

'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

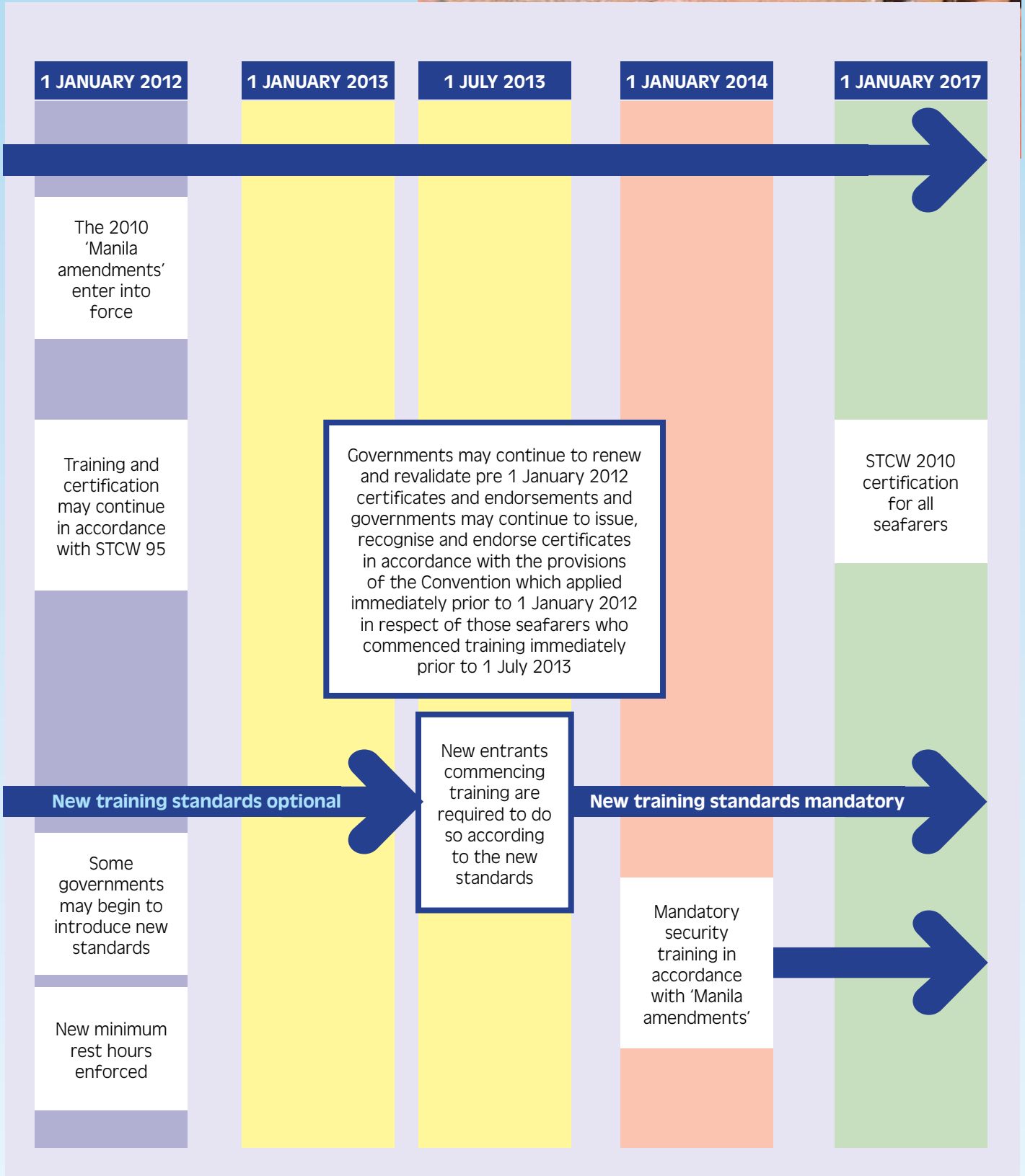
From 1 January 2014, all seafarers will have to be trained and certified in security matters in accordance with the new 2010 provisions, which include new anti-piracy elements.

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

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 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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