

A-8:INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS

Name of the convention: International Convention on Standards of Training, Certification and Watch-keeping for Seafarers, 1978.

Acronym or short name: STCW 1978

International organisation in charge of it: International Maritime Organization (IMO)

Summary description (in plain language): The 1978 STCW Convention was the first to establish minimum standards on training, certification and watch-keeping for seafarers on an international level, which States are obliged to meet or exceed. The STCW provisions include requirements relating to certification and Port State Control. One especially important feature of the Convention is that it applies to ships of non-Contracting States when visiting ports of Contracting States to STCW. Article X requires Contracting States to apply the control measures to ships of all flags to the extent necessary to ensure that **No more Favourable Treatment (NFT)** is given to ships entitled to fly the flag of a non-Party State than is given to ships entitled to fly the flag of a Contracting State.

The technical provisions of STCW are contained in an Annex, divided into eight Chapters.

Chapter I, General provisions: This chapter includes a list of definitions of terms used in the Annex. The 1995 Amendment requires contracting Parties to provide detailed information to IMO concerning administrative measures taken in education and training courses, certification procedures and other factors relevant to implementation.

Chapter II, Master and deck department; This Chapter establishes basic principles to be observed in keeping a navigational watch.

Chapter III, Engine department; This Chapter includes basic principles to be observed in

keeping an engineering watch.

Chapter IV, Radio communication and radio personnel ; This Chapter includes mandatory minimum requirements for certification of radio officers.

Chapter V, Special training requirements for personnel on certain types of ships; This Chapter was designed to ensure that officers and ratings who have specific duties related to the cargo and cargo equipment of tankers shall have completed an appropriate shore-based fire-fighting course; Under the 1995 Amendment, crews on ro-ro ferries have to receive training in technical aspects and also in crowd and crisis management and human behaviour.

Chapter VI, Emergency, occupational safety, medical care and survival functions; This Chapter incorporates under the 1995 Amendments the previous Chapter VI: "Proficiency in survival craft" and includes mandatory minimum requirements for familiarization, basic safety training and instruction for all seafarers.

Chapter VII, Alternative certification; This new Chapter under the 1995 Amendments involves enabling crews to gain training and certification in various departments of seafaring rather than being confined to one branch (such as deck or engine room) for their entire career.

Chapter VIII, Watch keeping; This new Chapter under the 1995 Amendments stipulates measures to be introduced for watch-keeping personnel to prevent fatigue.

The STCW Code: The regulations in the amended Convention are supported by sections in the STCW Code, whose Part A is mandatory stipulating minimum standards of competence required for sea-going personnel. Part B of the Code contains recommended guidance for Parties implement the Convention.

Date of signature: 7 July 1978

Date of entry into force: 28 April 1984

Major revisions or amendments:

The 1995 Amendments(STCW 95) : (Adoption 7 July 1995, Entry into force 1 February 1997).

As from February 2002, every master and officer must hold a valid certificate complying with the regulation of STCW 95 and endorsement issued by the flag State.

One of the major new features was the division of the technical annex into regulations as before, and a new STCW Code, to which many technical regulations have been transferred. Part A of the Code is mandatory while Part B is recommended.

The 1997 Amendments :(Adoption June 1997, Entry into force 1 January 1999)

The Amendments concern training for personnel on passenger ships.

The 1998 Amendments: (Adoption 9 December 1998, Entry into force 1 January 2003)

The Amendments to the STCW Code are aimed at improving minimum standards of competence of crews, in particular relating to cargo securing, loading and unloading on bulk carriers.

The 2006 Amendments: (Adoption May 2006, Entry into force 1 January 2008)

The Amendments add new minimum mandatory training and certification requirements for persons to be designated as Ship Security Officers (**SSO**).

The Manila Amendments: (Adoption 25 June, 2010, Entry into force 1 January, 2012)

Amendments to the Convention and the Code cover various fields including following items.

-Improved measures to prevent fraudulent practices associated with certificates

-New requirements for the prevention of drug and alcohol abuse

-New requirements relating to training in modern technology such as ECDIS

-New requirements for marine environment awareness training and for security training

Applicability (situation of ratification):

The Convention shall enter into force 12(twelve) months after the date on which not less than 25(twenty-five) States, the combined merchant fleets of which constitute not less than 50(fifty) per cent of the gross tonnage of the world's merchant shipping of ships of 100 gross register tons or more, have either signed it without reservation as to ratification, acceptance or approval or deposited the requisite instruments of ratification, acceptance, approval or accession in accordance with Article XIII.

STCW 1978; 157 States, representing 99 % of world tonnage (as at 02 December 2013)

Stakes for ports: Port State Authorities have the right to inspect ships irrespective of their flag during their visits to ports of Contracting States. Port State Control (PSC) applies control measures to ships of all flags to the extent necessary to ensure that no more favourable treatment(**NFT**) is given to ships entitled to fly the flag of a Non-Contracted State than is given to ships entitled to fly the flag of a Contracted-State .

Since STCW 95, Ports States Authorities may intervene in case of deficiencies deemed to pose a danger to persons, property or the environment (regulation I/4).

Links with other conventions: [STCW-F](#), [ILO Conventions](#), [SOLAS](#), [ParisMoU](#), [MedMoU](#), [Indian Ocean MoU](#), [TokyoMoU](#), [Caribbean MoU](#), [West and Central African MoU](#), [Viña del Mar](#)

Key-words: training, certification, seafarers, control

Internet hyperlink with other website:

<http://www.imo.org/>; <http://www.stcw.org/>; <http://www.ilo.org/>

(full text) <http://www.admiraltylawguide.com/conven/stcw1978.html>

(Manila Amendments, Resolution 1)

<http://www.imo.org/ourwork/humanelement/trainingcertification/documents/33.pdf#search='stcw,text'>

(Manila Amendments, Resolution 2)

<http://www.imo.org/ourwork/humanelement/trainingcertification/documents/34.pdf#search='stcw,text'>