



# Kiribati Ship Registry

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## **MARINE CIRCULAR No. 15/2012**

5 March 2012

**TO : Ship Owners, Managers, Charterers, Ship Master and the Shipping Community**

**SUBJECT : STCW 2010 AMENDMENTS**

This Circular is to notify the shipping community of the major revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) that has been adopted at a Diplomatic Conference in Manila, Philippines, that was held from 21 to 25 June 2010 under the auspices of the International Maritime Organization (IMO), thereby ensuring that the necessary global standards will be in place to train and certify seafarers to operate technologically advanced ships for some time to come.

The amendments, to be known as "The Manila amendments to the STCW Convention and Code" has entered into force on 1 January 2012 under the tacit acceptance procedure and are aimed at bringing the Convention and Code up to date with developments since they were initially adopted in 1978 and further revised in 1995; and to enable them to address issues that are anticipated to emerge in the foreseeable future.

Amongst the amendments adopted, there are a number of important changes to each chapter of the Convention and Code, including:

- Improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties' compliance with the Convention);
- Revised requirements on hours of work and rest 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 such as electronic charts and information systems (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 if their ship comes under attack 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;
- New training guidance for personnel operating Dynamic Positioning Systems.

- New requirements of Marine Environmental Awareness Issues;
- New requirements with respect to Refresher Safety Training; and
- Harmonization with IMO MLC 2006 (which is expected to come into force)

There is a 5 year phase-in period for existing seafarers and requires amendments such as Work and Rest hours to be implemented from 1 January 2012 onwards.

The Appendixes relating to the subject are available for download and are listed below:

1. **Appendix 1** : STCW.7/Circ.17 - Advice for port State control officers on transitional arrangements leading up to the full implementation of the requirements of the 2010 Manila Amendments to the STCW Convention and Code on 1 January 2017
2. **Appendix 2** : “Manila Amendments” to the STCW Convention - A Quick Guide for Seafarers produced by the International Shipping Federation (ISF)

Yours sincerely,

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STCW.7/Circ.17  
24 May 2011

**INTERNATIONAL CONVENTION ON  
STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS  
(STCW), 1978, AS AMENDED**

**Advice for port State control officers on transitional arrangements leading up to the  
full implementation of the requirements of the 2010 Manila Amendments to the  
STCW Convention and Code on 1 January 2017**

1 The Maritime Safety Committee, at its eighty-ninth session (11 to 20 May 2011), noted the need for some clarifications on the implementation of the 2010 Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, in light of their imminent entry into force, on 1 January 2012.

2 The Committee noted that the amended requirements of chapter VIII come into force on 1 January 2012. However, some aspects of seafarer training, for example, Engine-room Resource Management (ERM) or Bridge Resource Management (BRM), are not required to be completed until 1 January 2017.

3 The Committee was particularly concerned that, close to the entry into force date of 1 January 2012, there may be practical difficulties for all seafarers with security related requirements to obtain necessary certifications and/or the necessary endorsements required in accordance with regulation VI/6 of the 2010 Manila Amendments. In this context, the Committee noted that transitional provisions under section A-VI/6 provide, until 1 January 2014, for the recognition of seafarers who commenced an approved seagoing service prior to 1 January 2012.

4 The Committee urged Parties and Companies to ensure that the necessary training and certification of seafarers for full compliance with the 2010 Manila Amendments is commenced as soon as possible.

5 The Committee recommended that Administrations should inform their port State control authorities that, until 1 January 2014, even if a seafarer's documentation with regard to the security-related training in regulation VI/6 is not in accordance with the 2010 Manila Amendments, it would be sufficient to accept compliance with section 13 of the International Ship and Port Facility Security (ISPS) Code.

6 The Committee agreed that:

- .1 for seafarers holding certificates issued in accordance with the provisions of the Convention which applied immediately prior to 1 January 2012 and who **have not met** the requirements of the 2010 Manila Amendments, the validity of any revalidated certificate should not extend beyond 1 January 2017;

- .2 for seafarers holding certificates issued in accordance with the provisions of the Convention which applied immediately prior to 1 January 2012 who **have met** the requirements of the 2010 Manila Amendments, the validity of any revalidated certificate can extend beyond 1 January 2017;
- .3 for seafarers who commenced approved seagoing service, an approved education and training programme or an approved training course **before 1 July 2013**, the validity of any certificate issued should not extend beyond 1 January 2017, unless they meet the requirements of the 2010 Manila Amendments; and
- .4 for seafarers who commenced approved seagoing service, an approved education and training programme or an approved training course **after 1 July 2013** the validity of any certificate issued may extend beyond 1 January 2017.

7 Noting that table B-I/2 contains a list of certificates or documentary evidence required under the relevant provisions of the Convention, the Committee recommends that Administrations should take into account that the certificates or documentary evidence under the 2010 Manila Amendments have changed in respect of contents and title. Administrations may issue certificates or documentary evidence under the provisions of the 1995 STCW Amendments with a validity that should not extend beyond 1 January 2017 or new certificates under the provisions of the 2010 Manila Amendments, as appropriate.

8 As the medical requirements under regulation I/9 were significantly changed under the 2010 Manila Amendments, the Committee agreed that regulation I/15 was also applicable to medical certificates issued under regulation I/9 and, therefore, medical certificates issued in accordance with the 1995 STCW Amendments should not have a validity that extends beyond 1 January 2017. Accordingly, Administrations may continue to issue medical certificates under the 1995 STCW Amendments until 1 January 2017 or new certificates under the provisions of the 2010 Manila Amendments, as appropriate.

9 The Committee recommended that for seafarers' certificates that have expiry dates beyond 1 January 2017, port State control authorities should accept the certificate issued as *prima facie* evidence that the seafarer had met the standard of competence required by the 2010 Manila Amendments in accordance with the control provisions of article X and regulation I/4.

10 Member Governments are invited to be guided accordingly and to bring the contents of this circular to the attention of all concerned, especially port State control officers when exercising control under the provisions of article X and regulation I/4.

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# 'Manila Amendments'

to the STCW Convention

**A Quick Guide for Seafarers**



International Shipping Federation



International Chamber of Shipping

25 JUNE

**2011**  
DAY OF THE SEAFARER

# STCW Convention



## STCW 2010

The competence of seafarers is the most critical factor in the safe and efficient operation of ships, and has a direct impact on the safety of life at sea and the protection of the marine environment.

The IMO Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) is a comprehensive set of international regulations intended to ensure that the highest standards of seafarer competence are maintained globally.

New wide-ranging amendments to the STCW rules, agreed by governments in Manila in 2010, are intended to ensure that STCW standards stay relevant, so that seafarers can continue to develop and maintain their professional skills. In particular, numerous changes are now being introduced to take account of technical developments that require new shipboard competences.

The STCW amendments will begin to apply from 1 January 2012, when they enter into force. In particular, companies and crew will be required to comply with the new minimum STCW rest hour rules for seafarers.

Between now and January 2017, the other new requirements will be introduced by your maritime administration according to a transitional timetable. This short brochure, produced to coincide with the new IMO Day of the Seafarer (25 June, the day on which the 'Manila Amendments' were adopted) summarises what seafarers can expect from the updated STCW Convention.



# 'Manila Amendments'



## Key new training requirements

### Changes to Competence Tables

Various changes to the STCW Competence Tables are included in the Manila Amendments. Important examples include the need for deck officers to be competent in the use of ECDIS and for engineer officers to be able to operate pollution prevention equipment. More generally, additional emphasis is given to environment management.

### Leadership and Teamwork

For deck and engine officers, substantial new competence requirements related to leadership, teamwork and managerial skills have been added. Assertiveness training for all seafarers has also been included, given its importance not only for those who have to direct operations but also for those in lower grades who may have to communicate on safety matters with senior officers, the master and/or shore personnel.

### Training Record Books

It will be mandatory for all deck and engine rating trainees to demonstrate competence through the use of on board training record books, with completion to be supervised by officers responsible for on board training (in addition to the existing requirements applicable to officer trainees).

### Mandatory Security Training

As well as specific training and certification requirements for Ship Security Officers, new security familiarisation and training requirements have been introduced for all grades of shipboard personnel. Seafarers may already comply with these new security requirements through seagoing service or previous training.

### Refresher Training

An important feature of the Manila amendments is the additional emphasis given to the need for seafarers' standards of competence to be maintained throughout their careers. All seafarers are now required to provide evidence of appropriate levels of competence in basic safety training (including survival, fire-fighting, first aid, and personal safety) every five years. Much of this refresher training can be

conducted on board, but some will require training at shore based institutions.

Seafarers who hold certificates of proficiency in survival craft, rescue boats (CPSC) and fast rescue boats or advanced fire fighting will also have to show that they have maintained their levels of competence in these skills every five years.

### Tanker Training

STCW now contains new, comprehensive Competence Tables for training in oil, chemical and gas tanker operations, at both basic and advanced levels. (New guidance has also been developed for crew on offshore support vessels and all ships in polar waters.)

### New Seafarer Grades and Certification

STCW 2010 introduces extensive training and certification requirements for the new grades of 'Able Seafarer Deck' and 'Able Seafarer Engine'. These are in addition to the current navigational and engine watch rating requirements which are otherwise unchanged.

New competence standards and certification for the position of 'Electro-Technical Officer' and 'Electro-Technical Rating' have also been established, in recognition of a position already widely established, particularly in the passenger ship industry. It should be noted that there are many interchangeable competences between the Able Seafarer Engine and the Electro-Technical Rating. It is therefore possible to consider the Electro-Technical Rating aspects as a supplement to the Able Seafarer Engine training, which should contribute to career development for such seafarers and might enhance the flexibility of their role on board.

### Medical Standards

Additional medical fitness standards and requirements for certification have been introduced.

### Prevention of Unsafe Alcohol Use

These include a specific limit of 0.05% blood alcohol level or 0.25mg/l alcohol in the breath.

# A Guide for Seafarers



## Changes to Minimum Rest Hours

The STCW Convention also covers watchkeeping arrangements. This includes seafarers' minimum rest periods to prevent fatigue and ensure that seafarers are fit for duty. The STCW minimum rest hours are now harmonized with the work hour requirements adopted by the International Labour Organization including the ILO Maritime Labour Convention (MLC).

The new IMO rest hour requirements will enter into force in January 2012 and introduce stricter minimum requirements than those currently in force. The main changes are as follows:

- Minimum amount of rest in any 7 day period is increased to 77 hours from 70 hours;
- Seafarers must always have 10 hours rest in any 24 hour period with no exceptions, except during an emergency;
- It is now mandatory to maintain records of each individual seafarers' rest hours, which may be inspected during Port State Control inspections; and
- The rest hour limits now apply to most seafarers on board, including masters, not only watchkeepers as had previously been the case.

From January 2012, seafarers will need to review and sign a record of their work/rest hours periodically (typically at least once a month) to ensure they comply with the minimum rest hours stipulated.

## When will these changes affect you?

### STCW Certification

Seafarers holding STCW certificates issued prior to 1 January 2012 will have to meet the new requirements, including new refresher training, in order for their certificates to be revalidated beyond 1 January 2017. Your employer and certificate issuing administration should be able to advise about any new training that must be undertaken. Some administrations may decide to implement the new standards earlier than others.

### Security Training

From 1 January 2014, all seafarers will have to be trained and certified in security matters in accordance with the new 2010 provisions, which include new anti-piracy elements.

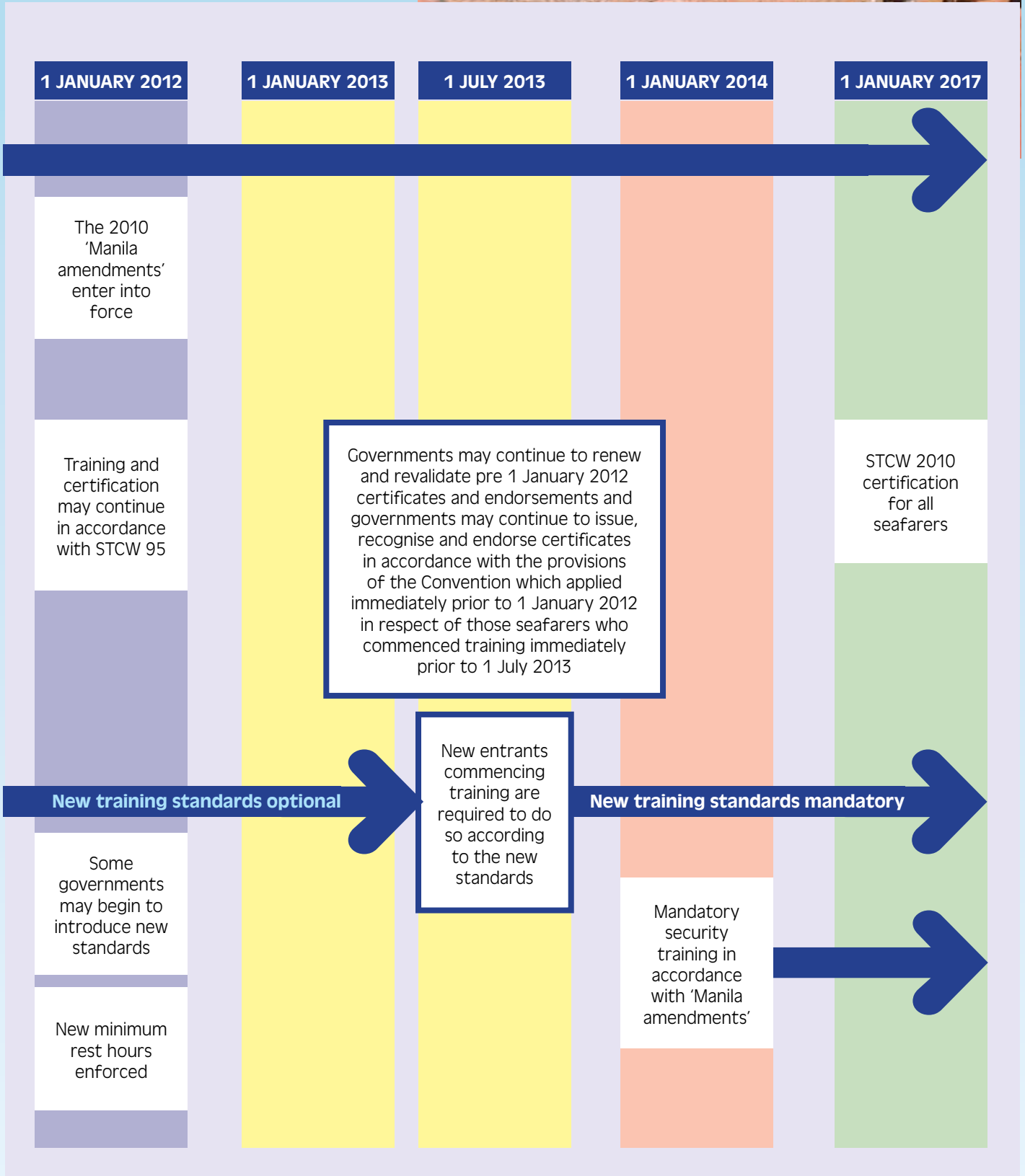
### Medical Certification

You may be issued with a medical certificate in accordance with current requirements until 2017. After this date, all medical certificates must be issued in accordance with the 2010 standards, though in practice your administration may require you to meet the new standards before 2017.





# Implementation dates of 2010 amendments





## What is ISF?

The International Shipping Federation (ISF) is the name used by the International Chamber of Shipping when representing maritime employers globally on labour affairs and training issues. ISF/ICS members include national shipowners' associations from 36 countries. ISF represented employers throughout the discussions at IMO which led to the adoption of the STCW amendments.

In 2011, ISF published comprehensive *Guidelines on the IMO STCW Convention including the 2010 'Manila Amendments'* available from maritime booksellers or Marisec Publications – see [www.marisec.org](http://www.marisec.org)

To assist shipping companies to comply with the new requirements to maintain records of individual seafarers' rest hour records, ISF has developed its *Watchkeeper 3* computer programme – see [www.isfwatchkeeper.com](http://www.isfwatchkeeper.com) to download free trial.

ISF also produces *'On Board Training Record Books'*, for both officer and rating trainees, which it is currently updating to reflect the STCW 2010 standards.



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