

WARSASH MARITIME ACADEMY

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 (e.g. 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) & 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 (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 July 2015 - grandfather security ends
- 1st 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
 - Chief Engineer = MCA Oral exam only
- HNC will not provide academic exemptions for Second Engineer certification
- HND or Foundation Degree (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 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 (and practical laboratory work within academic course elements) on WMA's engineering cadet programmes currently equates to 4 months of industrial experience; the remaining 8 months or so needs to be completed as sea service (minimum 6 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"*

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
- WMA introduced a dedicated ETO certification programme (linked to an FD qualification) in September 2013
- MCA intends to eventually have a senior ETO certification level too.
- Requirements for electro-technical ratings will be developed within the MNTB ratings training working group

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 and meet the standard of competence specified in section A-III/6 of the STCW Code.

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 and meet the standard of competence specified in section A-III/7 of the STCW Code.

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

Tanker Training

- 'Tanker Familiarisation' will now be known as 'Basic Tanker Training' and either delivered as two separate 2-day courses (i.e. Oil/Chemical and Liquefied Gas) or as a 3-day combined course.
- 'Specialised Tanker Training' courses will now be known as 'Advanced Tanker Training' courses and still be delivered over 4½ days in each of the three respective disciplines
- 'Basic Tanker Training' certification must be held for the vessel type concerned prior to commencing the associated 'Advanced Tanker Training' course

- A tanker fire fighting competence has been added to both the 'Basic' and 'Advanced' Tanker Training courses. This fire fighting requirement is covered in either a separate MNTB 'Tanker Fire Fighting' course (which is principally designed for ratings and is not currently offered at WMA) or as part of the 'Advanced Firefighting' course
- Revision of the MNTB's Guidelines on Tanker Training is currently underway, pending the issue of a new MSN by the MCA in early 2015. Once the MNTB criteria document is published, the new Basic Tanker courses will be introduced for cadets.

Human Element, Leadership & Management (HELM)

- MCA/MNTB/IAMI have developed proposals to cover the competence for the application of leadership, management and teamworking skills at support, operational (OOW) and management (C/O & 2EO) levels:
 - Leadership, management and teamworking for all crew
 - Resource management competencies for all OOW, EOOW and ETOs - **HELM Operational Level**
 - Leadership and management competencies for Chief Mate and Second Engineer - **HELM Management Level**
- Guidance from MCA/MNTB allows delivery as follows:
 - Operational Level: either covered in OOW syllabus within MNTB-approved officer cadet programmes, or by standalone short course (3 day duration)
 - Management Level: to be covered by standalone short course (5 day duration)
- There is no requirement for Officer Cadets to hold a separate STCW 2010 HELM(O) certificate in order to gain their Certificate of Competency. However, individual certificates are available upon company request for an administration fee (currently £21.00)
- In accordance with MGN 493, WMA now offers HELM(O) and HELM(M) courses to shore staff who wish to benefit from such training but will not receive an STCW endorsed certificate if they do not meet the qualifying requirements for issue of a Certificate of Competency
- Officers whose MCA CoCs are due for 5-yearly revalidation and have sea experience will not be required to undertake separate HELM courses for the CoC qualification level that they hold. However, where an officer is moving from OOW/EOOW to a second certificate level or Chief Mate/2nd Engineer to Master/Chief Engineer, the HELM(M) course must be undertaken.

Security Training

- MCA has developed security training criteria to be added to the existing MNTB suite
- Under the amended regulations there are four levels of security training with effect from 1 July 2015 (**required by Port State Control, not for issue of CoC by MCA**):
 - Proficiency in Security Awareness - training for all crew (except if > 6 months sea service held prior to 1 January 2014)
 - Proficiency in Designated Security Duties - further training for crew with security related duties (except if > 6 months sea service in this particular capacity held prior to 1 January 2014)
 - Security familiarisation for all crew on joining vessel
 - Shipboard Security Officer (SSO)

Environmental Awareness

- PSSR course criteria adapted to include environmental awareness
- Environmental Awareness training will then comprise:
 - Environmental awareness training for all crew
 - Higher level training for all officers

Updating Training (please see MSN 1865)

- Updating training required at intervals of not more than 5 years:
 - Personal Survival Techniques
 - Fire Prevention and Fire Fighting
 - Proficiency in Survival Craft and Rescue Boats
 - Advanced Fire Fighting
 - Fast Rescue Boat
- Updating certificates will be required for revalidation of CoCs from 1 Jan 2017
- These Updating 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'.
- MIN 469 advises that: *Updating of Proficiency in Medical Care is **not** currently required under the STCW Code and therefore no updating training is required for revalidation of a Certificate of Competency. On EU Member State flagged vessels, in accordance with Council Directive 92/29/EEC, the Captain and any person delegated to use the medical type A supplies must receive special training updated at least every five years.*

Revalidation of CoCs from 1 January 2017 (please see MSN 1861)

- Revalidation of CoCs (every 5 years) will require evidence of holding valid certification in:
 - Updating 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

