

DMA RO Circular no. 021

Regarding the International Convention on Standards of Training, Certification and Watch keeping for Seafarers, 1978, as amended

1. Introduction

Implementation of the STCW Convention may raise various questions during Port State Control inspections because of differences in the application of the Convention in different countries.

The intention of this publication is to explain the procedures followed by the Danish Maritime Authority.

The procedures comply with the provisions of the Convention, as amended. Furthermore, attention is directed to the IMO STCW.7 Circulars, which contain internationally agreed clarification regarding the application of the provisions of the STCW Convention, as amended.

Verification of the procedures described herein or any enquiries regarding the contents of this publication that may arise during a Port State Control inspection may be directed to the Danish Maritime Authority, tel.: + 45 72 19 60 00, email: bevis@dma.dk.

2. Explanatory note

Supplementary remarks to several regulations, etc. are given in the following appendix.

With this circular, the Danish Maritime Authority hopes to contribute to a smooth completion of Port State Control inspections as far as they concern the application of the STCW Convention in Danish ships and the manning of ships.

As stated in Article X of the STCW Convention, all possible efforts shall be made by Port State officials to avoid a ship being unduly detained or delayed when exercising control. It is also stated that, if a ship is unduly detained or delayed, it shall be entitled to compensation for any loss or damage resulting therefrom.

3. Minimum safe manning documents

For further information, please see "DMA RO Circular no. 020 regarding Minimum Safe Manning Document and the International Convention on Standards of Training, Certification and Watch keeping for Seafarers, 1978, as amended".

Appendix STCW Regulations

Certificate formats for Danish appropriate certificates	<p>STCW endorsements are incorporated in the certificate format so that certificate and endorsement is the same document; cf. STCW Regulation I/2, paragraph 6.</p> <p>The format differs from the standard format according to regulation I/2, paragraph 10, and the STCW Code, A-I/2.</p> <p>The main variation is that the competencies held and functions which the holder is found competent to perform are not listed because these are unambiguously identified by the text in the certificate.</p> <p>“Name of Holder has been found duly qualified in accordance with the provisions of Regulation(s) of the above Convention ...”.</p> <p>In which the relevant regulation(s) are inserted.</p> <p>By specifying the regulations complied with unambiguously, the functions and levels of competence covered by the Regulations are identified.</p> <p>For ease of reference, the functions and levels of competence are as follows:</p> <table border="1" data-bbox="411 819 1509 931"> <thead> <tr> <th>STCW regulation:</th><th>Remarks:</th></tr> </thead> <tbody> <tr> <td colspan="2">Regulations II/1 and II/3 – Functions at the operational level and Regulation II/2 – Functions at management level</td></tr> </tbody> </table>	STCW regulation:	Remarks:	Regulations II/1 and II/3 – Functions at the operational level and Regulation II/2 – Functions at management level	
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	Regulations III/1, III/2 and III/3	Officers holding Danish certificates of competency in accordance with Regulations III/1, III/2 and III/3 comply with the competence requirements in Regulation III – Tables A-III/1 concerning Medical First Aid A-VI/4-1. No separate A-VI/4-1 certificates are required nor issued
	Regulation II/4	If an issued Danish Certificate of Proficiency as an able ship's assistant is endorsed according to the STCW Convention, regulation II/4, no separate II/4-certificate is required or issued.
	Regulation V/1-1, paragraph 2.2, and regulation V/1-2, paragraph 2.2	Compliance with <u>familiarization</u> requirements for service on oil and chemical tankers, cf. regulation V/1-1, paragraph 2.2, and gas tankers, cf. regulation V/1-2, paragraph 2.2, is certified on certificates issued under chapter II for deck officers and III for engineer officers by reference to regulation V/1-1, paragraph 2.2, and regulation V/1-2, paragraph 2.2.
	Alternative certification, chapter VII	Certificates include the text: “and authorized to perform the following additional function or functions at the levels specified, subject to any limitations indicated:” This is for certifying additional functions in accordance with chapter VII of the STCW Convention. If “None” is specified under Function, it means that the holder is not certified in accordance with chapter VII.
Information to IMO	As required by the STCW Convention, specimen certificates were included in the Danish submission of information to the Secretary General of the IMO, which were evaluated for establishment of the white list, and no objections have been raised. According to the STCW Convention, regulation I/8 and section A-I/8, the evaluation will be conducted at intervals of not more than 5 years.	
Documentation on Danish ships for compliance with Basic Training for officers	Documentation on Danish ships for compliance with basic training requirements in section A-VI/1, paragraph 2, and Danish certificates of competency are certificates of competency issued to officers, cf. Annex to STCW.7/Circ.24/Rev.1 Seafarers holding a valid Danish certificate of competency comply with basic training requirements (regulation VI/1, the STCW Code, section A-VI/1, paragraph 2, on basic training as specified in tables A-VI/1-3 and A-VI/1-4) and separate certificates are not issued. A separate certificate of proficiency for having attended refresher courses in the operation of survival craft and rescue boats, except for fast rescue boats, STCW Reg. A-VI/2 table 1 as well in advanced fire-fighting on board ships, STCW A-VI/3 table 1- can only be required for seafarers who have been listed on one of the vessel's relevant muster lists.	
Ordinary and able ship's assistants	Seafarers having fulfilled Danish training as ship's assistants comply with the basic training requirements (regulations II/4, II/5, III/5, V/1-1, paragraph 2.2, V/1-2, paragraph 2.2, VI/1, the STCW Code, section A-VI/1, paragraph 2, on basic training as specified in tables A-VI/1-1, A-VI/1-2, A-VI/1-3 and A-	

	<p>VI/1-4, and VI/6-4).</p> <p>In Denmark, the necessary education and training is part of mandatory shore-based training.</p> <p>The Danish Maritime Authority and approved maritime education training institutes issue certificates for ordinary and able ship's assistants according to regulations II/5 and III/5.</p> <p>According to regulation I/11, no date of expiry is added to certificates for ratings who have signed on as ship's assistants.</p>
IMDG Code	Certificates of competency in accordance with the provisions of regulations II/1, II/2, II/3, III/1, III/2, and III/3 meet the requirements of the STCW Code, Section B-V/c.
Certification as radio operator	<p>Certification as a radio operator is by separate certificate and endorsement, which includes evidence of compliance with requirements from both the STCW Convention and the Radio Regulations, cf. regulation I/2, paragraph 2.</p> <p>When issuing Flag State Endorsement Certificates for non-Danish Seafarer's Certificates of Competency, regulations II/1 and II/2, the Danish Maritime Authority will also include recognition of GMDSS Radio Operator Certificate, regulation IV – in the Danish Endorsement Certificate – stating that the holder of such endorsement has been authorized to be in charge of GMDSS radio communications.</p>
Watch keeping certificates for ratings	<p>Watch keeping certificates for deck ratings issued in accordance with regulation II/6 of the STCW Convention in force before 1 February 1997 (STCW 78) are valid for service after 1 January 2017 as equivalent to an II/4 certificate issued in accordance with the STCW-95 Convention, as amended.</p> <p>If an issued Danish Certificate of Proficiency as an able ship's assistant is endorsed in accordance with regulation II/4, no separate certificate is needed or issued.</p>
Watch keeping certificates for engine ratings	<p>According to the STCW Code, A-VIII/2, engine watch keeping for ratings is not required.</p> <p>In Danish vessels, engine ratings do not take part in an engine-room watch, thus watch keeping engine ratings are not prescribed in minimum safe manning documents, and watch keeping certificates for engine ratings issued in accordance with regulation III/4 of the STCW Convention are not required in Danish vessels nor issued.</p>
Certificates of competency issued by the Government of the Faroe Islands	The Danish Maritime Authority accepts Certificates of Competency issued by the Government of the Faroe Islands, and such certificates are exchangeable with certificates issued by the Danish Maritime Authority. Therefore recognition of Certificates of Competency issued by the Government of the Faroe Islands is unnecessary.
Ships fitted with ECDIS	<p>On ships fitted with ECDIS, watch keeping officers must comply with the STCW Code, table A-II/1, about the competent use of ECDIS to maintain safety of navigation.</p> <p>Persons holding Certificates of Competency as a Watch keeping officer with the limitation "Not valid for ships fitted with ECDIS" must not serve as Watch keeping officers on ships fitted with ECDIS.</p>

	If no limitation regarding ECDIS is stated on the Certificate of Competency as a deck officer, the holder fulfils the STCW Code, table A-II/1 – table A.
Medical standards	<p>All seafarers on board Danish ships must hold a valid health certificate whereby the seafarer is found fit for ship service, possibly with limitations.</p> <p>The Danish health certificate is in full compliance with the Maritime Labour Convention (MLC) and the STCW Convention.</p> <p>Seafarers are required to bring on board only the health certificate, and not the medical certificate, which contains the result of a Danish medical examination.</p>
Verification of authenticity	STCW certificates can be verified online at www.verify.dma.dk

ANNEX

GUIDANCE FOR PARTIES, ADMINISTRATIONS, PORT STATE CONTROL AUTHORITIES, RECOGNIZED ORGANIZATIONS AND OTHER RELEVANT PARTIES ON THE REQUIREMENTS OF THE STCW CONVENTION, 1978, AS AMENDED

Provision of documentation for verification

1 Under regulation I/2 of the STCW Convention, 1978, as amended, the documentation authorizing the holder to serve in certain functions on board ship are certificates of competency and certificates of proficiency and, only with regard to regulation V/2, documentary evidence. The list of certificates or documentary evidence required under the STCW Convention, 1978, as amended, is set out in table B-I/2 of the STCW Code.

2 Certificates of competency, certificates of proficiency and documentary evidence issued in accordance with chapters II, III, IV, V, VI and VII of the STCW Convention, 1978, as amended, are evidence of having successfully completed all required training and that the required standard of competence has been achieved.

3 While IMO model courses may assist with the development of training programmes, they are not mandatory, and Administrations are not required to use them when preparing and approving training courses to meet the objectives of the STCW Code, as amended.

4 The validation of an IMO model course means that no reason was found to object to its contents. It does not mean that it is an official interpretation of the Convention, or that approval was granted by the IMO bodies.

5 It is agreed that:

- .1 in accordance with regulation I/4 of the STCW Convention, 1978, as amended, seafarers should not be required to provide documentation for verification that is not required by the Convention; and
- .2 certificates or documentary evidence issued under the STCW Convention, 1978, as amended, should not be required to contain reference to IMO model courses.

References to the STCW Convention, 1978, as amended

6 The normal practice within IMO is to refer to international conventions by an acronym of the title of the convention and the date on which it was made (e.g. SOLAS 1974). Where amendments are made to the original convention, the title is then amended to reflect the amendments (e.g. SOLAS 1974, as amended) but it is not normal practice to append the year/dates of the amendments to the title of the amended convention.

7 It has been reported that different references to the STCW Convention, 1978, as amended, can be found in certificates and endorsements, which has led to some confusion. In particular, if the references had different meanings, or if the differences were unintentional.

8 The format of certificates and endorsements provided in section A-I/2 of the STCW Code refers to "the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended".

9 In order to avoid confusion, it is recommended that certificates and endorsements referring to the STCW Convention use the reference "the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended", without appending the year/dates of the amendments.

10 It is important to note that seafarers may hold certificates and documentary evidence that contain a different reference to the STCW Convention that remain valid and should be accepted.

Training requirements for Electronic Chart Display and Information Systems (ECDIS) and provision of the documentation for verification

11 The STCW Code contains requirements for approved training on ECDIS. In cases where the approved training has not been completed, a limitation shall be included on the certificate and endorsements issued to the seafarer. Where such a limitation is not specified, the certificate and endorsements are evidence of having successfully completed the required approved training and that the standard of competence has been achieved.

12 No requirement exists for the approved training on ECDIS equipment to be type-specific. The knowledge, understanding and proficiency required to be demonstrated is generalized to ensure seafarers have the necessary skills for basic operation of all types of equipment.

13 In accordance with regulation I/14, companies are responsible for ensuring that seafarers employed on their ships are familiarized with the installed equipment, including ECDIS.

14 It is agreed that seafarers required to have training in the use of ECDIS:

- .1 should not be required to provide documentation of training in ECDIS that is specific to the installed equipment; and
- .2 are required to be familiarized with the ECDIS equipment installed on board.

Regulations II/5 (able seafarer deck), III/5 (able seafarer engine), III/6 (electro-technical officers) and III/7 (electro-technical ratings)

15 Misinterpretation of the applicable provision of regulations II/5, III/5, III/6 and III/7 has been reported. In particular, port State control officers have required personnel on board to possess applicable Certificate of Competency or Certificate of Proficiency, when such personnel are not included in the Minimum Safe Manning Document (MSMD) of the ship.

16 Port State control officers, recognized organizations and other relevant parties are reminded that under paragraph 2.1 of appendix 11 of the *Procedures for port State control, 2011* (resolution A.1052(27)), "If a ship is manned in accordance with a MSMD or equivalent document issued by the flag State, the port State control officers should accept that the ship is safely manned".