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SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
31st session
Agenda item 5

STW 31/5/5
15 October 1999
Original: ENGLISH

FOLLOW-UP ACTION TO THE 1995 STCW CONFERENCE

Interpretation of training and certification under regulation III/2 of STCW 95

Submitted by the United Kingdom

SUMMARY

Executive summary:	This paper proposes a clarification of the training and certification requirements in regulation III/2 of STCW 95 and section A-III/2 of the STCW Code for chief and second engineer officers.
Action to be taken:	Paragraph 6
Related documents:	STCW 95, IMO Model Course 7.02

1 Regulation III/2, paragraph 2.2, of the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 requires that every candidate for certification as a chief engineer officer and second engineer officer shall *‘have completed approved education and training and meet the standard of competence specified in section A-III/2 of the STCW Code’*. This has given rise to different opinions as to whether or not the education, training and standards of competence are the same for certification as either a second engineer officer or a chief engineer officer.

2 Paragraph 3 of section A-III/2 of the STCW Code states that:

“Bearing in mind that a second engineer officer shall be in a position to assume the responsibilities of the chief engineer officer at any time, assessment in these subjects shall be designed to test the candidate’s ability to assimilate all available information that affects the safe operation of the ship and the protection of the marine environment. “

The United Kingdom considers that this is designed to ensure that the second engineer officer has sufficient ability to take on the temporary role of a chief engineer officer until a properly qualified chief engineer officer is available (presumably in the next port). There is no need for the second engineer officer to be assessed on every aspect of the role of the chief engineer officer, but only those affecting *“the safe operation of the ship and the protection of the marine environment”*. This provides the flexibility for an STCW Party to retain or develop a two-tier system of assessment for the certification of second engineer officers and chief engineer officers by splitting the contents of table A-III/2 as deemed appropriate for the respective roles.

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3 This interpretation in favour of two different levels of assessment for certification is in line with IMO Model Course 7.02 which is also referred to in section A-III/2 of the STCW Code.

4 The United Kingdom believes that it is more logical to undertake a separate assessment of candidates for their role as either a chief engineer officer or second engineer officer. This provides an appropriate balance of knowledge and experience at each stage of a candidate's career.

5 The United Kingdom is therefore in favour of a two tier system of assessment for second engineer officers and chief engineer officers and interprets paragraph 3 of section A-III/2 of the STCW Code as follows:

Nothing in paragraph 3 shall prohibit a Party from adopting an assessment system which does not include all the requirements for certification as chief engineer officer within the assessment of the second engineer officer. However, the assessment of the second engineer officer shall be such to ensure that in relation to the safe operation of the ship and the protection of the marine environment, the second engineer officer has sufficient ability to take on the temporary role of a chief engineer officer until a properly qualified chief engineer officer is available.

Action requested of the Sub-Committee

6 The Sub-Committee is invited to note the United Kingdom's interpretation, as detailed in paragraph 5 above, and to consider whether a wider dissemination by means of an STCW.7 circular is appropriate.
