

CONFERENCE OF PARTIES TO THE
INTERNATIONAL CONVENTION ON
STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING
FOR SEAFARERS, 1978
Agenda item 6

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**CONSIDERATION OF
THE DRAFT AMENDMENTS TO THE INTERNATIONAL CONVENTION ON
STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING
FOR SEAFARERS, 1978**

Regulation I/1 of the draft amendments to the STCW Convention

Submitted by the Islamic Republic of Iran

SUMMARY

<i>Executive summary:</i>	This document contains proposed amendments to regulation I/1 of the draft amendments to the STCW Convention in order to clarify and resolve the inconsistency between definitions of the terms “Engineer officer”, “Electro-technical officer”, “Able seafarer engine” and “Electro-technical rating”
<i>Strategic direction:</i>	5
<i>High-level action:</i>	5.2
<i>Planned output:</i>	5.2.2.1
<i>Action to be taken:</i>	Paragraph 12
<i>Related document:</i>	STCW/CONF.2/3

Background

1 MSC 86 approved, in principle, the preliminary draft revised text of the STCW Convention and Code, as set out in annexes 1 to 3 to document STW 40/14 and, authorized STW 41 to finalize the draft revised text of amendments with a view to their circulation by the Secretary-General for consideration by the Diplomatic Conference.

2 STW 41 approved the draft amendments to the STCW Convention and Code, as set out in annexes 1 to 3 to document STW 41/16, which are submitted under documents STCW/CONF.2/3, STCW/CONF.2/4 and STCW/CONF.2/5 to the Conference of Parties to the STCW Convention for consideration with a view to adoption.

Discussions and proposals

Engineer officer and Electro-technical officer terms

3 In paragraph 1.7 of regulation I/1, the term *Engineer officer* is defined as “an officer qualified in accordance with the provisions of chapter III of the Convention”. The same definition is also used in paragraph 1.32 for defining the term *Electro-technical officer* (STCW/CONF.2/3, annex, pages 1 and 3).

4 Considering aforementioned definitions, Electro-technical officer which is qualified in accordance with the provisions of chapter III of the Convention, could also be interpreted as an Engineer officer. Similarly, an Engineer officer which is qualified in accordance with the provisions of chapter III of the Convention could interchangeably be interpreted as an Electro-technical officer.

5 Taking into account that the term Engineer officer is used in various parts of the Convention and STCW Code such as paragraph 2.1.1 of regulations III/2 and III/3 and, in order to clarify and prevent the problem of different interpretations in respect of definitions for the terms “Engineer officer” and “Electro-technical officer” therefore, it is proposed that those definitions be amended as follows:

.7 *Engineer officer* means an officer qualified in accordance with the provisions of ~~chapter III~~ regulation III/1, III/2 or III/3 of the Convention.

.32 *Electro-technical officer* means an officer qualified in accordance with the provisions of ~~chapter III~~ regulation III/6 of the Convention.

Able seafarer engine and Electro-technical rating terms

6 Both “*Able seafarer engine*” and “*Electro-technical rating*” terms in new paragraphs 1.34 and 1.35 of regulation I/1 are defined as “a rating qualified in accordance with the provisions of chapter III of the Convention”. Considering aforementioned definitions, those terms could be interpreted interchangeably (STCW/CONF.2/3, annex, page 3).

7 In order to redress the duplication of the definition for the terms “*Able seafarer engine*” and “*Electro-technical rating*” it is proposed that the draft definitions for the mentioned terms be amended as follows:

.34 *Able seafarer engine* means a rating qualified in accordance with the provisions of ~~chapter III~~ regulation III/5 of the Convention.

.35 *Electro-technical rating* means a rating qualified in accordance with the provisions of ~~chapter III~~ regulation III/7 of the Convention.

Seagoing service and Able seafarer deck terms

8 Furthermore, in paragraph 1.26 of regulation I/1, the term *Seagoing service* is defined as “service on board a ship relevant to the issue of a certificate or other qualification” (STCW/CONF.2/3, annex, page 3).

9 As per provisions of the Section A-I/11, paragraph 1 one method for establishing the continued professional competence is to have specified period of approved seagoing service, the method which is most commonly used by the masters and officers for revalidation of their certificates. However, as per existing definition of the term “*seagoing service*”, the scope of application is only limited to the issue of a certificate or other qualification.

10 In light of aforementioned and in order to clarify that the mentioned definition is also applicable for revalidation of certificates either existing definition for the term “*seagoing service*” should be amended as set out below, or a new definition is added to regulation I/1 to define the “seagoing service” term used in section A-I/11:

.26 *Seagoing service* means service on board a ship relevant to the issue **or revalidation** of a certificate or other qualification.

11 Finally for consistency it is proposed that the new definition for the term “Able seafarer deck” be amended as follows:

.33 *Able seafarer deck* means a rating qualified in accordance with the provisions of ~~chapter II~~ **regulation II/5** of the Convention.

Action requested of the Conference

12 The Conference is invited to consider the information provided and take action as appropriate.
