



The Federal Democratic Republic of Ethiopia
Ministry of Transport
Ethiopian Maritime Affairs Authority (EMAA)
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MARINE NOTICE NO. 6/2015

TO: ALL SHIPOWNERS, OPERATORS, TRAINING INSTITUTIONS, MASTERS, AND SEAFARERS OF MERCHANT SHIPS AND RECOGNIZED ORGANIZATIONS

SUBJECT: Ethiopian Maritime Affairs Authority Marine notice on implementing the STCW Manila Amendments
Notice to all Ship owners, Employers, Ship masters and Seafarers as per STCW Regulation Manila Amendment:

PURPOSE

This Marine Notice is to alert ship owners, ship managers and ship masters that the STCW convention has been amended. This notice explains the changes as they relate to hours of rest for seafarers.

Background

International Convention on Standards of Training, Certification and Watch keeping for Seafarers, 78, as amended
Ethiopian Maritime affairs directives 1 and 2/2015

Marine Notices that are available on the Ethiopian maritime affairs website: www.etmaritime.com

Introduction

The STCW Convention establishes basic requirements on training, certification and watchkeeping for seafarers on an international level. A comprehensive review of the STCW Convention (known as the Manila Amendments) adopted a significant number of amendments including new requirements for: training and certification, hours of work and rest, prevention of drug and alcohol abuse and medical fitness standards for seafarers.

The phase-in period for the implementation of the Manila Amendments is briefly summarised in Table 1. A more detailed explanation is available in the Appendix to this notice.

Date	Manila Amendment requirement
01/01/2012	The Manila Amendments enter into force and the use of training record books for new trainees (ratings) is mandatory.
01/07/2013	New entrants must follow the new standard stated in the Manila Amendments.
01/01/2014	Mandatory security training is in place.
Prior to 01/01/2017	The certificate issuing authority decides how they will apply refresher training and may continue to renew and revalidate existing certificates and endorsements in accordance with the previous Convention.
On/After 01/01/2017	Full compliance in accordance with the Manila Amendments is required for all seafarers.



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1. Application

The Ethiopian maritime affairs Authority (EMAA) Regulations apply to all seafarers working on Ethiopian ships and Seafarers applying for Ethiopian COC/COP and other ancillary certificates From EMEA. It is the responsibility of the shipping Companies and Maritime training centers to ensure the requirements are being met. The Regulations implement the STCW Convention up to and including the 2010 Manila Amendments and require all seafarers to be assigned for service on a ship in accordance with the requirements of the STCW Convention.

Shipping companies and Maritime Training centers shall notify Ethiopian Maritime Affairs Authority of their preparation to implement the manila amendments latest by 15th of November 2015.

The following sections of the STCW Convention have already been implemented through Marine Notices:

- I. STCW Regulation VIII/1.1.1, Fitness for duty (Hours of work and rest)
- II. STCW Regulation I/9, Medical standards; and
- III. STCW Regulation VIII/ 1.2 drug and alcohol policy

2. Certificate and Endorsement Issuance

- I. Existing Certificates of Competencies (STCW II/2, II/3, II/1, III/2, III/3, III/1, VII/2 and IV/2) and Certificate of Proficiency (STCW V/1) which were issued/revalidated by Parties in accordance with STCW 78 as amended in 95 will continue to be valid to 31st December 2016 and may be endorsed by this Administration in accordance with Regulation I/10.
- II. Certificates of Competencies issued by EMEA per regulation STCW titled III/1, in accordance with STCW 78 as amended (non compliant with 2010 amendments), and whose validity is beyond 1st January 2017 will be replaced by new secure hard cover starting from May 2016 after ensuring that refresher course or objective evidence that show achievement of competence in accordance with STCW 2010 Amendments.

Table B-1/2 of STCW code contains a list of certificates and documentary evidence required under the relevant provisions of the Convention and those which require Flag State's endorsement. Companies should note that the nomenclature of certificates and documentary evidence under the Manila amendments has been changed in respect of content and title.

3. Responsibility of the master and the ship's Company

The ship's Company is responsible for the assignment of seafarers for service on their ships in accordance with the provisions of the STCW Convention.

“Company “in relation to a ship means the owner of the ship, or any other organization or person such as the manager, or the bareboat charterer, who has assumed



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responsibility for operation of the ship from the shipowner and who, on assuming such responsibility, has agreed to take over the duties and responsibilities imposed on the Company by the SOLAS Convention and the STCW Convention.

The master and Company must ensure that –

- a. each seafarer assigned to any Ethiopian ship holds an appropriate certificate in accordance with the provisions of the STCW Convention; and
- b. Their ships are manned in compliance with the applicable safe manning requirements.

In addition the Company must ensure that -

- a. Seafarers assigned to any of their ships have received refresher and updating training as required by the STCW Convention;
- b. Documentation and data relevant to all seafarers employed on their ships are to be maintained and readily accessible at the Company's office (this can be accessed electronically if the manning is arranged through a third party). This shall include documentation and data relating to the seafarer's
 - i. experience;
 - ii. training;
 - iii. medical fitness; and
 - iv. competency in assigned duties;
- c. Written instructions are issued to the master regarding setting out the policies and procedures to be followed to ensure that seafarers, on being assigned to any of the Company's ships, are familiarized with the shipboard equipment, operating procedures and other arrangements needed for their specific duties. The policies and procedures shall include an allocation of a reasonable period of time during which each seafarer will have an opportunity to become acquainted with –
 - ii. the specific equipment they will be using; and ship-specific watch keeping safety, environmental protection, security and emergency procedures and arrangements the seafarer needs to know to perform the assigned duties properly;
- d. the ship's complement can effectively coordinate their activities in an emergency situation and in performing functions vital to safety, security and to the prevention or mitigation of pollution; and
- e. at all times on board their ships there shall be effective oral communication in accordance with chapter V, regulation 14, paragraphs 3 and 4 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended.

4 STCW Convention Chapter II Deck department



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All members of the deck department must hold STCW certification relevant to their position on board the ship on which they are serving in accordance with Table 2 below.

Table 2 –Deck department

Capacity	Area limit	STCW Regulation
Master	none	II/2
Chief Mate	none	II/2
Officer in charge of a navigational watch	none	II/1
Rating serving as able seafarer deck	none	II/5
Rating forming part of a navigational watch	none	II/4

5. STCW Convention Chapter III Engine Department

All members of the engine department must hold STCW certification relevant to their position on board the ship they are serving on in accordance with Table 3 below

Table 3 –Engine department

Capacity	Area limit	STCW Regulation
Chief Engineer	none	III/2
Second Engineer	none	III/2
Officer in charge of an engineering watch in a manned engine-room or designated duty engineer in a periodically unmanned engine room	none	III/1
Rating forming part of an engine room watch or designated to perform duties in a periodically unmanned engine-room	none	III/5
Ratings serving as able seafarer engine in a manned engine-room or designated to perform duties in a periodically unmanned engine room	none	III/4
Electro-technical officer	none	III/6
Electro-technical rating	none	III/7

6 Requirements for certification of GMDSS radio operators

Every person in charge of or performing radio duties on a ship required to comply with the GMDSS requirements shall hold a GMDSS operator's certificate issued in accordance with STCW Reg. IV/2.1

All persons performing radio duties shall be qualified as follows –

- a. Ships operating in the A1 sea areas a GMDSS restricted operator's certificate is required; and
- b. Ships operating in the A2, A3 and A4 sea areas a GMDSS general operator's certificate is required.



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EMAA Regulations require that a seafarer assigned to a ship must hold a certificate of proficiency in accordance with the provisions of the STCW Convention.

A certificate of proficiency is defined in STCW as –

'a certificate other than a Certificate of Competency issued to a seafarer, stating that the relevant requirements of training, competencies or seagoing service in the Convention have been met'.

8 Special training requirements for personnel on certain types of ships

The **Authority** will either issue a certificate of proficiency for oil, chemical and liquefied gas tankers or endorse the seafarers existing certificate of competency.

Oil and chemical tanker training and qualifications (STCW Reg. V/1-1)

1. Basic training for oil and chemical tanker cargo operations:

Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on oil or chemical tankers shall hold a certificate in basic training for oil and chemical tanker cargo operations.

2. Advanced training for oil tanker cargo operations:

A certificate in advanced training for oil tanker cargo operations or for chemical tankers must be held by masters, chief engineer officers, chief mates, second engineer officers and any person with immediate responsibility for the following –

- a. loading;
- b. discharging;
- c. care in transit;
- d. handling of cargo;
- e. tank cleaning; or
- f. other cargo-related operations on oil/chemical tankers.
- g.

9 Other important requirements in the STCW 78, as amended in 2010 are

- I. New trainings related to modern technology(eg ECDIS)
- II. New training in leadership, management and team work
- III. Marine environment awareness training
- IV. New training and certification of Electro technical officers(ETO) and ratings
- V. New High voltage training and certification for Engineers and ETOs.
- VI. New certification for able seafarers
- VII. New training guidance for personnel serving on board ships in polar waters
- VIII. New training guidance for personnel operating dynamic positioning systems.
- IX. Introduction of modern training methodology(Eg, web based learning)
- X. Improved measures to prevent fraudulent practices associated with CoCs.

10 Standards regarding emergency, occupational safety, security, medical care and survival functions

Safety familiarization training (STCW reg. VI/1)

All persons employed or engaged on a ship must receive approved safety familiarization training in personal survival techniques before being assigned any shipboard duties. This training applies to all seafarers including contractors but does not apply to passengers. This training will normally be conducted by the ship's safety



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officer although it will be for each Company to determine the system to be used in each ship. The familiarization training should be clearly stated in the vessel's safety management system and must be readily accessible for inspection by flag State inspector in order to verify compliance with STCW reg.VI/1.

The extent of familiarization training must ensure that each person is able to -

1. communicate with other persons on board on elementary safety matters and understand safety information symbols, signs and alarm signals;
2. know what to do if -
 - a. a person falls overboard;
 - b. fire or smoke is detected; or
 - c. the fire or abandon ship alarm is sounded;
3. identify muster and embarkation stations and emergency escape routes;
4. locate and don lifejackets;
5. raise the alarm and have basic knowledge of the use of portable fire extinguishers;
6. take immediate action upon encountering an accident or other medical emergency before seeking further medical assistance on board; and
7. Close and open the fire, weather-tight and watertight doors fitted in the particular ship other than those for hull openings.

Basic training (STCW Reg. VI/1)

The STCW Convention requires that all seafarers engaged in any capacity on board the ship on the business of the ship as part of the ship's **complement with designated safety or pollution prevention duties in the operation of the ship shall**, before being assigned to any shipboard duties, received appropriate approved basic training or instruction in -

1. personal survival techniques (STCW A-VI/1.2.1.1);
2. fire prevention and fire-fighting (STCW A-VI/1.2.1.2);
3. elementary first aid (STCW A-VI/1.2.1.3); and
4. personal safety and social responsibilities (STCW A-VI/1.2.1.4).

EMAA considers this to apply to all persons stated on the minimum safe manning document and includes catering staff, cadets and trainees. Supernumerary personnel, spouses and contractors are not required to undertake this training.

Refresher training

The Manila Amendments introduce the requirement for refresher training and on or after 01/01/2017 all seafarers will be required to provide evidence every 5 years of maintaining the required standard of competence for the training listed below. EMMA considers this to mean that either the full course has been completed within the previous 5 years or if that was completed more than 5 years ago, the relevant refresher training must have been completed within the previous 5 years. The refresher training must be carried out to the satisfaction of an STCW issuing Certificate of Proficiency Authority and may include additional shore-side training or evidence of relevant sea service.

This new requirement for refresher training applies to the following –

1. personal survival techniques (STCW A-VI.2.1.1);



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2. fire prevention & fire-fighting (STCW A-VI.2.1.2);
3. survival craft and rescue boats other than fast rescue boats (STCW A-VI/2.1); and
4. advanced fire-fighting (STCW A-VI/3).

Until 01/01/2017 the requirements for refresher training will remain at the discretion of the issuing Authority.

Ship Security Officer 'certificate of proficiency' (STCW Reg. VI/5)

All commercial vessels of 500GT and over must have a person designated as the Ship Security Officer in accordance with SOLAS chapter XI.2 the ISPS Code. The Ship Security Officer must be issued with a certificate of proficiency in accordance with STCW Reg. VI/5 and A-VI/5 of the STCW Code. 11

Security-related training and instruction for all seafarers (STCW Reg. VI/6)

Security training is required for seafarers serving on ships required to comply with the provisions of the SOLAS chapter XI.2 ISPS Code (all commercially operated ships of 500GT and over).

11 Watch keeping arrangements

The master and Company must ensure that watch keeping arrangements are adequate for maintaining a safe watch or watches, taking into account the prevailing circumstances and conditions and that, under the master's general- direction

- a. officers in charge of the navigational watch are responsible for navigating the ship safely during their periods of duty, when they must be physically present on the bridge or in a directly associated location such as the chartroom or bridge control room at all times;
- b. radio operators are responsible for maintaining a continuous radio watch on appropriate frequencies during their periods of duty;
- c. officers in charge of an engineering watch, as defined in the STCW Code, under the direction of the chief engineer, must be immediately available and on call to attend the machinery spaces and, when required, must be physically present in the machinery space during their periods of responsibilities;
- d. an appropriate and effective watch or watches are maintained for the purpose of safety at all times, while the ship is at anchor or moored and, if the ship is carrying hazardous cargo, the organisation of such watch or watches takes full account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions prevailing on board, afloat or ashore; and
- e. an appropriate and effective watch or watches are maintained for the purpose of security.

12 Original certification

In accordance with STCW regulation I/2, paragraph 11 any certificate required by the STCW Convention must be kept available in its original form onboard the ship on which the holder is serving.

APPENDIX

Manila Amendments transitional provisions



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The transitional provisions for the Manila amendments are complex and in order to provide clarification the IMO have published further guidance in STCW.7/Circ.16. The following text has been taken directly from that publication.

For seafarers holding certificates issued in accordance with the provisions of the Convention which applied immediately prior to 1 January 2012 and who have not met the requirements of the 2010 Manila Amendments, the validity of any revalidated certificates should not extend beyond 1 January 2017.

For seafarers holding certificates issued in accordance with the provisions of the Convention which applied immediately prior to 1 January 2012 who have met the requirements of the 2010 Manila Amendments, the validity of any revalidated certificate can extend beyond 1 January 2017.

For seafarers who commenced approved seagoing service, an approved education and training programme or an approved training course before 1 July 2013, the validity of any certificate issued should not extend beyond 1 January 2017, unless they meet the requirements of the 2010 Manila Amendments.

For seafarers who commenced approved seagoing service, an approved education and training programme or an approved training course after 1 July 2013, the validity of any certificate issued may extend beyond 1 January 2017.