



SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
39th session
Agenda item 7

STW 39/7/35
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COMPREHENSIVE REVIEW OF THE STCW CONVENTION AND THE STCW CODE

Review of chapter I of the STCW Convention and the STCW Code

Submitted by the International Transport Workers' Federation (ITF)

SUMMARY

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| <i>Executive summary:</i> | This document puts forward proposals for amendments to chapter I of the STCW Convention and STCW Code and comments on papers currently submitted to this session |
| <i>Action to be taken:</i> | Paragraph 5 |
| <i>Related documents:</i> | MSC 81/25; STW 39/7/11, STW 39/7/1, STW 39/7/4, STW 39/7/12, STW 39/7/14; MSC.1/Circ.1206 and STW 38/7 |

Introduction

1 At the eighty-first session of the Maritime Safety Committee it was agreed with the Sub-Committee on Standards of Training and Watchkeeping at its thirty-seventh session to include in the work programme a high priority item of a 'Comprehensive review of the STCW Convention and the STCW Code'. At the thirty-eighth session of the Sub-Committee the scope of the review and eight principles by which it would be conducted, as annexed to STW 38/7, was established and the Committee endorsed this.

2 The ITF is conscious that the review should only embrace the following principles:

- .1 retain the structure and goals of the 1995 revision;
- .2 not to downscale existing standards;
- .3 not to amend the articles of the Convention;
- .4 address inconsistencies, interpretations, MSC instructions, clarifications already issued, outdated requirements and technological advances;
- .5 address requirements for effective communication;
- .6 provide for flexibility in terms of compliance and for required levels of training and certification and watchkeeping arrangements due to innovation in technology;

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- .7 address the special character and circumstances of short sea shipping and the offshore industry; and
- .8 address security-related issues.

Scope of the Proposal

3 In the review of chapter I, the ITF has taken into consideration the outcomes of the discussions of STW 38 and documents STW 39/7/4, STW 39/7/11, STW 39/7/12 and STW 39/7/14 submitted to this session.

4 The proposals contained in the annex express comments to these other submissions and have not been re-submitted in full in order to prevent unnecessary repetition and, only new amendments and additions have been included.

Action requested of the Sub-Committee

5 The Sub-Committee is invited to consider the proposals contained in the annex for the review of the STCW Convention and STCW Code and take action as appropriate.

ANNEX

**PROPOSED AMENDMENTS TO CHAPTER I OF THE STCW CONVENTION
AND THE STCW CODE**

CHAPTER I - General Provisions**1 Regulation I/1***Definitions and Clarifications*

The following new definitions are proposed:

- .1 **Able seafarer deck** means a rating qualified in accordance with the provisions of regulation II/5 of the Convention (STW 39/7/4);
- .2 **Able Seafarer engine** means a rating qualified in accordance with the provisions of regulation III/5 of the Convention (STW 39/7/4);
- .3 **Electro-technical officer** means an officer qualified in accordance with the provisions within regulation III/6(*) (STW 39/7/12);
- .4 **Senior Electro-technical officer** means an officer qualified in accordance with the provisions within regulations III/6(*) (STW 39/7/12);
- .5 **Electronics officer** means an officer qualified in accordance with the provisions of regulation V. (STW 39/7/1 and STW 39/7/4);
- .6 **Crew** means the ship's compliment other than the master. (STW 39/7/4);
- .7 **Ship Safety Representative** means a member of the crew that represents the crew on matters affecting their safety and health. (STW 39/7/4);
- .8 **Passenger ship** means a ship with more than twelve passengers; and
- .9 **Certificate of Competency** means a valid document issued by or under the authority of the Administration and attests the holder meets the appropriate requirements in chapters II, III, IV or VII,

Proposed amendments to definitions

- .10 **Ships Propulsion power** means the total maximum continuous rated power in kilowatts of all the ships propulsion machinery as registered by the engine manufacturers or makers; and
- .11 **Near-coastal voyages** means voyages within the Exclusive Economic Zone of the flag State.

2 Regulation I/2

Certificates and Endorsements

The ITF supports the revised wording by Austria *et al* (STW 39/7/11, paragraph 1) and any measures that enhance the process to ensure authenticity and validity of any relevant documentary evidence.

3 Regulation I/3

Principles governing near-coastal voyages

The ITF supports bringing the principles governing near-coastal voyages from guidance to the regulations and standards in I/3 as contained in proposals by Austria *et al* (STW 39/7/11) and also Iran (STW 39/7/4).

4 Regulation I/6

Training and Assessment

The ITF supports a register of improved training institutes as proposed by Iran (STW 39/7/4).

5 Regulation I/9

Medical standards – Issue and registration of certificates

The ITF supports harmonizing medical standards within the Convention and the wording proposed by Austria *et al* (STW 39/7/11).

6 Regulation I/10

Recognition of certificates

The ITF agrees the need to clarify what are ‘necessary measures’ to ensure compliance when recognizing and endorsing other administrations certificates and supports the additional paragraph proposed by the United States (STW 39/7/14).

7 Regulation I/11 (Revalidation of certificates)

The ITF proposes a new sub item in paragraph 1, stipulating a requirement for a 5 yearly refresher course for basic safety training before revalidation of a certificate of competency. This would be in recognition of the problems carrying out drills on lifeboats as referred to in MSC.1/Circ.1206 and the need for simulated fire drills in a realistic environment.

8 Regulation I/14

Responsibilities of Companies

The ITF does not support the proposal by the United Kingdom (STW 39/7/12) and think the proposed paragraph in annex 1 of this paper is superfluous. There is no requirement within the Convention to have these crew positions or many other positions on a ship and this is determined by the flag state under the safe minimum manning requirements. However should the flag administration and ship owner decide to have any of the designations including the electro-technical officer the required competencies are specified and internationally transportable.
