Guidance
on tests for renewal of certificates of competency for navigating officers and
tanker operation certificates at management level

1. Purpose
The purpose of this guidance is to describe the guidelines for how to renew a certificate of competency on the basis of tests, including a description of the contents and scope of the tests.

2. Application/scope
The guidance is used when renewing certificates of competency as:
- a master, master (restricted) and master (home trade),
- a mate, 1st, 2nd, 3rd and 4th class,
- a second hand, and
- certificate of proficiency in sailing.

Furthermore, it is used when renewing tanker operation certificates at management level for the above-mentioned persons.

3. Basis, references and annexes
1. Act on the manning of ships.
2. Order issued by the Danish Maritime Authority on the qualification requirements for seafarers and fishermen and on certificates of competency.
4. Education plans issued by the Danish Maritime Authority for:
   - course in fire-fighting for ship's officers, and
   - course in the operation of lifeboats, liferafts and rescue boats.
5. Annexes: Tables 1, 2 and 3.

4. Procedure
1. General remarks
   If the certificate of competency has not expired (valid)
   The person concerned must document having completed approved seagoing service as a navigating officer for at least 1 year during the last 5 years or for at least 3 months during the last 6 months immediately before the renewal of the certificate.

   If the certificate of competency has expired (invalid)
   When you want to renew a certificate of competency or a tanker operation certificate and you cannot document the required seagoing service as a navigating officer, you can instead sit for and pass a test (renewal test). At the test, which often consists of several sub-tests, you must show that you have some specific qualifications.

Furthermore, the person concerned must have completed a course in maritime safety and a course in fire-fighting for ship's officers. (See education plans issued by the Danish Maritime Authority on course in the operation of lifeboats, liferafts and rescue boats as well as course in fire-fighting for ship's officers).

As an alternative to the test, the renewal can be made if the person concerned documents having completed approved seagoing service for at least 3 months as a navigating officer in a supernumerary position corresponding to the certificate held. The course in maritime safety and the course in fire-fighting for ship's officers must have been completed before signing on.
When the person concerned has passed the test or completed service as a supernumerary navigating officer and completed the above-mentioned courses, he or she can be issued with a certificate of competency.

Application forms for the issue of certificates of competency are available from the webpage of the Danish Maritime Authority or through direct contact.

2. **Renewal test**

TABLE 1 shows – in connection with the various certificates – which of the qualifications presented in TABLE 2 the person concerned must demonstrate to have. TABLE 3 presents the criteria for passing the relevant test in the individual subjects as well as the test method.

3. **Renewal of certificates of competency under the STCW Convention of 1978**

Certificates of competency issued under the STCW Convention of 1978 (without a date of expiry) are invalid.

All new and renewed certificates of competency entitling the holder to serve on board merchant vessels and all new tanker operation certificates are certificates that have been issued in accordance with the STCW Convention of 1978, as amended (with a date of expiry).

In order to have an invalid STCW certificate of competency renewed, the person concerned must – in addition to the test requirements stipulated in this guidance – also meet the supplementary training requirements prescribed in the order on certificates of competency. However, compliance with these training requirements will not in general result a sub-test not being required for a test in a given subject (see remarks to table 2).

5. **Test requirements**

Below are examples of test requirements:

1. **If some of the qualifications have been maintained**

Persons who, by virtue of their employment during the last 5 years, prior to renewal of a certificate of competency still believe that they have some of the required qualifications listed in TABLE 2 can request an approval of this. Such an approval will mean that a sub-test will not be required for a test in a given subject.

If such an approval is requested, the person concerned must inform about this when submitting an application for renewal of a certificate of competency. Furthermore, the application must contain an account of the holder's employment in recent 5 years and of how the qualifications listed are covered by this employment. The application must be accompanied by documentation of the employment listed in the account in the form of employer declarations, etc. as documentation of the extent and contents of the employment. The Danish Maritime Authority will – in each individual case – make an individual assessment of whether the test requirements can be relaxed.

2. **Teachers at schools preparing for nautical exams**

Persons who, in recent 5 years, prepared students at maritime training centres or nautical or skipper schools for nautical exams in one or more of the subjects mentioned in TABLE 2 can, against the school's documentation of this, have compliance with the qualification requirements in the relevant subjects approved.

3. **If more than 10 years have passed since serving at sea**

If more than 10 years have passed since the person concerned has served at sea, the Danish Maritime Authority can establish supplementary test requirements or training requirements.

A decision on these supplementary requirements will be taken following an individual assessment, taking account of the period that has passed since the person concerned was last serving at sea and which employment he or she has had in recent 5 years.

6. **The tests**

Below you will find information about the holding of renewal tests, etc.:
1. **Time and place of the tests**  
The special tests for renewal of certificates of competency as a navigating officer are held at Marstal Nautical Training Institute or at SIMAC in Svendborg.

Tests for renewal of certificates of competency as master (restricted), master (home trade), mate, 3rd and 4th class, second hand as well as certificate of proficiency in sailing can, furthermore, be held at the Skagen Skipperskole.

Tests for renewal of tanker operation certificates at management level are held at Marstal Nautical Training Institute.

The date and time of the tests are to be arranged with the training institution where the person concerned wants to sit for the test. Normally, the test consists of several sub-tests and has a total duration of approx. one day.

The test as such is free of charge. The expenses incurred for transportation, accommodation, food and any required teaching material as well as the course fee for the course in fire-fighting for ship's officers and the maritime safety course should be paid by the person sitting for the test.

2. **Contents, etc. of tests**  
The more detailed contents of tests – including the criteria for passing them – depend on which exam was originally the basis of the certificate concerned.

In any case, emphasis will be on operational elements and developments in these elements within the subjects since the exam concerned was passed.

The training institution at which the candidate is to sit for a test can provide guidance about any preparation for the test, including proposals for textbooks, etc.

3. **The holding of tests**  
The tests are held vis-à-vis two persons who are appointed by training institutions. The persons appointed – who must hold qualifications corresponding to at least "external examiner qualifications" in the subjects forming part of the tests – are to hold the exam and make the evaluation.

The grade given will be either **passed** or **not passed**. In case of the grade **not passed**, the person concerned will be told orally why the test was not passed.

When the test consists of a number of sub-tests, the grade **not passed** in a sub-test will mean that the entire test is **not passed**. Results of sub-tests cannot be transferred to other tests.

If a test is not passed, at least one month must pass before it is possible to sit for a new test for the same certificate of competency.

Once the test has been passed, the training institution will issue documentation to this effect. At the same time, the school informs the Danish Maritime Authority about the following:
- name and CPR no. of the person who sat for the test,
- the certificate of competency for which a renewal test has been passed,
- the elements of the renewal test,
- the date of the test, and
- the names of the persons holding the test.

4. **Registration**  
Registration for tests should be made to the training institution where the person concerned wants to sit for the test.

When the candidate shows up for a test, he or she must bring along and present:
- the certificate of competency to be renewed. If such a certificate is not held, or if the certificate does not contain a photo and signature, the candidate must present valid photo ID,
• valid health certificate for seafarers and fishermen,
• certificates for courses required to be completed according to TABLES 1 and 2, and
• a letter from the Danish Maritime Authority about the contents of the renewal test, including any relaxations of the test requirements.

5. **Right of appeal**

Complaints about conditions related to the test for renewal of certificates of competency must be made in writing to the training institution where the test was held no later than one week after the test. The complaint must be clarified and reasoned. The complaint can concern:

- the basis of the test or evaluation, including the questions asked or the relevance of the assignment as regards the purpose of the test,
- the test as such, or
- the evaluation.

As part of the training institution's consideration of the complaint, it should be presented to the persons who held the test with a request for a comment. The training institution must present the comments to the plaintiff who must be given a chance to add any further comments in writing within a week.

The decision of the training institution, which must be in writing and reasoned, can

- offer a new test or
- inform that the complaint is rejected.

The plaintiff must be informed about the decision as soon as possible. The training institution will inform the persons who held the test about the decision. Complaints about decisions made by training institutions must be brought before the Danish Maritime Authority, which is the final appeals body.

7. **Course for preparing tests**

In special cases, the Danish Maritime Authority can arrange for the holding of special courses for renewal of certificates of competency. At these courses, the qualifications acquired must still be evaluated, but the method can be different from the one given in TABLE 3 when the course is held at a training institution approved by the Danish Maritime Authority which has a quality management system approved by the Danish Maritime Authority.

8. **Entry into force**

The guidance enters into force on 2 January 2008.

**Annexes:** TABLES 1, 2 and 3.
### TABLE 1: Qualifications to be demonstrated at the renewal test

<table>
<thead>
<tr>
<th>CERTIFICATE</th>
<th>QUALIFICATIONS (See also tables 2 and 3)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Certificate of competency as:</strong></td>
<td></td>
</tr>
<tr>
<td>Master</td>
<td>1.1, 1.2</td>
</tr>
<tr>
<td>Master (restricted)</td>
<td>2.1, 2.2, 2.3 and 2.4</td>
</tr>
<tr>
<td>Engineer officer, 2&lt;sup&gt;nd&lt;/sup&gt; class</td>
<td>3.1</td>
</tr>
<tr>
<td></td>
<td>4.1, 4.2 and 4.3</td>
</tr>
<tr>
<td></td>
<td>5.1 and 5.3.</td>
</tr>
<tr>
<td><strong>Certificate of competency as:</strong></td>
<td></td>
</tr>
<tr>
<td>Mate, 1&lt;sup&gt;st&lt;/sup&gt; class</td>
<td>1.1</td>
</tr>
<tr>
<td>Mate, 2&lt;sup&gt;nd&lt;/sup&gt; class</td>
<td>2.1/2.2, 2.3 and 2.4</td>
</tr>
<tr>
<td>Mate, 3&lt;sup&gt;rd&lt;/sup&gt; class</td>
<td>3.1</td>
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<tr>
<td></td>
<td>4.1, 4.2 and 4.3</td>
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<tr>
<td></td>
<td>5.1 and 5.3</td>
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<tr>
<td><strong>Certificate of competency as:</strong></td>
<td></td>
</tr>
<tr>
<td>Master (home trade)</td>
<td>1.1 and 1.2</td>
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<tr>
<td></td>
<td>2.1/2.2, 2.3 and 2.4</td>
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<td></td>
<td>5.1 and 5.3</td>
</tr>
<tr>
<td><strong>Certificate of competency as:</strong></td>
<td></td>
</tr>
<tr>
<td>Mate, 4&lt;sup&gt;th&lt;/sup&gt; class</td>
<td>1.1</td>
</tr>
<tr>
<td></td>
<td>2.1/2.2, 2.3 and 2.4</td>
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<td>4.3</td>
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<tr>
<td></td>
<td>5.1 and 5.3</td>
</tr>
<tr>
<td><strong>Certificate of competency as:</strong></td>
<td></td>
</tr>
<tr>
<td>Second hand</td>
<td>1.1</td>
</tr>
<tr>
<td>Certificate of proficiency in sailing</td>
<td>2.3</td>
</tr>
<tr>
<td><strong>Tanker operation certificate at management level in oil tankers</strong></td>
<td>T.0 and T.1</td>
</tr>
<tr>
<td><strong>Tanker operation certificate at management level in chemical tankers</strong></td>
<td>T.0 and T.2</td>
</tr>
<tr>
<td><strong>Tanker operation certificate at management level in gas tankers</strong></td>
<td>T.0 and T.3</td>
</tr>
</tbody>
</table>
### TABLE 2: Description of each individual qualification

<table>
<thead>
<tr>
<th>NO.</th>
<th>QUALIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>General practical knowledge of navigation and the use of communication and navigations systems as well as safety systems that have generally been introduced to ships since the last signing on.</td>
</tr>
<tr>
<td>1.2</td>
<td>General practical knowledge of major amendments of maritime legislation, including legislation in relation to the protection of the marine environment and the SOLAS Convention, since the last signing on.</td>
</tr>
<tr>
<td>2.1</td>
<td>The use of radar for navigation, including for collision prevention in full consideration of the international regulations for preventing collisions at sea and the watchkeeping order.</td>
</tr>
<tr>
<td>2.2</td>
<td>The use of radar and ARPA for navigation, including collision prevention in full consideration of the international regulations for preventing collisions at sea and the watchkeeping order.</td>
</tr>
<tr>
<td>2.3</td>
<td>The use of the international regulations for preventing collisions at sea and the watchkeeping order in a given situation which the watchkeeping navigating officer or deck officer may be presented with when the ship is at sea, at anchor or in port and the ability to decide how to deal with the situation as a watchkeeping officer.</td>
</tr>
<tr>
<td>2.4</td>
<td>Knowledge of precautions in case of loss or accident as well as of the use of general instructions and procedures related to a ship’s fire and safety contingency, occupational health and safety.</td>
</tr>
<tr>
<td>3.1</td>
<td>Knowledge of the handling of dangerous goods, including the use of the IMDG Code.</td>
</tr>
<tr>
<td>4.1</td>
<td>Knowledge of the safety measures to be taken on board tankers.</td>
</tr>
<tr>
<td>4.2</td>
<td>Knowledge of the handling of bulk cargoes.</td>
</tr>
<tr>
<td>4.3</td>
<td>Knowledge of the control of ship's stability.</td>
</tr>
<tr>
<td>5.1</td>
<td>Approved course in fire-fighting for ship’s officers (5 days) completed during the last 5 years.</td>
</tr>
<tr>
<td>5.3</td>
<td>Approved maritime safety course – including the operation of life-saving appliances.</td>
</tr>
<tr>
<td>T.0</td>
<td>General knowledge of safety, operations, maintenance and environmental protection on board tankers.</td>
</tr>
<tr>
<td>T.1</td>
<td>Knowledge of special conditions related to safety, operation, repairs, maintenance, environmental protection and legislation related to oil tankers.</td>
</tr>
<tr>
<td>T.2</td>
<td>Knowledge of special conditions related to safety, operation, repairs, maintenance, environmental protection and legislation related to chemical tankers.</td>
</tr>
<tr>
<td>T.3</td>
<td>Knowledge of special conditions related to safety, operation, repairs, maintenance, environmental protection and legislation related to gas tankers.</td>
</tr>
</tbody>
</table>

**NOTE:**

1) A person who sits for a sub-test in 2.2 only by using radar will have his or her renewed certificate of competency endorsed to state that it does not entitled the holder to serve on board ships fitted with an ARPA radar.

2) Persons who have, in recent 5 years, completed an approved ARPA simulator course are not required to sit for a sub-test in 1.1, 2.1 and 2.2.

3) Persons who have, in recent 5 years, completed an approved radar simulator course, but not an ARPA simulator course, can choose not to sit for a sub-test in 1.1, 2.1 and 2.2. If this is chosen, the renewed certificate of competency will be endorsed to state that it does not entitle the holder to serve on board ships fitted with an ARPA radar.

4) Persons who have, in recent 5 years, completed an approved course in the handling of dangerous goods are not required to sit for sub-test 3.1.
5) Persons who have, in recent 5 years, completed an approved safety course in tanker operation or the 1st part of the special course for oil, gas and chemical tankers are not required to sit for sub-test 4.1.

6) Persons who have, in recent 5 years, completed the 2nd part of the special course for oil, chemical or gas tankers are not required to sit for a sub-test in T.0 and T.1, T.2 or T.3 (depending on which type of the 2nd part the person concerned has completed).

In order to serve in a position as a master or in a position as a navigating officer responsible for medical care on board, the person concerned is also required to have completed a course as a person in charge of medical care in recent 5 years. However, this is not a requirement for having the certificate of competency renewed. Questions about this course should be directed to the Centre for Maritime Health Service on the island of Fanø by telephone +45 76 55 04 24.
<table>
<thead>
<tr>
<th>Qualification</th>
<th>Certificate (See table 1)</th>
<th>Criteria for passing (See table 2)</th>
<th>Type of test</th>
</tr>
</thead>
</table>
| 1.1           | **Certificate of competency as:**<br>Master<br>Mate, 1st or 2nd class<br>Master (restricted)<br>Mate, 3rd class<br>Master (home trade)<br>Mate, 4th class | The person must demonstrate knowledge of:  
• how to get knowledge about the location and operation of safety and navigation equipment on board a given ship as a navigating officer, including how to get knowledge about the limitations of this equipment when in use, and  
• the planning monitoring of the voyage in accordance with the guidelines of the watchkeeping order for watchkeeping navigating officers. | See 2.1 |
| 1.1           | **Certificate of competency as:**<br>Second hand<br>Certificate of proficiency in sailing | The person must be able to:  
• demonstrate the planning monitoring of the voyage in accordance with the guidelines of the watchkeeping order for watchkeeping navigating officers. | See 2.3 |
| 1.2           | **Certificate of competency as:**<br>Master<br>Master (restricted)<br>Master (home trade) | The person must demonstrate knowledge of the handling of common problems related to maritime legislation, especially within the following areas:  
• the master's and the seafarer's obligations and responsibilities,  
• the master's and the seafarer's legal position in connection with recruitment, notice of termination and dismissal,  
• provisions on hours of rest, including the provisions of the watchkeeping order,  
• instructions for newly signed on persons, and  
• provisions related to oil and ballast discharges.  
The person must be able to use the Collection of Danish maritime acts and Notices from the Danish Maritime Authority A to E. | Oral exam, where it is permitted to use the collection of acts and common encyclopedia. The point of departure is practical problems. |
| 2.1 and 2.3   | **Persons who have not completed an ARPA simulator course** and who must renew their certificates of competency as:<br>Master<br>Mate, 1st or 2nd class<br>Master (restricted)<br>Mate, 3rd class<br>Master (home trade)<br>Mate, 4th class | When functioning as a watchkeeping navigating officer, the person must – in the appropriate manner and in accordance with the regulations for preventing collisions at sea and the watchkeeping order – be able to:  
• handle common situations when meeting other ships,  
• take the correct measures in low visibility,  
• use a radar in an appropriate manner, including be able to handle common situations when meeting other ships in low visibility whose presence is exclusively established by means of the radar. | Action test of approx. 90-120 minutes' duration in a radar simulator with visual display.  
The test is introduced by a case where the person must demonstrate the ability to procure knowledge about safety and navigation equipment as mentioned in 1.1.  
The test includes situations in clear weather and in low visibility. During the test, the person must also demonstrate his or her qualifications in practice according to 1.1. |
| 2.2 and 2.3   | **Persons who have completed an ARPA simulator course** and who must renew their certificates of competency as:<br>Master<br>Mate, 1st or 2nd class<br>Master (restricted)<br>Mate, 3rd class<br>Master (home trade)<br>Mate, 4th class | When functioning as a watchkeeping navigating officer, the person must – in the appropriate manner and in accordance with the regulations for preventing collisions at sea and the watchkeeping order – be able to:  
• handle common situations when meeting other ships,  
• take the correct measures in low visibility,  
• use a radar and ARPA in an appropriate manner, including be able to handle common situations when meeting other ships in low visibility whose presence is exclusively established by means of the radar/ARPA. | Action test of approx. 90-120 minutes' duration in a radar and ARPA simulator with visual display.  
The test is introduced by a case where the person must demonstrate the ability to procure knowledge about safety and navigation equipment as mentioned in 1.1.  
The test includes situations in clear weather and in low visibility. During the test, the person must
<table>
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</table>
| 2.3           | **Certificate of competency as:** Certificate of proficiency in sailing | When functioning as a watchkeeping navigating officer, the person must – in the appropriate manner and in accordance with the regulations for preventing collisions at sea and the watchkeeping order – be able to:  
• handle common situations when meeting other ships,  
• take the correct measures in low visibility, | Action test of approx. 60 minutes’ duration with the use of a simulator (which may be computer-based) with visual display. The test includes situations in clear weather and in low visibility. During the test, the person must also demonstrate his or her qualifications in practice according to 1.1. |
| 2.4           | **Certificate of competency as:**  
Master  
Mate, 1<sup>st</sup> or 2<sup>nd</sup> class  
Mate (restricted)  
Mate, 3<sup>rd</sup> class  
Master (home trade)  
Mate, 4<sup>th</sup> class | The person must be able to:  
• give an account of the use of safety management systems in ships, including on the use of the ISM Code,  
• demonstrate understanding of the use, drawing up and revision of checklists and procedures,  
• demonstrate knowledge of the use of Notice A from the Danish Maritime Authority,  
• give an account of the arrangement of a ship's safety preparedness, including the planning of drills and maintenance of safety equipment. | Oral test with the point of departure in practical problems. |
| 3.1           | **Certificate of competency as:**  
Master  
Mate, 1<sup>st</sup> or 2<sup>nd</sup> class  
Mate (restricted)  
Mate, 3<sup>rd</sup> class  
Master (home trade)  
Mate, 4<sup>th</sup> class | The person must be able to:  
• explain the measures to be taken when carrying dangerous goods, including demonstrate the use of the IMDG Code. | Oral test. |
| 4.1           | **Certificate of competency as:**  
Master  
Mate, 1<sup>st</sup> or 2<sup>nd</sup> class  
Mate (restricted)  
Mate, 3<sup>rd</sup> class | The person must be able to:  
• explain the safety measures to be taken on board tankers. | Oral test. |
| 4.2           | **Certificate of competency as:**  
Master  
Mate, 1<sup>st</sup> or 2<sup>nd</sup> class  
Mate (restricted)  
Mate, 3<sup>rd</sup> class | The person must be able to:  
• demonstrate and explain, by means of a practical example, the handling of bulk cargoes and the use of the BC Code. | Oral test. |
<table>
<thead>
<tr>
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<th>Certificate (See table 1)</th>
<th>Criteria for passing (See table 2)</th>
<th>Type of test</th>
</tr>
</thead>
</table>
| 4.3           | **Certificate of competency as:**  
|               | Master  
|               | Mate, 1\textsuperscript{st} or 2\textsuperscript{nd} class  
|               | Master (restricted)  
|               | Mate, 3\textsuperscript{rd} class  
|               | Master (home trade)  
|               | Mate, 4\textsuperscript{th} class  
|               | When functioning as the person responsible for the ship's stability, he or she must be able to account for:  
|               | • the calculation and control of the ship's stability by means of common stability information.  
|               | • the control of the ship's stability in case of shifting cargoes.  
|               | Oral test taking its point of departure in stability booklets by means of which it is possible to control the qualifications mentioned. A theoretical presentation of the subjects or production of evidence is not required since focus is on the practical use. |
| 5.1           | **Certificate of competency as:**  
|               | Master  
|               | Mate, 1\textsuperscript{st} or 2\textsuperscript{nd} class  
|               | Master (restricted)  
|               | Mate, 3\textsuperscript{rd} class  
|               | Master (home trade)  
|               | Mate, 4\textsuperscript{th} class  
|               | The person must have completed:  
|               | • A course in fire-fighting for ship's officers in accordance with the education plan of the Danish Maritime Authority for course in fire-fighting for ship's officers.  
|               | In accordance with the education plan. |
| 5.3           | **Certificate of competency as:**  
|               | Master  
|               | Mate, 1\textsuperscript{st} or 2\textsuperscript{nd} class  
|               | Master (restricted)  
|               | Mate, 3\textsuperscript{rd} class  
|               | Master (home trade)  
|               | Mate, 4\textsuperscript{th} class  
|               | The person must have completed:  
|               | • Course in the operation of lifeboats, liferafts and rescue boats in accordance with the education plan of the Danish Maritime Authority for course in the operation of lifeboats, liferafts and rescue boats.  
|               | • A general maritime safety course meeting tables A-VI/1-1 and VI/1-4 of the STCW-95 Code and offered by an approved maritime training institution.  
|               | In accordance with the education plan.  
|               | Or  
<p>|               | In accordance with the STCW-95 Code. |</p>
<table>
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</table>
| T.0           | All tanker operation certificates at management level | When functioning as the person responsible for tanker operations, the person must:  
- demonstrate an understanding of risk moments and safety measures related to tanker cargoes.  
- Be able to find and use information about:  
  - characteristics of a safety-related importance to various substances, including toxicity and health risks, symptoms and effects in case of poisoning,  
  - technical equipment: pumps, valves, sounding and sampling equipment, monitoring systems and ventilation systems,  
  - safety equipment: gas discharge valves (P/V), protective suits and masks, fresh-air apparatuses, evacuation equipment, special search and rescue equipment common on board tankers and also gas-measuring equipment,  
  - contingency plans, reporting and procedures in case of leakage and pollution accidents.  
- safety management systems in tankers, including the ISM Code,  
- measures for protecting the marine environment,  
- measures for protecting persons, including instructions of crew members,  
- special acts, orders, national and international provisions related to tankers, especially OPA 90 and occupational health provisions. | See T1, T2 or T3. |
| T.1           | Tanker operation certificate at management level in oil tankers | When functioning as the person responsible for oil tanker operations, the person must:  
- demonstrate an understanding of oil tanker operations, including:  
  - how to procure knowledge about tank, pipe, pump and ventilation systems, sounding and heating arrangements as well as stripping systems on board a given ship,  
  - how loading and unloading plans are drawn up,  
  - loading, unloading,  
  - Ship to Ship Transfer,  
  - Ship to Ship Transfer Guide (petroleum), latest version  
  - ballast operations,  
  - cargo calculations,  
  - tank cleaning  
- how to keep an "Oil Record Book".  
- be able to find and use information about  
  - MARPOL Annex I,  
  - tank cleaning provisions,  
  - special risk moments related to oil products. | Oral and practical test together with the subjects in T0. The duration of the test is approx. 120 minutes. The point of departure is a case where the type of information and handbooks normally found on board tankers are used. Drawings, diagrams and tanker simulators are used where relevant and possible. |
| T.2           | Tanker operation certificate at management level in chemical tankers | When functioning as the person responsible for chemical tanker operations:  
- the person must demonstrate an understanding of chemical tanker operations, including:  
  - how to procure knowledge about tank, pipe, pump and ventilation systems, sounding arrangements as well as temperature control systems on board a given ship,  
  - how to draw up loading and unloading plans, also in consideration of the provisions on compatibility, ship type, tank type, coating as well as the specific gravity of the cargo or any temperature sensitivity,  
  - loading, unloading,  
  - ballast operations,  
  - cargo calculations,  | Oral and practical test together with the subjects in T0. The duration of the test is approx. 120 minutes. The point of departure is a case where the type of information and handbooks normally found on board tankers are used. Drawings, diagrams and tanker simulators are used where relevant and possible. |
<table>
<thead>
<tr>
<th>Qualification</th>
<th>Certificate (See Table 1)</th>
<th>Criteria for passing (See Table 2)</th>
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</table>
|               | tank cleaning,            |                                   | Oral and practical test together with the subjects in T0.  
The duration of the test is approx. 120 minutes.  
The point of departure is a case where the type of information and handbooks normally found on board tankers are used. Drawings, diagrams and tanker simulators are used where relevant and possible. |
|               | how to keep a "Cargo Record Book" and an "Oil Record Book". |                                   |              |
|               | use a ship's P&A manual.  |                                   |              |
|               | be able to find and use information about: |                                   |              |
|               | MARPOL Annex II,          |                                   |              |
|               | tank cleaning provisions, |                                   |              |
|               | specific safety-related, technical and operational requirements related to various products, |                                   |              |
|               | IBC/BCH Codes together with Certificate of Fitness, and the recent versions of MEPC 2/Circ. |                                   |              |
|               | special fire-fighting methods or problems in connection with chemical fires, especially as regards the arrangement of the fire preparedness on board, |                                   |              |
|               | special measures to be taken in connection with first aid, especially the use of antidotes in accordance with the MFAG. |                                   |              |

| T.3 | Tanker operation certificate at management level in gas tankers | When functioning as the person responsible for gas tanker operations, the person must:  
• demonstrate an understanding of gas tanker operations, including:  
• how to procure knowledge about tank, pipe, pump and compressor systems, ventilation, sounding arrangements as well as pressure and temperature control systems on board a given ship,  
• how loading and unloading plans are developed, also in consideration of the regulations on compatibility, ship type and tanker type,  
• loading, unloading, cargo calculations,  
• tank cleaning,  
• how to keep a "Cargo Record Book" and an "Oil Record Book".  
• use a ship's P&A manual.  
• be able to find and use information about:  
• MARPOL Annex II,  
• tank cleaning provisions,  
• the IGC Code together with Certificate of Fitness,  
• specific safety-related, technical and operational requirements in connection with various products,  
• special fire-fighting methods or problems in connection with gas fires, especially as regards the arrangement of the fire preparedness on board,  
• special measures to be taken in connection with first aid, especially the use of antidotes in accordance with the MFAG and Material Safety Data Sheet (MSDS). | Oral and practical test together with the subjects in T0.  
The duration of the test is approx. 120 minutes.  
The point of departure is a case where the type of information and handbooks normally found on board tankers are used. Drawings, diagrams and tanker simulators are used where relevant and possible. |