

Shipping Consultative Committee

Implementation of the Manila Amendments to the STCW Convention and the STCW Code in Hong Kong

Purpose

1. The Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (*STCW Convention*) were adopted by IMO in June 2010 and entered into force on 1 January 2012. A five years transition period is allowed for issue and endorsement of certificates. The full implementation of the Manila Amendments will be on 1 January 2017.

2. The Manila Amendments introduce new categories of seafarers and update the requirements of training and certification for seafarers. Amendments will be made to 13 sub-legislations of the Merchant Shipping (Seafarers) Ordinance (Cap.478) (Amendment Regulations). Since new certificates will be issued by the Director of Marine under the Amendment Regulations, the Merchant Shipping (Seafarers) (Fees) Regulation (Cap.478AB) (*Fees Regulation*) will need to be amended for updating the fees for services rendered by the Marine Department (*MD*).

Background

3. According to Regulation III/6 of the STCW Convention, an electro-technical officer (*ETO*) serving on a seagoing ship powered by main propulsion machinery of 750kW propulsion power or more shall be duly certificated. A new rank of ETO is established under the Amendment Regulations. *Paragraphs 8 to 11* will describe the proposed fees for examination and the issue of certificates/licences for ETO.

4. According to Regulations II/5 and III/5 of the STCW Convention, an able seafarer deck serving on a seagoing ship of 500 gross tonnage or more and an able seafarer engine serving on a seagoing ship powered by main propulsion machinery of 750kW propulsion power or more shall be duly certificated. According to Regulation III/7 of the STCW Convention, an electro-technical rating (*ETR*) serving on a seagoing ship powered by main propulsion machinery of 750kW propulsion power or more shall be duly certificated. New ranks of able seafarer deck, able seafarer engine and ETR are established under the Amendment Regulations. *Paragraphs 12 to 13* will describe the proposed fees for the issue of the relevant new certificates.

5. According to trainings specified under Regulations V and VI of the STCW Convention, new trainings are required for all seafarers before undertaking any designated duties on board vessels. *Paragraphs 14 to 15* will describe the proposed fees for the issue of certificates of proficiency for new trainings.

6. According to Regulation V of the STCW Convention, new trainings are required for all officers before working for designated duties on board tankers registered in Hong Kong. The officers concerned must apply for a dangerous cargo endorsement on his or her certificate of competency or certificate of service or licence. *Paragraphs 16 to 18* will describe the proposed fees for the endorsement.

7. Since some of the sub-legislations under Cap.478 will be repealed after the implementation of Fees Regulation, some services will no longer be provided by MD. *Paragraph 19* will set out the fee items to be deleted.

Proposal

Proposed Fees for the Issuance of Certificate of Competency and Examination for Electro-technical Officer

8. ETO working on board Hong Kong registered ships must hold a certificate of competency issued by Hong Kong. MD will issue a certificate of competency as ETO to a candidate if he or she passed the examination in Hong Kong. The examination includes two subjects and an oral examination.

9. The proposed fees for the examination, including issue of a certificate of competency, are as followings:-

(i)	for Part A or a portion thereof, or for exemption from all of Part A	\$580
(ii)	for Part B or a portion thereof (including fees for oral examination if taken together with Part B	\$2,510
(iii)	for oral examination if taken separately	\$1,930

Proposed Fee for Licence as Electro-technical Officer

10. Currently, deck officers and marine engineer officers holding certificates of competency issued by other countries must obtain Hong Kong Licences if they are working on board Hong Kong registered ships. MD will follow the same arrangement to issue a Hong Kong Licence as ETO to an officer holding a certificate of competency as ETO issued by other country.

11. The proposed fee for the issue of a Hong Kong Licence as ETO is HK\$400. The fee for the issue of a copy a licence as ETO charged under Item 7(a) of Part II of the Schedule to Fees Regulation is \$220.

Proposed Fees for Certificates of Proficiency for Ratings

12. Since new ranks of rating, namely able seafarer deck, able seafarer engine and ETR are established under the Amendment Regulations, these ratings have to obtain the relevant certificates of proficiency for working on board ships. MD will issue certificates of proficiency to ratings registered in Hong Kong after they have completed the relevant trainings.

13. In order to attract and encourage people to join the shipping industry, the proposed fees for the issue of the certificates of proficiency to able seafarer deck, able seafarer engine and ETR registered in Hong Kong are HK\$0. If the certificate is lost, the fee for a copy of the certificate is HK\$155.

Proposed Fees for Certificate of Proficiency for Training

14. According to trainings specified under Regulations V and VI of the STCW Convention, all seafarers are required to obtain certificates of proficiency before undertaking any designated duties on board ships. The list of these certificates of proficiency is provided in *Appendix 1*. MD will issue these certificates of proficiency to seafarers after they have completed the training courses in Hong Kong.

15. The proposed fees for the issue of these certificates of proficiency to seafarers in Hong Kong are HK\$0. If the certificate is lost, the fee for a copy of the certificate is HK\$155.

Proposed Fees for Dangerous Cargo Endorsements for Officers

16. All officers before undertaking any designated duties on board tankers registered in Hong Kong must apply for a dangerous cargo endorsement endorsed on his or her certificate of competency or certificate of service or licence. The list of dangerous cargo endorsement is provided in *Appendix 2*.

17. A Hong Kong officer may apply for a certificate of proficiency after he or she has completed the tanker training course in Hong Kong. Under the Amendment Regulations, instead of issuing a certificate of proficiency, a dangerous cargo endorsement will be endorsed on his or her certificate of competency or certificate of service. The proposed fee for a dangerous cargo endorsement to the certificate is HK\$0. Similarly, if a Hong Kong officer who has completed the training course oversea and obtained a foreign certificate of proficiency, MD will also endorse a dangerous cargo endorsement on his or her certificate of competency or certificate of service without charge.

18. Officers from foreign countries holding certificates of competency must obtain dangerous cargo endorsement on the Hong Kong licences in order to work on board tankers registered in Hong Kong. The endorsement will be issued at the time when the officers apply for licences. The proposed fee for such endorsement is HK\$400 and it is same as the current fee for issue of a licence as Deck officers or Marine Engineer Officers (item 5 in Part II of the Schedule of Cap.478AB).

Fee Items to be Deleted

19. Some services will no longer be provided by MD after the implementation of the Amendment Regulations on 1 December 2016. The following fee items in the Fees Regulation will be repealed:-

	Items in Schedule of the Fees Regulation	Description
(a)	No.9 in Part II of the Schedule	Certificate of proficiency in survival crafts under the Merchant Shipping (Seafarers) (Certificates of Proficiency in Survival Craft, Rescue Boats and Fast Rescue Boats) Rules (Cap. 478Z)
(b)	No.10 in Part II of the Schedule	Certificate of competency as A.B. under the Merchant Shipping (Seafarers) (Certificates of Competency as A.B.) Rules (Cap.478Y)
(c)	No.8(c) in Part III of the Schedule	Substitute certificate under the Merchant Shipping (Seafarers) (Engine Room Watch Ratings) Regulation (Cap.478V)
(d)	No.9(c) in Part III of the Schedule	Substitute certificate under the Merchant Shipping (Seafarers) (Navigational Watch Ratings) Regulation (Cap.478W)

Consultation

20. Members are invited to take note of the changes on the proposed fees for examination and the issue and endorsement of certificates or licences.

Marine Department
Multi-Policy Division
9 September 2016

New certificate of proficiency for training to be issued by MD

(Paragraph 14 of the SCC Paper)

- (a) Certificate of proficiency in basic training for oil and chemical tanker cargo operations under Cap.478K;
- (b) Certificate of proficiency in advanced training for oil tanker cargo operations under Cap,478K;
- (c) Certificate of proficiency in advanced training for chemical tanker cargo operations under Cap.478K;
- (d) Certificate of proficiency in basic training for liquefied gas tanker cargo operations under Cap.478K;
- (e) Certificate of proficiency in advanced training for liquefied gas tanker cargo operations under Cap.478K;
- (f) Certificate of proficiency in basic training under Cap.478AC;
- (g) Certificate of proficiency in survival craft and rescue boats other than fast rescue boats under Cap.478AC;
- (h) Certificate of proficiency in fast rescue boats under Cap.478AC;
- (i) Certificate of proficiency in advanced fire fighting under Cap.478AC;
- (j) Certificate of proficiency in medical first aid under Cap.478AC;
- (k) Certificate of proficiency in medical care under Cap.478AC;
- (l) Certificate of proficiency for ship security officers under Cap.478AC;
- (m) Certificate of proficiency in designated security duties under Cap.478AC; and
- (n) Certificate of proficiency in security awareness under Cap.478AC.

Kinds of Dangerous Cargo Endorsement

(Paragraph 16 of the SCC Paper)

- (a) Basic training for oil and chemical tanker cargo operations;
- (b) Advanced training for oil tanker cargo operations;
- (c) Advanced training for chemical tanker cargo operations;
- (d) Basic training for liquefied gas tanker cargo operations; and
- (e) Advanced training for liquefied gas tanker cargo operations.