

## **Shipping Consultative Committee**

### Implementation of the Manila amendments to STCW Convention and Code

#### **Purpose**

1. The purpose of this paper is to seek members' view and comment on the application of provisional minimum manning level for deck and engine ratings on Hong Kong registered ships after 31 December 2016.

#### **Background**

2. The Manila amendments to the STCW Convention and Code were adopted on 25 June 2010 and entered into force on 1 January 2012. There is a 5-year transitional period until 1 January 2017 when the Manila amendments are fully implemented. The Manila amendments are aimed at ensuring that STCW standards stay relevant, raising standards of professionalism of seafarers and enhancing navigational safety, security and protection of marine environment. In particular, some new requirements have been added to ensure consistency with the Maritime Labour Convention (MLC) adopted in 2006.

3. One of the main issues of the Manila amendments was the introduction of new grades of "Able Seafarer Deck" (AS(D)) and "Able Seafarer Engine" (AS(E)). Ratings contribute to certain functions such as shipboard operations and maintenance as stipulated in STCW Code A-II/5 and A-III/5 should be certified as AS(D) and AS(E) respectively.

4. The 27<sup>th</sup> session of the IMO Assembly adopted Resolution A.1047(27) which provides guidelines for the application of principles of minimum safe manning, guidelines for determination of minimum safe manning, responsibilities in the application of principles of minimum safe manning, guidance on contents and model form of minimum safe manning certificate (MSMC) and framework for determining minimum safe manning.

5. In accordance with Reg. VII/2 of the STCW Convention, every seafarer who performs any functions specified in table A-II/5 (contribute to anchoring and mooring, cargo handling and etc.) or A-III/5 (contribute to fuelling and oil transfer, ballast, operation of equipment and machinery, shipboard maintenance and etc.) shall hold a certificate of proficiency, as applicable.

6. Marine Department (MD) has promulgated the Merchant Shipping Information Note (MSIN) No. 32/2013 (Annex 1), including a guidance for ship owners/managers on the application for MSMC. The MSIN and the guidance was aimed to assist ship owners/managers to determine the required manning level in meeting with the requirements and finalize their manning proposal for the issuance of the MSMC.

7. Recently, some ship owners/managers have requested MD to review the recommended manning scale on ratings in the guidance. They explained that they have difficulties in finding qualified AS(D) and AS(E) to meet the demand. The main reason was that sign-off ratings may not be arranged to attend approved trainings in time to meet the requirement. The shipping industry will need more time to train up the required number of AS(D) and AS(E).

8. Refer to MSIN No. 32/2013 and the guidance, the number and grades of ratings are list below in table 1:

<b>RATINGS</b>		
<b>Grade</b>	<b>STCW Reg.</b>	<b>No.</b>
Able Seafarer Deck	II/5	5
Ratings forming part of a navigational watch	II/4	0
Other Deck Ratings	VI/1	0
Able Seafarer Engine	III/5	2
Ratings forming part of an engineering watch	III/4	0
Other Engine Room Ratings	VI/1	0

Table 1: Recommended Minimum Safe Manning Scale (for rating) – Conventional Manning Mode (for +MOD and UMS vessels)

## **The Proposal**

9. According to Regulation II/5.6 and III/5.4 of STCW Convention, ratings may be considered to have met the respective requirements of Regulation II/5 and III/5 if they have served in relevant capacities in their corresponding department for a period of not less than 12 months within the last 60 months preceding the entry into force of the Regulation II/5 and III/5. However, MD could only issue certificates of proficiency (CoP) to Hong Kong registered seafarers.

10. Ratings who have acquired certificates of proficiency in respect of Regulation II/4 or III/4 are qualified watch-keeping ratings. After they have served in relevant capacities in their corresponding department for a period of not less than 12 months, Administration may consider their competencies have met the requirements of Regulation II/5 and III/5. In this regard, it is proposed that MD accepts a portion number of experienced ratings who have not yet received their CoPs, and a provisional minimum scale of rating is prepared in Table 2 below:

<b>RATINGS</b>		
<b>Grade</b>	<b>STCW Reg.</b>	<b>No.</b>
Able Seafarer Deck	II/5	2
Ratings forming part of a navigational watch	II/4*	3
Other Deck Ratings	VI/1	0
Able Seafarer Engine	III/5	1
Ratings forming part of an engineering watch	III/4**	1
Other Engine Room Ratings	VI/1	0

Remarks \* - Ratings acquire 12 months experience in relevant capacities while holding certificate of proficiency of II/4  
 \*\* - Ratings acquire 12 months experience in relevant capacities while holding certificate of proficiency of III/4

Table 2: Provisional Minimum Safe Manning Scale (for rating) – Conventional Manning Mode (for +MOD and UMS vessels)

11. The application of the above minimum safe manning scale (Table 2) is considered as a provisional mean. The MSMC will be revised in accordance with the recommended scale when the supply of the AS(D) and AS(E) find adequate.

### **Consultation**

12. Members are invited to return their comments / views on proposal outlined in paragraph 10 and 11 of this paper, if any, **on or before 22 June 2016 (Wednesday)**. If we do not hear from you by the mentioned date, we shall assume that you have no comment towards this paper. Subject to members' endorsement, a circular letter will be issue to inform the industry accordingly.

Marine Department  
 Shipping Division  
 June 2016