



MERCHANT SHIPPING NOTICE
MSN 1513

**GUIDELINES FOR THE IMPLEMENTATION OF 2010 MANILA
AMENDMENT OF THE INTERNATIONAL CONVENTION ON
STANDARDS OF TRAINING, CERTIFICATION AND
WATCHKEEPING FOR SEAFARERS (STCW)**

*This notice is hereby issued to all Ship Owners, Managers, Masters, Officers,
Seafarers of Merchant ships and Maritime Training Institutions*

1.0 APPLICATION

1.1 Major revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention), and its associated Code were adopted at a Diplomatic Conference in Manila, the Philippines, thereby ensuring that the necessary global standards are in place to train and certify seafarers to operate technologically advanced ships for some time to come. The amendments, known as “The Manila amendments to the STCW Convention and Code” entered into force on January 1st 2012 and amongst the amendments adopted, there are a number of important changes that include:

- 1.1.1 Improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties’ compliance with the Convention);
- 1.1.2 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;
- 1.1.3 New certification requirements for able seafarer;
- 1.1.4 New requirements relating to training in modern technology such as electronic charts and information systems (ECDIS);
- 1.1.5 New requirements for marine environment awareness training and training in leadership and teamwork;
- 1.1.6 New training and certification requirements for electro-technical officers;



- 1.1.7 Updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on chemical and liquefied gas tankers;
- 1.1.8 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;
- 1.1.9 Introduction of modern training methodology including distance e-learning and web-based learning;
- 1.1.10 New training guidance for personnel serving on board ships operating in polar waters; and
- 1.1.11 New training guidance for personnel operating Dynamic Positioning Systems.

1.2 The STCW 2010 Manila Amendments apply to all seagoing vessels trading internationally for which the STCW Code is applicable as required by the United Republic of Tanzania Flag Administration as a signatory member to the STCW Convention.

2.0 IMPLEMENTATION OF THE MANILA AMENDMENTS AND TRANSITIONAL PROVISIONS

- 2.1 Existing Certificates of Competency (STCW II/2, II/3, II/1, III/2, III/3, III/1, VII/2 and IV/2) and Certificate of Proficiency (STCW V/1) which were issued/revalidated by Parties in accordance with the STCW 78 as amended in 95 will continue to be valid until December 31st 2016 and may be endorsed by maritime administration in accordance with Regulation 1/10.
- 2.2 Certificates of Competencies (STCW II/2, II/3, II/1, III/2, III/3, III/1, III/6, VII/2 and IV/2) and Certificates of Proficiencies (STCW V/1-1 and V/1-2) titled as issued in accordance with SCTW 78 as amended, and whose validity is beyond 1st January 2017 will be considered as issued in accordance with STCW 2010 Amendments and should be endorsed in accordance with Regulation 1/10.

3.0 MEDICAL STANDARDS

3.1 Medical Requirements for seafarers have also been amended, therefore, the Medical Certificate should be issued in accordance with provisions of Section A-



1/9 and Guidelines in the Code and should be valid for two (2) years. If the Medical Certificate expires while the seafarer is on a voyage, then the medical certificate will remain valid until the next port where a recognized medical practitioner is available.

3.2 The Standards of medical fitness for seafarers and procedures for the issue of a medical certificate should be in accordance with the provisions of Regulation I/9 of the STCW Convention and of Section A-1/9 of the STCW Code. The Minimum in-service eyesight standard set out in table A-I/9 and criteria for physical and medical fitness set out in paragraph 2, and guidelines provided in Section B-I/9 should also be adhered to.

3.3 The medical Certificate should be in accordance with the latest IMO/ILO/WHO requirements.

4.0 WATCHKEEPING ARRANGEMENTS

4.1 This Notice confirms that the requirements, principles and guidance set out in the STCW Code, Section A-VIII/1 should be observed in order to ensure that a safe continuous watch is maintained on all seagoing ships at all times.

4.2 Masters should ensure that watchkeeping arrangements are adequate for maintaining safe watch, taking into account the prevailing circumstances and, at the same time, Officers in Charge of a Navigational Watch, Officers in Charge of an Engineering Watch and Radio Operators responsible for maintaining a continuous radio watch, should be responsible for their duties at all times during their period of duty as required.

5.0 REST PERIOD

5.1 Watch systems should be arranged and organized so that the efficiency of all Watchkeeping personnel is not impaired by fatigue.

5.2 Importance should be given to the dangers posed by fatigue and therefore, Masters, Officers and Ratings on watchkeeping duties which involve designated safety, prevention of pollution and security duties should have the minimum rest period:

5.2.1 a minimum of ten (10) hours of rest in any 24 hour period;

5.2.2 77 hours in a seven (7) day period.

5.3 Hours of rest should not be divided into more than two periods, one of which should at least be of six (6) hours in length, and the intervals between



consecutive periods of rest should not exceed fourteen (14) hours. These resting periods need not be maintained in case of an emergency.

5.4 Under the exception clause, parties may allow exceptions from the required hours of rest provided that the rest period is not less than 70 hours in any 7-day period and on certain conditions, namely:

5.4.1 such exceptional arrangements shall not be extended for more than two consecutive weeks;

5.4.2 the intervals between two periods of exceptions shall not be less than twice the duration of the exception;

5.4.3 the hours of rest may be divided into no more than three periods, one of which shall be at least 6 hours and none of the other two periods shall be less than one hour in length;

5.4.4 the intervals between consecutive periods of rest shall not exceed 14 hours; and

5.4.5 Exceptions shall not extend beyond two 24-hour periods in any 7-day period.

5.5 Watch schedules should be posted where they are easily accessible. The schedules should be established in a standardized format in the ship's working language or languages and in English.

5.6 Seafarer's records of daily hours of rest should be maintained in a standardized format, in the ship's working language or languages and in English to allow monitoring and verification of compliance with the provisions of this section to Port State Control Offices and Flag State Inspectors.

5.7 Flag State Inspectors and ISM Auditors should verify the compliance with the rest period during the Annual Flag State Inspections and ISM Audits. Hours of rest are also subject to Port State Control. Non-compliance may result in penalties to the Company and master.

6.0 PREVENTION OF DRUG AND ALCOHOL ABUSE

6.1 Drug and alcohol abuse directly affects the fitness and ability of a seafarer to perform watchkeeping duties or duties that involve safety, prevention of pollution and security duties.



6.2 Any seafarer found to be under the influence of drugs or alcohol should not be permitted to perform Watchkeeping duties or duties that involve safety, prevention of pollution and security duties, until he she is no longer impaired in their ability to perform these duties.

6.3 The specific limit of 0.05% blood alcohol level or 0.25mg/l alcohol in the breath should be maintained and followed.

7.0 COMPANY RESPONSIBILITY

7.1 Companies' responsibilities have been enhanced to include the following and they must ensure that:

7.1.1 Seafarers assigned to its ships have received refresher and updating training as required by the STCW Convention;

7.1.2 Ships' crew are sufficient to also perform security related duties; and

7.1.3 There is effective oral communication at all times on board its ships, in accordance with the provisions of SOLAS Chapter V Regulation 14.

3.0 For Inquiries contact:

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