



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

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COMPREHENSIVE REVIEW OF THE STCW CONVENTION AND THE STCW CODE

Submitted by Australia

SUMMARY

Executive summary: This document makes comments and proposes areas of the STCW Convention and the STCW Code that need to be considered as part of the comprehensive review of the STCW Convention and Code

Action to be taken: Paragraph 4

Related document: STW 38/12

1 The Maritime Safety Committee at its eighty-first session (MSC 81) endorsed the proposal to include a new work programme item on the agenda of the Sub-Committee on Standards of Training and Watchkeeping (STW), **“Comprehensive review of the STCW Convention and the STCW Code”**. MSC 81 instructed the Sub-Committee, as a first step, to define the issues to be reviewed.

2 STCW was first developed when the international shipping industry was very different to what it is today and, although amended in 1995, the comprehensive review is considered appropriate, and is supported by Australia.

3 Australia has conducted a preliminary review of the STCW Convention and Code and the annex to this document provides comment on areas that are considered to require review.

Action requested of the Sub-Committee

4 The Sub-Committee is invited to consider the areas identified for review in this document and take appropriate action.

ANNEX

REVIEW OF THE STCW CONVENTION AND CODE

General

There are a number of transitional arrangements provided within the Convention and Code which facilitated its introduction and consideration should be given to deleting such arrangements.

STCW Convention

Regulation I/1

The definition of “propulsion power” should be reviewed to reflect the total engine makers’ maximum continuous rated output power of all the ship’s main propulsion machinery.

Regulation I/8

Consideration should be given to enhancing the 5-yearly reporting arrangements required by Parties to the Convention. It would be desirable to not only report on quality arrangements and audits but also what changes have been made to regulations and requirements during this period.

Regulation V/2 and V/3

Consideration should be given to simplifying the Convention and Code by combining of the chapter V requirements for ro-ro passenger ships, and for “passenger ships other than ro-ro passenger ships” given the degree of similarity.

Regulation VIII/1

Given that the ILO Consolidated Maritime Labour Convention provides guidance on work hours for all seafarers it is considered that this regulation should be amended to provide clarity and confirm that it covers not only those who are considered “watchkeeping” but those who hold positions of responsibility on board a vessel, including the Master and Chief Engineer.

STCW Code Part A

Section A-I/11

Clarity should be provided in the 3-month option in the revalidation requirements provided under 1.3.3. At present there is ambiguity as to whether the three months may be before or after the certificate expires; and as to whether an expired certificate can automatically be used in a lower capacity than that of the certificate held.

Chapter II

An increased emphasis should be provided on enhanced navigation in Chapter II – Master and deck department - with particular recognition of the berth-to-berth requirements, and of modern developments such as ECDIS and AIS.

An increased emphasis should also be provided on both Bridge Resource Management and fatigue management.

There should be more robust training on maritime legislation to assist in protecting crew, owner/operators, and vessels from breaching the increasing legislative requirements.

To further assist in promoting “safety cultures” there should be further emphasis on management training including enhanced knowledge of occupational health and safety issues.

Chapter III

An increased emphasis on both Engine-room Resource Management and fatigue management.

There should be more robust training on maritime legislation to assist in protecting crew, owner/operators, and vessels from breaching the increasing legislative requirements.

To further assist in promoting “safety cultures” there should be further emphasis on management training including enhanced knowledge of occupational health and safety issues.

The level of knowledge specified in Tables A-III/1 and A-III/2 should be reviewed to ensure that marine engineers gain a sufficient knowledge and ‘hands on’ competence in the operation, testing, fault diagnosis and maintenance of automation, electronic and electrical systems and equipment.
