



NAURU

MARITIME ADMINISTRATION

INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW) (NMA_C28-1.2018.Rev.0)

PURPOSE:

To provide guidance on the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW).

REFERENCE:

- a) Merchant Shipping (Registration of Foreign Ships) Act 2018 of Nauru
- b) International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW)

APPLICATION:

The STCW Convention shall apply to seafarers serving on board seagoing vessels registered under the Nauru flag.

INTRODUCTION:

The STCW Convention was adopted on 7 July 1978 and entered into force on 28 April 1984 with major revisions in 1995 and 2010, to promote safety and security of life and property at sea and the protection of the marine environment by establishing in common agreement international standards of training, certification and watchkeeping for seafarers.

CONTENTS:

1) STCW CONVENTION 1978

- a) The STCW Convention 1978 (hereon referred to as "Convention") was the first to establish basic requirements on training, certification and watchkeeping for seafarers on an international level. Previously the standards of training, certification and watchkeeping of officers and ratings were established by individual governments, usually without reference to practices in other countries. As a result, standards and procedures varied widely, even though shipping is the most international of all industries.
- b) The Convention prescribes minimum standards relating to training, certification and watchkeeping for seafarers which countries are obliged to meet or exceed

2) STCW 1995 AMENDMENTS

- a) The 1995 amendments, adopted by a Conference, represented a major revision of the Convention, in response to a recognized need to bring the Convention up to date and to respond to critics who pointed out the many vague phrases, such as "to the satisfaction of the Administration", which resulted in different interpretations being made.

- b) The 1995 amendments entered into force on 1 February 1997. One of the major features of the revision was the division of the technical annex into regulations, divided into Chapters as before, and a new STCW Code, to which many technical regulations were transferred. Part A of the Code is mandatory while Part B is recommended. This made it easier for Administrations and also made the task of revising and updating these regulations simpler.

STCW Convention

Chapter I:	General provisions
Chapter II:	Master and deck department
Chapter III:	Engine department
Chapter IV:	Radiocommunication and radio personnel
Chapter V:	Special training requirements for personnel on certain types of ships
Chapter VI:	Emergency, occupational safety, medical care and survival functions
Chapter VII:	Alternative certification
Chapter VIII:	Watchkeeping

STCW Code

The regulations contained in the Convention are supported by sections in the STCW Code. The Convention contains basic requirements which are then elaborated and explained in the Code. Part A of the Code is mandatory where the minimum standards of competence required for seagoing personnel are given in detail in a series of tables, while Part B of the Code contains recommended guidance which is intended to help Parties implement the Convention.

3) STCW 2010 MANILA AMENDEMENTS

- a) The Manila amendments to the STCW Convention and Code were adopted on 25 June 2010, marking a major revision of the STCW Convention and Code. The 2010 amendments entered into force on 1 January 2012 under the tacit acceptance procedure and are aimed at bringing the Convention and Code up to date with developments since they were initially adopted and to enable them to address issues that are anticipated to emerge in the foreseeable future, ensuring that the necessary global standards will be in place to train and certify seafarers to operate technologically advanced ships for some time to come.
- b) Amongst the amendments adopted, there are a number of important changes to each chapter of the Convention and Code, including:
- i) Improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties' compliance with the Convention);
 - ii) Revised requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers;
 - iii) New certification requirements for able seafarers;
 - iv) New requirements relating to training in modern technology such as electronic charts and information systems (ECDIS);
 - v) New requirements for marine environment awareness training and training in leadership and teamwork;

- vi) Updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers;
- vii) New requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope if their ship comes under attack by pirates;
- viii) Introduction of modern training methodology including distance learning and web-based learning;
- ix) New training guidance for personnel serving on board ships operating in polar waters;
- x) New training guidance for personnel operating Dynamic Positioning Systems;
- xi) New requirements of Marine Environmental Awareness Issues;
- xii) New requirements with respect to Refresher Safety Training; and
- xiii) Harmonization with IMO MLC 2006.

Seafarers serving on board Nauru ships shall be required to comply with the requirements of STCW, ensuring their safety and security, and the protection of the marine environment.

For further assistance, please do not hesitate to contact the Administration at: seafarer@naurumaritime.com.