

## New training requirements under STCW 2010

### Amendments to STCW Convention

Major revisions to the 'Standards of Training and Certification of Watchkeeping' (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 (eg, ECDIS).
- New requirements for training in leadership, management and teamwork.
- Updating of competence requirements for personnel on all types of tankers.
- New requirements for personnel serving on liquefied gas tankers.
- New requirements for security training, including piracy awareness.
- New requirements for marine environment awareness training.
- New training and certification requirements for electro-technical officers (ETOs) and ratings.
- New high voltage training and certification requirements for engineers and ETOs.
- 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 (eg, web-based learning).
- Improved measures to prevent fraudulent practices associated with CoCs.

### Key STCW 2010 dates

- 1 January 2012- start of transition period.
- 1 July 2013 - new courses available.
- 1 July 2015 - grandfather security ends.
- 1 January 2017 - final implementation.

### ECDIS training for deck officers

- Warsash Maritime Academy (WMA) now has Kongsberg, Sperry and Transas equipment and is looking to extend its capabilities further in due course.
- 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. Officer cadets who successfully complete all elements of the NAEST(O) course will be issued with a separate STCW 2010 compliant ECDIS certificate as well as the NAEST(O) certificate.
- 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, and has to be offered by the ECDIS equipment manufacturer (or approved sub-contractor) or an approved trainer.
  - However, it is now understood that MCA will adopt a 'self-regulation' approach for type-specific training, with companies having accountability for managing and documenting related training requirements - an M Notice will apparently be issued in due course.

#### Training for engineering officers

- A complete revamp of the operational level competency table necessitated 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 (HV)
  - 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 (Operational Level) training has been incorporated into existing HNC/HND/FD/ETO cadet criteria but will also be offered as a standalone course for 'experienced seafarers' progressing to EOOW.
  - HV (Management Level) training will only be offered as a standalone course for Second/Chief Engineer/ETO certification.
  - Exemption would be sought for existing/experienced HV certificate holders.
  - Officers without these competencies will have their certificates of competency endorsed as '**not valid for service on ships fitted with High Voltage (over 1,000V) systems**'.



- Proposed future change in UK examination structure by MCA to align with Deck Officer unlimited certification requirements from Autumn 2016:
  - **EOOW = HNC + Engineering Knowledge written exams + MCA oral exam**
  - **Second Engineer = HND/FD + Engineering Knowledge written exams + MCA oral exam**
  - **Chief Engineer = MCA oral exam only**
- HNC will not provide academic exemptions for Second Engineer certification
- HND or FD will provide academic exemptions for Second Engineer and Chief Engineer certification
- The new MCA learning outcomes have been mapped against WMA's foundation degree modules to determine any required amendments
- MCA are expected to confirm that the current SQA/MCA exam route for 2EO and CEO will remain in use until c.2020 to permit those in the system to achieve their senior certification.

#### **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 on-board 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 (and practical laboratory work within academic course elements) on WMA's engineering cadet programmes currently equates to four months of industrial experience; the remaining eight months or so needs to be completed as sea service (minimum six months watchkeeping) 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"*.