

New Training Requirements under STCW 2010

Amendments to STCW Convention

Major revisions to the ‘Standards of Training and Certification of Watchkeepers’ (STCW) Convention and its associated Code were adopted by IMO at a Diplomatic Conference in Manila in June 2010, to ensure that the necessary global standards are in place to train and certify seafarers to operate technologically advanced ships.

The amendments came into force on 1 January 2012 and are aimed at bringing the Convention and Code up to date with developments since they were initially adopted in 1978 and further revised in 1995, and to enable them to address issues that are anticipated to emerge in the foreseeable future. These amendments will be known as “The Manila amendments to the STCW Convention and Code”. Amongst the amendments adopted, there are a number of important changes to each chapter of the Convention and Code, including:

- New requirements relating to training in modern technology (e.g. ECDIS)
- New requirements for training in leadership, management and teamwork
- New requirements for security training, including piracy awareness
- New requirements for marine environment awareness training
- New training and certification requirements for electro-technical officers and ratings
- New certification requirements for able seafarers
- New training guidance for personnel serving on board ships in polar waters
- New training guidance for personnel operating Dynamic Positioning Systems
- Introduction of modern training methodology (e.g. web-based learning)
- Improved measures to prevent fraudulent practices associated with CoCs

Key STCW 2010 Dates

- 1st January 2012 - start of transition period
- 1st July 2013 - new courses available
- 1st January 2014 - grandfather security ends
- 1st January 2017 - final implementation

ECDIS Training for Deck Officers

- Increased ECDIS content for all deck officers
 - Those not receiving the required ECDIS training will have their certificates of competency endorsed as '**not valid for use on ships fitted with ECDIS**'
- Deck officers whose certification was issued before **1 January 2005** will need to undertake an ECDIS course that meets MCA requirements
- Navigation Aids and Equipment Simulator Training (NAEST) course criteria have now been updated by MCA, MNTB and IAMI to include the **generic** ECDIS requirements
- Additional requirement for **type-specific** ECDIS training
 - MCA guidance in MIN 442 advises that type-specific ECDIS training is required when ECDIS is the **primary means of navigation** on a vessel
 - Type-specific ECDIS training has to be offered by the ECDIS equipment manufacturer (or approved sub-contractor) or a trainer who has attended an approved programme
- Warsash Superyacht Academy (WSA) now has Kelvin Hughes, Kongsberg, Sperry and Transas equipment and is looking to extend its capabilities further in due course

PLEASE NOTE: The Yacht Navigation and Radar courses for OOW and Master are **NOT** accepted as meeting the ECDIS training requirements.

Training for Engineering Officers

- A complete revamp of the Operational level competency table, which will necessitate changes to existing HNC/HND and FD engineering cadet programmes for first certification
- Additional STCW 2010 requirements for engineering certification relate to the following areas of the syllabus:
 - Control
 - Management (including human element and resource management)
 - More specific electrical syllabus + high voltage
 - Appreciation of system drawings (control, hydraulic, pneumatic, electrical, pipe work, technical)
- Amended requirements for sea service and workshops skills training
- High Voltage competencies for all officers (1 KV plus):
 - HV training to be incorporated into existing HND criteria but also remain as a standalone course
 - Exemption would be sought for existing HV certificate holders
 - Officers without these competencies will apparently have their certificates of competency endorsed as '**not valid for service on ships fitted with High Voltage (over 1,000V) systems**'
- Proposed change in UK examinations to reflect STCW 2010 amendments and align with Deck Officer unlimited certification requirements:

- EOOW = HNC + Engineering Knowledge written exams + MCA Oral exam
- Second Engineer = HND/FD + Engineering Knowledge written exams + MCA Oral
- Chief Engineer = MCA Oral exam only
- HNC will no longer provide academic exemptions for Second Engineer certification
- HND or Foundation Degree (FD) will now provide academic exemptions for Second Engineer and Chief Engineer certification
- The new MCA learning outcomes will also be mapped against WSA's Foundation Degree modules to determine any required amendments

Regulation III/1 (EOOW)

- With respect to 'industrial experience', *“every candidate for certification shall:*
 - *have completed combined workshop skill training and an approved seagoing service of not less than 12 months as part of an approved training programme which includes onboard training that meets the requirements of section A-III/1 of the STCW Code and is documented in an approved training record book, or otherwise have approved seagoing service of not less than 36 months;*
 - *have performed, during the required seagoing service, engine-room watchkeeping duties under the supervision of the chief engineer officer or a qualified engineer officer for a period of not less than six months”*
- Workshop skills training on WSA's engineering cadet programmes currently equates to approximately 4 months of industrial experience; the remaining 8 months or so needs to be completed as sea service (minimum 6 months) or industrial experience elsewhere

Regulation III/2 (2EO and CEO)

- With respect to 'sea service', *“every candidate for certification shall:*
 - *for certification as second engineer officer, have not less than 12 months of approved seagoing service as assistant engineer officer or engineer officer, and;*
 - *for certification as chief engineer officer, have not less than 24 months of approved seagoing service of which not less than 12 months shall be served while qualified to serve as second engineer officer”*

Electro-Technical Certification

- For those ships where dedicated electro-technical personnel are carried, STCW 2010 includes for the first time under Regulations III/6 and III/7 mandatory minimum requirements for certification of electro-technical officers (ETOs) and ratings respectively
- WSA will offer a dedicated ETO certification programme (linked to an FD qualification) from September 2013
- Requirements for electro-technical ratings will be developed within the ratings training working group
- MCA intends to eventually have a senior ETO certification level too

Regulation III/6 (ETO)

- With respect to 'industrial experience', "every candidate for certification shall:
 - *have completed not less than 12 months of combined workshop skills training and approved seagoing service, of which not less than 6 months will be seagoing service as part of an approved training programme which meets the requirements of section A-III/6 of the STCW Code and is documented in an approved training record book, or otherwise not less than 36 months of combined workshop skills training and approved seagoing service of which not less than 30 months will be seagoing service in the engine department;*
- *Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity on board a ship for a period of not less than 12 months within the last 60 months preceding the entry into force of this regulation*

Regulation III/7 (E-T Rating)

- With respect to 'industrial experience', "every candidate for certification shall have:
 - *completed approved seagoing service including not less than 12 months training and experience, or*
 - *completed approved training, including an approved period of seagoing service which shall not be less than 6 months; or*
 - *qualifications that meet the technical competences in A-III/7 and an approved period of seagoing service, which shall not be less than 3 months;*
- *Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity on board a ship for a period of not less than 12 months within the last 60 months preceding the entry into force of this regulation*

Able Seafarers (Deck & Engine)

- There is currently no requirement in the Convention for a vessel to carry any Able Seafarers (ABs), except on agreement between the regulating body and owner/operator
- Where ABs are carried, the amended regulations:
 - Replace the IMO 1947 AB Convention
 - Detail revised competency requirements for Deck and Engine ABs

Environmental Awareness

- MCA to suggest wording for changes in criteria for PSSR courses to include environmental awareness
- Environmental Awareness training will then comprise:
 - Environmental awareness training for all crew
 - Higher level training for all officers

Security Training

- MCA to develop security training criteria to be added to the existing MNTB suite
- Under the amended regulations there will be four levels of security training:
 - Security awareness training for all crew (except if > 6 months sea service held)
 - Security familiarisation for all crew on joining vessel
 - Further training for crew with security related duties (except if > 6 months sea service in this particular capacity held)
 - Shipboard Security Officer (SSO)

Human Element, Leadership & Management (HELM)

- MCA/MNTB/IAMI are developing proposals to cover the competence for application of leadership, management and teamworking skills at support, operational (OOW) and management (C/O & 2EO) levels:
 - Leadership, management and teamworking for all crew
 - Competencies for all OOW (*HELM Operational level*)
 - Competencies for Chief Mate and Second Engineer (*HELM Management level*)
- Awaiting definitive guidance from MCA/MNTB/IAMI on specific requirements but operational and management levels are likely to be delivered as follows:
 - Operational level: either covered in OOW syllabus or by standalone short course
 - Management level: to be covered by standalone short course

Updating/Refresher Training (please see MIN 423 and specific MIN yet to be published)

- Updating/Refresher training required:
 - Personal Survival Techniques
 - Fire Prevention and Fire Fighting
 - Proficiency in Survival Craft and Rescue Boats
 - Advanced Fire Fighting
 - Fast Rescue Boat
 - Medical Care (*required by EU, not STCW 2010*)
- Updating/Refresher certificates will be required for revalidation of CoCs from 1 Jan 2017
- These Updating/Refresher certificates must also be carried by seafarers with their CoCs upon joining a vessel as, from 1 January 2017, Port State Control inspectors may require seafarers to provide documentary evidence of having maintained 'competence'.

Revalidation of CoCs from 1 January 2017 (please see MIN 423)

- Revalidation of CoCs (every 5 years) will require evidence of holding valid certification in:
 - Updating/Refresher training
 - ECDIS for Deck Officers
 - High Voltage for Engineering Officers (if appropriate)

- Other certificates requiring revalidation (every 5 years):
 - 'Crowd Management' training for passenger vessels
 - 'Crisis Management & Human Behaviour' training
 - 'Passenger Safety, Cargo Safety & Hull Integrity' training