certificate of Competency has not gained enough seagoing service during the five-year period, their STCW certificate may be revalidated by:

- passing an approved test, **or**
- successfully completing an approved training course or courses, **or**
- completing approved seagoing service, performing functions appropriate to the certificate held, for a period of not less than three months in a supernumerary capacity, or in a lower officer rank than that for which the certificate is valid, immediately before taking up the rank for which it is valid. In order to do this they must first contact the appropriate examiner at the Marine Survey Office for a revalidation oral examination. On successful completion, a new Certificate of Competency will be issued in the lower rank.
- seafarers who wish to revalidate a certificate that has ceased to be valid should contact the Marine Survey Office.

## **6. Equivalent revalidation experience**

Professional competence may be established by having performed functions ashore considered to be equivalent to the above seagoing service.

An STCW certificate may be revalidated if the holder has completed at least 2.5 years non-seagoing experience in the previous five years in a position considered to be equivalent to

seagoing service such as those listed below. The following list is not exhaustive and applications from certificate holders engaged in other occupations may also be considered.

- Marine Pilots
- Government Marine Surveyors
- Marine College Lecturers
- Technical, Engineering and Marine Superintendents or Ship Repair Managers
- Harbour Masters
- Hydrographic Surveyors
- Classification Society Marine Surveyors (IACS)

## **7. Validity periods**

If an application for revalidation of a Certificate of Competency (CoC) is made within the six month period before the CoC expiry date, the certificate may be revalidated until the fifth anniversary of the CoC expiry date.

Certificates received before this six-month period will be revalidated for five years from the date of revalidation.

Seafarers who wish to revalidate a certificate that has ceased to be valid should contact the Marine Survey Office.

## **8. Tanker endorsements/certificates of proficiency**

Separate tanker endorsements or certificates of proficiency will be required for oil/chemical tankers and for liquefied gas tankers.

The Manila Amendments define continued professional competence for seafarers revalidating tanker endorsements under Regulation I/11 as:

- approved seagoing service, performing duties appropriate to the tanker certificate or endorsement held, for a period of at least three months in total during the preceding five years, **or**
- successfully completing an approved relevant training course or courses.

Seafarers revalidating tanker endorsements or certificates of proficiency must provide evidence of approved sea service appropriate to **each** of the types of tanker that they want to remain qualified for.

At least 6 months on a storage tanker, barge or terminal in operations involving loading or discharging of tankers will be accepted as equivalent to seagoing service for tanker qualifications.

If this evidence cannot be provided, the tanker endorsement or Certificate of Proficiency will not be renewed. Before it can be re-issued, the applicant will be required to complete:

- the relevant advanced tanker training programme or
- 14 days supervised ship-board training in a supernumerary capacity in the relevant type of tanker.

## **9. Human Element, Leadership and Management Training**

Where it doesn't already exist, additional education and training in human elements, leadership and management will be introduced to the syllabus for Certificates of Competency.

Seafarers meeting the current CoC revalidation requirements will have gained sufficient leadership and management skills, and will not require further training in order to revalidate their Certificate of Competency.

Candidates for new Certificates of Competency and those progressing to higher levels of Certificates of Competency will be required to complete human element, leadership and management (HELM) training.

#### **10. Ancillary certificates of proficiency (CoP)**

The 2010 Manila Amendments to the STCW Code introduce new requirements for seafarers required to hold any of the following certificates of proficiency:

- Personal Survival Techniques (STCW Table A-VI/1-1)
- Fire Prevention and Fire Fighting (STCW Table A-VI/1-2)
- Proficiency in Survival Craft and Rescue Boats Other Than Fast Rescue Boats (STCW Table A-VI/2-1)
- Proficiency in Fast Rescue Boats (STCW Table A-VI/2-2)
- Advanced Fire Fighting (STCW Table A-VI/3)

Seafarers required to hold any of the certificates of proficiency listed above shall, every five years, provide evidence of having maintained the required standard of competence to undertake the tasks, duties and responsibilities specified in the tables.

Seafarers revalidating their CoC or CoP after 1<sup>st</sup> January 2017 will be required to submit documentary evidence of having completed such training. There is no requirement to provide documentary evidence for having completed this training if a seafarer applies for revalidation before 1<sup>st</sup> January 2017.

The MSO may accept on-board training and experience as evidence of having met certain areas of the required standards of competence. Records should be kept of this on-board training and experience. Remaining areas of competence will need to be demonstrated through evidence of completion of a shore-based training refresher course.

From 1<sup>st</sup> January 2017, Port State Control Officers may require seafarers to provide documentary evidence of having maintained the required standard of competence to undertake the tasks, duties and responsibilities listed above. Presenting the documentary evidence obtained on completing an MSO approved/accepted updating-refresher course will meet this requirement.

ISM Companies are required by STCW Reg I/14 to ensure that seafarers assigned to any of its ships have received refresher and updating training required by STCW.

#### **11. Security awareness training**

After 1<sup>st</sup> January 2014, all seafarers seeking new certificates or revalidating existing certificates must complete security awareness training in accordance with STCW 78, as amended, regulation VI/6.

From 1<sup>st</sup> January 2014, **all** seafarers must hold an endorsement, or a Certificate of Proficiency, in Security Awareness Training. Refer to [Marine Notice No. 01 of 2014](#).

#### **12. Deck Officers - ECDIS**

The 2010 Manila Amendments to the STCW Code bring in the requirement for Deck Officers working onboard ships fitted with an Electronic Chart Display Information System (ECDIS) to undergo specific education and training.

As of 1<sup>st</sup> January 2012, seafarers requiring revalidation of CoCs issued in compliance with STCW Regulation II/1, II/2 and II/3 (maintain a safe navigational watch; use of ECDIS to maintain safety of navigation; and maintain the safety of navigation through the use of ECDIS and associated navigation systems to assist command decision making) need to comply with the new STCW requirements to ensure their CoC remains valid on ships fitted with ECDIS after 31<sup>st</sup> December 2016.

For the revalidation of a CoC valid after 31<sup>st</sup> December 2016, the seafarer must have completed one of the following:

- An approved navigation radar and ARPA simulator (NARAS)/navigation aids and equipment and simulator training (NAEST) course.
- An ECDIS programme based on the IMO Model ECDIS course (1.27) approved by the Irish Maritime Administration.
- An ECDIS programme based on the IMO Model ECDIS course (1.27) approved by the Maritime Administration of an EU Member State or by a country which is recognised by Ireland under STCW 78, as amended, Regulation I/10. (Please refer to [Marine Notice No. 06 of 2011](#))

Guidance on the introduction of ECDIS installations and training requirements is available at <http://www.thefutureofnavigation.com/pdf/Are-you-ready-for-the-new-ECDIS-regulations.pdf>

Deck officers not meeting this requirement will receive the following CoC limitation:

***“From 1 January 2017 this certificate is not valid for service on ships fitted with ECDIS.”***

Deck officers may ask for this limitation to be removed once they have provided documentary evidence of completing approved ECDIS training.

### **13. Engineer Officers - High Voltage requirements**

A High Voltage (HV) system (over 1000V) is where voltage is generated and distributed at high voltage or transformed to and distributed at high voltage. It does not include systems where high voltage is utilised locally, e.g. ignition systems, radio transmission, radar or other navigational equipment.

The Manila Amendments bring in the requirement for engineer officers to undergo education and training in HV systems, at both the operational and management levels. This requirement will apply to all Engineer Officers starting training after 1<sup>st</sup> July 2013. From 1<sup>st</sup> January 2017, all Engineer Officers who work on ships with HV systems will need to comply.

This requirement comes into force on 1<sup>st</sup> January 2017 but will affect the revalidation of Engineering CoCs from 1<sup>st</sup> January 2014. HV training requirements will be incorporated in the future training programmes for Engineer Officers at both the operational and management levels.

There is no requirement for additional training to be undertaken by existing Engineer Officers who do not, or don't intend to, work on ships with HV systems. These Engineer Officers will receive the following CoC limitation:

***“From 1 January 2017 this certificate is not valid for service on ships fitted with High Voltage (over 1000V) systems”***

Engineer Officers may subsequently request the removal of this limitation by providing documentary evidence of approved HV training.

From 1<sup>st</sup> July 2013, Engineers progressing to higher levels of Certificates of Competency will be required to have HV voltage training whether or not they intend to work on ships with HV equipment.

### **EOW CoC Reg. III/1 (Operational Level)**

To avoid having the High Voltage limitation, Engineer Officers of the Watch will need to show compliance with the 2010 Manila Amendments. In addition to the current revalidation requirements, they will have to provide documentary evidence of completion of a High Voltage course or completion of the following sea service in the engine room on vessels fitted with HV systems;

- six months in the preceding five years; or
- three months sea service during the last twelve months.

Sea service evidence can be provided in the form of a company letter signed by an authorised official within the company.

### **Second/Chief Engineer Officer CoC Reg. III/2 and III/3 (Management Level)**

To avoid having the High Voltage limitation, Senior Engineer Officers will need to show compliance with the 2010 Manila Amendments. In addition to the current revalidation requirements, they will have to provide documentary evidence of completion of a High Voltage (HV) course.

### **High Voltage Courses**

Courses previously undertaken prior to 1<sup>st</sup> July 2013 do not need to be approved but you must provide documentary evidence confirming the course covers at least the following topics:

At the operational level

- The hazards associated with High Voltage systems;
- The functional, operational and safety requirements for a marine high-voltage system;
- Basic arrangement of High Voltage systems and their protective devices;
- Safety procedures related to High Voltage systems; and
- Immediate actions to be taken under fault conditions.

The original certificate and course syllabus must be submitted with the application.

At the management level

- The functional, operational and safety requirements for a marine high-voltage system;
- Assignment of suitably qualified personnel to carry out maintenance and repair of high-voltage switchgear of various types;
- Taking remedial action necessary during faults in a high-voltage system;
- Producing a switching strategy for isolating components of a high-voltage system;
- Selecting suitable apparatus for isolation and testing of high-voltage equipment;
- Carrying out a switching and isolation procedure on a marine high-voltage system, complete with safety documentation; and
- Performing tests of insulation resistance and polarization index on high-voltage equipment.

## **14. GMDSS (Global Maritime Distress and Safety System)**

Current requirements for revalidation of a GMDSS Radio Operators CoC will be amended in 2014 to align with STCW seagoing service requirements for revalidation of Certificates of Competency as follows:

- twelve months radio service in a seagoing ship fully fitted with GMDSS during the five years preceding application for revalidation; **or**
- three months radio service in a seagoing ship fully fitted with GMDSS during the preceding six months immediately prior to revalidating; **or**
- having satisfactorily attended and completed, within the previous 12 months prior to revalidation, a GMDSS revalidation course acceptable to the MSO **or**

- having satisfactorily passed an approved test or successfully completed approved training.

The MSO may also accept evidence of having performed functions relating to the category of GMDSS Certificate held which are considered to be at least equivalent to the seagoing service required above. These may include:

- radio technicians involved in the use, installation and testing of the full suite of GMDSS equipment
- GMDSS lecturers at approved training providers
- Dedicated radio operators in fully GMDSS equipped stations other than ships
- Pilots

Please find attached at the Annex, a diagram showing an outline of the implementation dates of the 2010 Manila Amendments.

Irish Maritime Administration,  
Department of Transport, Tourism and Sport,  
Leeson Lane, Dublin 2, Ireland.

14/01/2014

Encl.: Annex

<p>For any technical assistance in relation to this Marine Notice, please contact: The Marine Survey Office, Leeson Lane, Dublin 2, tel: +353-(0)1-678 3400. For general enquiries, please contact the Maritime Safety Policy Division, tel: +353-(0)1-678 3418. Written enquiries concerning Marine Notices should be addressed to: Maritime Safety Policy Division, Dept. of Transport, Tourism and Sport, Leeson Lane, Dublin 2, Ireland. email: <a href="mailto:marinenotices@dtas.ie">marinenotices@dtas.ie</a> or visit us at: <a href="http://www.dttas.ie">www.dttas.ie</a></p>
---

### Implementation dates of 2010 Amendments

