

## INFORMATION BULLETIN No.188

### MANILA AMENDMENTS

The Manila amendments to the STCW Convention and Code are due to enter into force on 1 January 2012. At the time of publication, MLC 2006 had not been ratified by sufficient IMO member states (including Barbados although this was expected to happen very soon) to enforce it, However, it is still expected that MLC 2006 will be ratified by sufficient IMO members by the end of 2011.

The key points in the amendments are summarised as follows:

- Improved measures to strengthen the evaluation process of crew and prevent fraud associated with certificates of competency
- Revised requirements on hours of work and rest including a relaxation of the rest hour minimums into three periods as against the current two and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers
- New certification requirements for able seafarers
- New requirements relating to training in modern technology including electronic charts and information systems (see [bulletin no.182](#) regarding ECDIS)
- New requirements for marine environment awareness training and training in leadership and teamwork
- New training and certification requirements for electro-technical officers
- Updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers
- New requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope with such events as attacks by pirates
- Introduction of modern training methodology including distance learning and web-based learning
- New training guidance for personnel serving on board ships operating in polar waters and in training guidance for personnel operating Dynamic Positioning Systems

The full effect of the amendments will be phased in from 1 January 2012 until 1 January 2017 in the following manner:

#### 1 January 2012

Manila Amendments will enter into force but training and certification may continue in accordance with STCW 95. New training standards will be optional until 1 July 2013 during which time **BMSR** may continue to renew and revalidate pre 1 January 2012 certificates and endorsements. **We** may also continue to issue and endorse certificates in accordance with **the** provisions of the Convention which applied immediately prior to 1 January 2012 (in respect of those seafarers who commenced training immediately prior to 1 July 2013).

#### 1 July 2013

New entrants who commence training will have to do so according to the new standards.

#### 1 January 2014

Mandatory security training will be required to be in accordance with the Manila amendments.

#### 1 January 2017

STCW 2010 certification will be mandatory for all seafarers.

#### MLC 2006 Inspections

All ships will be required to be inspected under MLC 2006 requirements prior to the anticipated adoption of MLC 2006 in December 2012 by BMSR inspectors.

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For those ships which have been inspected under the voluntary compliance phase (as described in [Information Bulletin 180A](#)) and already holding an interim certificate, the subsequent inspections should be straightforward as any previous recommendations will have been rectified.

It will continue to be possible to inspect the ship for MLC 2006 compliance at the same time as the annual safety inspection. Bearing in mind that the matter is becoming imminent, it will also be possible to inspect the ship for MLC 2006 compliance at the same time as the safety watch inspection.

#### **Minimum safe manning**

BMSR have been asked whether the adoption of the Manila amendments will impact on minimum safe manning levels. It is the view of BMSR that this should not happen as MLC 2006 should just ratify the current hours of work prescribed by STCW 1995 albeit with minor amendments including the requirement for a certified ship's cook.

#### **Ships' cooks**

BMSR will continue to require that ships' cooks employed on ships with 10 or more crew provide evidence of suitable training and certification. Other catering staff will have to be properly trained too. In 2012/2013, it is expected that ILO requirements for a cook's certificate will become fully standardised with 'shore-side' qualifications thus avoiding the need for any specialised course or qualifying sea-time. An information bulletin regarding this matter will be issued when it is confirmed.

**24<sup>th</sup> December 2011**