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SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
38th session
Agenda item 12

STW 38/12/1
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COMPREHENSIVE REVIEW OF THE STCW CONVENTION AND THE STCW CODE

Submitted by India

SUMMARY

Executive summary: This document proposes the areas of the STCW Convention and the STCW Code that needs to be reviewed to take into account the existing inconsistencies and inclusion of new technological advances

Action to be taken: Paragraph 6

Related documents: STW 37/18, MSC 81/25 and STW 38/12

1 The Sub-Committee on Standards of Training and Watchkeeping (STW), at its thirty-seventh session (23 to 27 January 2006), considered the need for a comprehensive review of the STCW Convention and the STCW Code and subsequently invited the Committee to add a new item to its work programme and agenda for STW 38 “**Comprehensive review of the STCW Convention and the STCW Code**” with a target completion date of 2008.

2 The Maritime Safety Committee, at its eighty-first session (10 to 19 May 2006), endorsed the proposal of STW 37 and instructed the Sub-Committee to define, as a first step, the issues to be reviewed and to advise the Committee accordingly, before embarking on the actual work, for the Committee to endorse the scope of the review of the instruments, and the Sub-Committee to undertake, as a second step, the authorized review in a systematic and organized manner. MSC 81 also agreed that the proposed review of the STCW Convention and the STCW Code should not, in any way, delay the work already on the Sub-Committee’s work programme.

3 MSC 81 also agreed that the following matters should also be considered under this agenda item:

- .1 ECDIS training and familiarization;
- .2 LNG training and competency standards; and
- .3 introduction of mandatory alcohol limits during watchkeeping and other shipboard duties.

4 India fully supports the proposed comprehensive review of the STCW Convention and the STCW Code and believes that this exercise will go a long way towards training and certification of competence seafarers in the years to come.

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5 In this context, India has carried out an in-depth analysis of the STCW Convention and the STCW Code taking into account the views expressed by the various stakeholders involved in training and certification of seafarers and identified the areas that need to be reviewed. The areas identified are set out in annex.

Action requested of the Sub-Committee

6 The Sub-Committee is invited to note the above information and take appropriate action.

ANNEX**REVIEW OF THE STCW CONVENTION AND CODE****Regulations****Chapter I****Regulation I/1**

The following definitions need to be included:

Able seafarer and Motorman (Ratings requirements)

Cargo Engineers (as a part of LNG and LPG tankers)

Crew

Electrical officers (as a part of LNG and LPG tankers requirements)

Passenger ship (as defined in SOALS 74)

Regulation I/2

To avoid malpractices, endorsement should be issued by flag States. However if agents are authorized, the designated agent must be notified to all Member States.

If endorsement of recognition of certificate of competency is delegated to an authority other than the authority issuing the certificate of competency, then verification of the certificate of competency before endorsement must be made a necessary requirement.

Regulation I/3

Every Party should define its near-coastal limits and communicate this information to the Secretary-General for circulation to all STCW Parties and NCV limits to be endorsed in the certificate of competency.

STCW Parties can have multi-lateral agreements for accepting regional 'near-coastal voyage limits' or accepting certificates of competency issued by other Parties for service on board their flag vessels.

Regulation I/7

New or amended regulations to be covered by requirements within the quality standards system pursuant to regulation I/8 and subsequently communicated to IMO by Member States.

Regulation I/8

To include requirements that new or amended regulations should be included within the Quality Standards System.

Regulation I/9

To include *basic* medical fitness standards to ensure fitness for duty and associated responsibilities on board ships.

Regulation I/11

Consequential amendment to change the date from 1 February 2002 to the [date of entry into force of the new regulation] [or five years from the date of entry into force].

To decide if revalidation is required for ratings.

Regulation I/12

To include provisions for new and innovative training methodologies including use of simulators for assessment, distance learning and e-learning.

Regulation I/15

To be re-written for new provisions.

Chapter II

Regulation II/1

Decide on sea service requirements, if one year is sufficient?

To be consistent with other regulations to use months instead of year.

To include training for ECDIS, AIS, simulator training on ROR including buoyage system in Table A-II/1.

Regulation II/2

Master and chief mate between 500-3000 GT

There is no requirement for sea service at operational level before being certified at management level. This needs to be included to be consistent with regulation III/2.

Depending on the outcome of the correspondence group regulation II/4 may need to be amended.

Proposed new regulation II/5 relating deck ratings training to be included.

Chapter III

Regulation III/1 and regulation III/3

General

In light of LNG tankers operating steam turbine propulsion, there is a need for additional competence standards relating steam engines in regulations III/1 as an add-on module.

Requirements for below 750kW should be included.

Proposed new regulation III/5 relating engine-room ratings training to be included.

Chapter IV

In light of the decisions of STW 37, familiarization with GMDSS equipment and operational procedures similar to that given in chapter VI should be included as new regulation IV/3.

Chapter V

Regulation V/1

This regulation needs to split into different parts namely, Oil, Chemical, LPG and LNG for operational/management level.

New regulations V/4, V/5, V/6 and V/7

New regulations need to be added to reflect the existing guidance provided as B-Va to Vd and consequential re-numbering of B-Va to Vd as B-V/4 to B-V/7.

Chapter VI

Familiarization on security and safety management system (ISM) training requirements would need to be included.

Chapter VIII

Presently there is no requirement for maintaining records of rest periods. Only watch schedules are required to be posted. This is not a very satisfactory arrangement. Regulation VIII/1 would need to be amended to require masters to maintain records of rest periods of watchkeepers for inspection by port and flag State inspectors.

Regulation VIII/2.2 needs to be revised to reflect GMDSS operators instead of radio operators.

Requirements for drug and alcohol abuse is presently only in part B as guidance only. This would need to be made mandatory by introducing a new regulation VIII/3.

STCW Code

Consequential amendments to Part A and Part B of the STCW Code would have to be carried out to provide mandatory training requirements and guidance respectively.
