



**MARITIME AND PORT AUTHORITY OF
SINGAPORE
SHIPPING CIRCULAR TO SHIPOWNERS
NO. 18 OF 2011**

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Applicable to: This circular should be brought to the attention of shipowners, shipmanagers, masters of Singapore ships, holders of certificates of competency issued by MPA and the general shipping community.

**IMPLEMENTATION OF THE MANILA AMENDMENTS TO THE
INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978
(STCW CONVENTION)**

1 The Diplomatic Conference of Parties to the STCW Convention, held in Manila, Philippines, from 21–25 June 2010, adopted significant amendments to the STCW Convention and STCW Code. The aim of these amendments (known as the “Manila amendments”) is to raise standards of professionalism of seafarers and to enhance navigational safety, security and protection of marine environment. These amendments update the standards of competence to accommodate emerging technologies, introduce new training and certification requirements and methodologies, improve mechanisms for the enforcement of provisions of the Convention by flag State and port state administrations and specify the requirements on hours of rest, prevention of drug and alcohol abuse and medical fitness standards for seafarers.

2 This circular highlights key requirements of the Manila amendments to assist the shipping community to prepare for the impending changes. The revised (2011) edition of the STCW Convention including the Manila amendments has been published by IMO and is available from maritime book shops.

Implementation of the Manila amendments and Transitional Provisions

3 The Manila amendments to the STCW Convention will come into force on **1 Jan 2012**. All seafarers commencing training on or after **1 July 2013** must comply with the requirements of the Manila amendments. Existing seafarers, holding certificates of competency (COC) and other certificates

issued in accordance with the provisions of the 1995 amendments of the STCW Convention, have until **31 Dec 2016** to meet the requirements of the Manila Amendments.

4 Singapore COCs issued under the current regulations (i.e. 1995 amendments to STCW Convention) will be revalidated until **31 Dec 2016**. Such certificates will only be extended beyond 1 Jan 2017 upon the holder meeting the requirements of the Manila amendments. Details of additional training to enable holders of COC issued under the 1995 amendments to comply with Manila amendments to STCW will be promulgated separately as a shipping circular in due course.

5 Transitional provisions under Regulation I/15 of the Manila amendments only apply to additional training or issues relating to the certification of seafarers. Other requirements of the Convention shall be implemented by **1 Jan 2012**.

Medical Standards

6 Medical requirements for seafarers have been revised in the amendments. Medical certificates to seafarers are to be issued in accordance with provisions of section A-I/9 and guidelines in B-I/9 of the revised STCW Code and shall be valid for 2 years, or 1 year in the case of a seafarer under the age of 18 years. If the period of validity of a medical certificate expires in the course of a voyage, the medical certificate shall remain valid until the next port of call. Under the transitional provisions, medical certificates issued to seafarers under the current regulations or 1995 STCW amendments will remain valid until the date of expiry stated in the certificate or for a maximum period of 5 years from the date of issue, but not beyond **31 Dec 2016**.

Hours of Work and Rest

7 All persons assigned duty as an officer in charge of a navigational or engine room watch, or a rating forming part of a navigational or engine room watch, or any seafarer whose duties involve designated safety, prevention of pollution and security duties have to be provided with rest periods as follows:

- a. A minimum of 10 hours rest in any 24 hour period;
- b. 77 hours rest in any 7 day period; and
- c. The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length and the intervals between consecutive periods of rest shall not exceed 14 hours.
- d. Reduction of rest hours to 70 hours in any 7-day period is allowed for not more than two consecutive weeks.

8 Masters shall post a table of shipboard working arrangements (i.e. information on scheduled daily hours of work/rest at sea and in port) in an easily accessible location in the working language(s) of the ship and in English, for the benefit of all crew members. Records of seafarers' daily rest hours shall be properly recorded and be duly authenticated by the master or

an officer designated by the master. A copy of the records of rest hours and schedules pertaining to seafarers, duly endorsed by the master or a person authorised by the master, shall be made available to the seafarer. Companies are recommended to use a standard format for preparing tables of seafarers' shipboard working arrangements and watch schedules and record of rest hours to show compliance with STCW requirements. Companies are advised to use the IMO/ILO Guidelines¹ in preparing the duty schedules and rest hours records and these records (which may be computerised) shall be retained on board for at least 2 years to enable monitoring and verification of compliance in accordance with the provisions of Section A-VIII/1. Companies should incorporate the procedures for preparing the watch schedules and recording of daily hours of rest in the ship's safety management system. These should be implemented by **1 Jan 2012**.

Prevention of Alcohol Abuse

9 Masters, officers and other seafarers, while performing bridge or engine room watch, designated safety, security and prevention of pollution duties should not consume alcohol that would result in a limit greater than 0.05% blood alcohol level (BAC) or 0.25 mg/l alcohol in the breath. Companies should establish procedures under the ship's safety management system to prevent alcohol and drug abuse on board.

Salient Changes to Seafarer Training

10 The Manila amendments have amended training requirements for ratings and officers and introduced new certification regimes for officers and ratings. The following paragraphs provide details of key changes to the training of seafarers. MPA is working with approved training providers to upgrade training requirements and details will be promulgated in due course.

Safety and Security Training

11 Basic safety training has been enhanced to include modules on precautions to prevent pollution of the marine environment, effective communications and human relationships on board the ship. Each seafarer is required at 5-yearly intervals to provide evidence of having undergone refresher training to maintain standards of competence. Details of such approved refresher training will be promulgated in due course.

12 All seafarers are required to receive security related familiarization and security awareness training in accordance with section A-VI/6 paragraphs 1-4 of the STCW Code. Seafarers with designated security duties shall also meet the competences specified in section A-VI/6 paragraphs 6 to 8 of the STCW Code. Seafarers shall have appropriate certificate of proficiency (CoP) attesting completion of training. Transitional provisions of the Manila amendments permit recognition of security related training and documentation issued to seafarers until **1 Jan 2014**².

¹ IMO/ILO Guidelines for the Development of Tables of Seafarers' Shipboard Working Arrangements and Formats of Records of Seafarers Hours of Work and Rest.

² IMO's circular STCW.7/Circ.16 dated 24 May 2011 'Clarifications of transitional provisions relating to the Manila amendments to STCW Convention and Code.'

Training for Deck Officers and Ratings

13 Changes to the tables specifying the minimum standard of competence for certification of deck officers have been made to include new topics such as operation of Electronic Chart Display and Information System (ECDIS), leadership, team-working skills and managerial skills. New grade of ratings known as Able-seafarer deck and a table specifying the minimum standards of competence for a rating to be certified as an Able-seafarer Deck³ have been introduced.

Training for Marine Engineer Officers and Ratings

14 Introduction of new training scheme for marine engineer officers and changes to the tables specifying the minimum standards of competence for marine engineer officers have been made to include new topics such as leadership and team-working skills, and managerial skills. New grades of ratings and officer and corresponding tables specifying the minimum standards of competence for Able-seafarer Engine, Electro-technical rating and Electro-technical officer have been introduced.

Specialised Training for working onboard Tankers

15 Minimum requirements for the training and qualifications of masters, officers and ratings on oil, chemical and liquefied gas tankers have been revised extensively. Holders of COC as deck officers or marine engineers are required to establish continued professional competence for working onboard tankers at 5-yearly intervals. Details of courses for the revised requirements will be promulgated in due course. MPA will continue to recognise CoP and tanker endorsements issued under the 1995 amendments to STCW Convention until **31 Dec 2016**.

Responsibilities of Companies

16 The responsibilities of companies have been enhanced to include the following. Companies must ensure that:

- a. seafarers assigned to its ships have received refresher and updating training as required by the STCW Convention;
- b. ship's crew are sufficient to also perform security-related duties; and
- c. there is effective oral communication at all times on board its ships, in accordance with the provisions of SOLAS Chapter V regulation 14.

17 Table B-I/2 contains a list of certificates and documentary evidence required under the relevant provisions of the Convention and those which require flag state endorsement. Companies are to take note that the

³ Requirements of ILO's Certification of Able Seaman Convention 1946 have been transferred to the amended STCW Convention and competence requirements updated.

nomenclature of certificates and documentary evidence under the Manila amendments has been changed in respect of content and title.

Changes to Legislation

18 The Merchant Shipping (Training, Certification and Manning) Regulations would be amended by **1 Jan 2012** to give effect to the Manila amendments to the STCW Convention. The shipping community is urged to take steps for early implementation of the amendments.

19 Any queries regarding this circular should be addressed to Capt I G Sangameswar (tel no. 6375 6205) or Mr Zulfiqur Husain (tel no. 6375 6218).

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Annex: IMO/ILO Guidelines for the Development of Tables of Seafarers' Shipboard Working Arrangements and Formats of Records of Seafarers Hours of Work and Rest

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