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发：总部相关处室、各分社/办事处并转船公司

关于实施海员培训、发证和值班标准国际公约（STCW）

2010年马尼拉修正案的指南

-转发圣文森特海事主管机关海事通告 N° STCW 004

圣文森特海事主管机关近期向所有船东、船舶经营人和管理人、船员、船旗国检查员及认可组织下发 N° STCW 004 海事通告，提供了关于实施海员培训、发证和值班标准国际公约 2010 年马尼拉修正案的指南，该指南适用于经修订的 STCW 78 公约第 III 条规定的远洋船舶。我社审核员在代表圣文森特海事主管机关进行相关检查和审核时应予以关注，并提醒相关船舶和公司遵照执行。

1. 马尼拉修正案和过渡性条款的实施

为使STCW2010马尼拉修正案全面和完整地生效，圣文森特海事主管机关通知如下：

1. 根据经95年修订的STCW78公约，由缔约国签发/再有效的现有适任证书（STCW II/2, II/3, II/1, III/2, III/3, III/1, VII/2 and IV/2）和培训合格证书（STCW V/1），在2016年12月31日前持续有效，并且可根据规则 I/10由本主管当局进行签注。
2. 根据经修订的STCW78签发的适任证书（STCW II/2, II/3, II/1, III/2, III/3, III/1, III/6, VII/2 and IV/2）和培训合格证书（STCW V/1-1 and V/1-2），其有效期超过2017年1月1号，将被视为是根据STCW 2010年修正案进行签发，并应该根据规则I/10进行签注。

2. 健康标准

在本修正案中对海员健康要求进行了修订。应根据本规则中第A- 1/9部分的条款和指南为海员签发健康证书，有效期为两年的，如果海员年龄不满18周

岁，则有效期为一年。海员健康标准和健康证书签发程序应遵循STCW公约规则I/9和STCW规则第A-1/9部分中的规定。这些标准应符合表A-I/9中的在职视力最低标准和第2款中的身体和健康标准，并考虑到第B-I/9部分中的指南。健康证书的表格应遵循最新的IMO/ILO/WHO要求。每个证书的申请人应：

- 年龄不低于16周岁；
- 提供他/她的令人满意的身份证明；以及
- 符合根据最新的IMO/ILO/WHO要求制订的健康标准。

2.1 健康证书的有效期最长为两年，除非海员年龄低于 18 周岁，在这种情况下有效期最长应为一。

若在航行中健康证书有效期期满，在到达下一个有缔约国认可的执业医生的停靠港之前，该健康证书仍然有效，只要这段时间不超过三个月。

在紧急情况下，可允许没有有效健康证书的海员进行工作，直到船舶到达下一个有认可的执业医生的停靠港，只要：

- 所许可的时间不超过三个月；以及
- 海员拥有一份近期过期的健康证书。

主管机关承认经STCW公约缔约国主管当局许可的执业医师。船东和海员应确保负责评估海员健康和签发健康报告的执业医师经过了STCW公约缔约国的认可。

根据STCW1995年修正案签发的健康证书，其有效期应不超过2016年12月31日。

3. 值班安排

3.1 根据STCW 2010修正案，尤其是根据于2012年1月1日生效的规则第VIII章，圣文森特海事主管当局通知公司、船东、高级船员以及所有值班人员，应遵守STCW规则第A-VIII/1部分中的要求、标准和指南，以确保在远洋船舶上始终保持对当前环境和条件进行持续安全值班。

3.2 船长应确保值班安排足够保持安全值班，并考虑到当前环境和以下状况：

1. 负责航行值班的高级海员在值班时间内负责船舶航行安全，届时他们始终在驾驶台或与之直接相连的场所，如海图室或驾驶台控制室；
2. 无线电操作员在值班时间内，负责在适当的频率上保持连续无线电值班；
3. STCW规则中界定的、负责轮机值班的高级船员，在轮机长的指导下，须在召唤时立即到达机舱，如果要求，应在其负责的任何时间内始终身在机舱；

4. 当船舶锚泊或系泊时，出于安全目的，要始终保持适当和有效的值班，如果船上载有危险货物，值班安排须充分考虑到危险货物的性质、数量、包装、积载和船上、水上或岸上当前的任何特殊条件；以及
5. 出于保安目的，保持适当和有效的值班。

4. 休息时间

4.1 圣文森特海事主管当局建议，值班制度的安排能使所有值班人员的效率不会因为疲劳而削弱。应对值班进行组织，使航程开始的第一个班次及其后各班次值班人员得到充分休息，并适于其职责。

4.2 应考虑到因海员疲劳而导致的危险。船长、高级船员和负责值班且涉及负有安全、防污染和保安职责的普通海员应有下面的最低休息时间：

1. 在任何的 24 小时之内有最少 10 小时的休息时间；
2. 任何 7 天内有 77 小时。

4.3 休息时间最多可分为两段，其中一段最少应有六小时，并且相连的两段休息时间的间隔不应超过十四小时。

4.4 在紧急情况下或在其它越权处置操作条件下不必遵守 (a) 和 (b) 条中的休息时间要求。

4.5 相应地，船长可以暂停休息时间安排，并要求海员执行任何时间的必要工作，直到形势恢复正常。一旦形势恢复正常，船长应尽快地确保，为所有在计划安排的休息时间内进行工作的海员提供充足的休息时间。

4.6 集合、消防和救生艇演习以及国家法律、条例和国际文件规定的训练，应对对休息时间的的影响最小和不会造成疲劳的方式进行。

4.7 当某一海员随时待命的情况下，例如当机舱无人值守时，如果海员因被招去工作而打扰了正常的休息时间，则应给予充分的补休。

4.8 假如在任何七天之中休息时间不少于70个小时，本主管机关允许上面4.2.2和4.3款中要求的休息时间出现例外情况。

4.9 在4.2.2条中的一周休息时间上出现的例外情况不允许超过连续的两周。船上两段例外情况之间的间隔不应超过例外情况持续时间的两倍。

4.10 4.3条中提供的休息时间最多可被分成三段，其中一段最少有六小时，任何其它两段不应少于一个小时。相连的两段休息时间的间隔不应超过十四小时。在任何七天内例外情况不应超过两个24小时。

4.11 值班日程安排应张贴在船上醒目的位置。值班日程安排应以标准化的格式使用船上的一种或多种工作语言和英文制订。

4.12 海员每日休息时间记录应使用船上的一种或多种工作语言和英文的标准化格式记录，允许港口国控制官员和船旗国检查员对是否符合本部分的规定进行监控和核实。

4.13 海员应得到他们的休息时间记录的副本，该副本应由船长或经船长授权和海员本人签字。

4.14 在船旗国年度检查和ISM审核时，船旗国检查员和ISM审核员应该就是否符合休息时间要求进行核查。休息时间也要接受港口国控制。如果有不符合将会导致本主管当局对公司和船长进行惩罚。

5. 防止药物和酒精滥用

5.1 药物和酒精滥用直接影响海员健康和海员履行值班或涉及安全、防污染和保安职责的能力。

5.2 被发现受到药物和酒精影响的海员，不应准许他们履行值班或涉及安全、防污染和保安职责，直到他们履行这些职责的能力不再受影响。

5.3 出于防止酒精滥用的目的，对船长、高级船员和其他履行安全、保安和海上环境职责的海员，要严格遵守对血液酒精浓度（BAC）不超过0.05%，或呼吸酒精浓度不超过0.25mg/l，或导致此类体内酒精浓度的酒精量的限制。

5.4 在船旗国年度检查和ISM审核中，船旗国检查员和ISM审核员应随机核查血液酒精浓度。这也要遵守港口国控制。不符合可能导致本主管当局对公司和船长进行惩罚。

6. 公司责任

公司责任已经增加，包括以下内容，且它们必须确保：

- a) 指派上船的海员已经按照STCW公约要求的接受进修和更新培训；
- b) 船上有足够的海员履行保安相关的职责；以及
- c) 按照SOLAS第V章规则14中的条款规定，船上一直保持有效的口头交流。

表B-1/2中包括了公约相关条款规定所要求的，以及需要船旗国进行签注的证书和文件证明的列表。公司应注意马尼拉修正案中的证书和书面证明在内容和名称上做了修改。

中文翻译如有歧义，以圣文森特主管机关海事通告原文为主。本通函在实施过程中如有任何疑问，请与总部：**认证处** 联系。



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° STCW 004

GUIDELINES CONCERNING THE IMPLEMENTATION OF 2010 AMENDMENTS (MANILA AMENDMENTS) OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING CERTIFICATION AND WATCHKEEPING FOR SEAFARERS

**TO: SHIPS' OWNERS, SHIPS' OPERATORS AND
MANAGERS, SEAFARERS, FLAG STATE
INSPECTORS, RECOGNIZED ORGANIZATIONS**

APPLICABLE TO: SEAGOING VESSELS AS PER ARTICLE III OF STCW 78
AS AMENDED

EFFECTIVE AS FROM Date of this Circular

Monaco, 12th January 2012

1. Implementation of the Manila amendments and Transitional Provisions

In order to give a full and complete effect to the STCW 2010 Amendments (Manila Amendments), the St Vincent and The Grenadines Maritime Administration advises the following:

1. 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.
2. Certificates of Competencies (STCW II/2, II/3, II/1, III/2, III/3, III/1, III/6, VII/2 and IV/2) and Certificates of Proficiencies (STCW V/1-1 and V/1-2) titled as issued in accordance with STCW 78 as amended, and whose validity is beyond 1st January 2017 will be considered as issued in accordance with STCW 2010 Amendments and should be endorsed in accordance with Regulation I/10.

2. Medical Standards

Medical requirements for seafarers have been revised in the amendments. Medical Certificates to seafarers should be issued in accordance with provisions of Section A-I/9 and Guidelines in the Code and should be valid for two (2) years, or one (1) year if the seafarer is under 18 year old. Standards of medical fitness for seafarers and procedures for the issue of a medical certificate should be in accordance with the provisions of Regulation I/9 of the STCW Convention and of Section A-I/9 of the STCW Code. These standards should also adhere to the minimum in-service eyesight standard set out in table A-I/9 and criteria for physical and medical fitness set out in paragraph 2, and take into account the guidance in Section B-I/9. The form for the

medical certificate should be in accordance with the latest IMO/ILO/WHO requirements. Each candidate for certification should:

- not be less than 16 years of age;
- provide satisfactory proof of his/her identity; and
- meet the applicable medical fitness standards established in accordance with the latest IMO/ILO/WHO requirements.

2.1 Medical certificates should remain valid for a maximum period of two (2) years unless the seafarer is under 18 year old in which case the maximum period of validity should be one (1) year.

If the period of validity of a medical certificate expires in the course of a voyage, then the medical certificate will continue to be in force until the next port of call where a recognized medical practitioner is available, provided that the period does not exceed three (3) months.

In urgent cases it will be permitted for a seafarer to work without a valid medical certificate until the next port of call where a recognized medical practitioner is available, provided that:

- the period of such permission does not exceed three (3) months ; and
- the seafarer is in possession of an recent expired Medical Certificate.

This Administration recognizes medical practitioners approved by competent authorities of States which are parties of STCW. The Owner and Seafarer should ensure that a medical practitioner responsible to assess the seafarers' medical fitness and to issue a medical fitness report is recognized by the State which is a party of STCW.

Medical certificates issued under the 1995 STCW amendments should not have validity beyond 31st December 2016.

3. Watchkeeping Arrangements

3.1 Pursuant to STCW 2010 Amendments, and more particularly to Chapter VIII of the Convention and Code which enters into force as from 1st January 2012, St Vincent and The Grenadines Maritime Administration informs the Companies, Masters, Officers and all watch keeping personnel that the requirements, principles and guidance set out in the STCW Code, Section A-VIII/1 should be observed in order to ensure that a safe continuous watch or watches appropriate to the prevailing circumstances and conditions are maintained on all seagoing ships at all times.

3.2 Masters should ensure that watchkeeping arrangements are adequate for maintaining a safe watch or watches, taking into account the prevailing circumstances and the following conditions:

1. officers in charge of the navigational watch are responsible for navigating the ship safely at all times during their periods of duty, when they are physically present on the navigating bridge or in a directly associated location such as the chartroom or bridge control room;
2. radio operators are responsible for maintaining a continuous radio watch on appropriate frequencies during their periods of duty;

3. officers in charge of an engineering watch, as defined in the STCW Code, under the direction of the chief engineer officer, should be immediately available and on call to attend the machinery spaces and, when required, should be physically present in the machinery space during their periods of responsibility;
4. an appropriate and effective watch or watches are maintained at all times for safety purposes, while the ship is at anchor or moored and, if the ship is carrying hazardous cargo, the organization of the 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
5. as applicable, an appropriate and effective watch or watches are maintained for security purposes.

4. Rest Periods

4.1 St Vincent and The Grenadines Maritime Administration advises that watch systems should be arranged so that the efficiency of all watchkeeping personnel is not impaired by fatigue. Duties should be organized so that the first watch at the beginning of a voyage and subsequent relieving watches are sufficiently rested and fit for duty.

4.2 Danger posed by fatigue of seafarers should be taken into account. Masters, officers and ratings on watchkeeping duties which involve designated safety, prevention of pollution and security duties should have the following minimum rest period:

- 1. a minimum of ten (10) hours of rest in any 24 hour period;**
- 2. 77 hours in a seven (7) day period.**

4.3 Hours of rest should not be divided into more than two periods, one of which should at least be of six (6) hours in length, and the intervals between consecutive periods of rest should not exceed fourteen (14) hours

4.4 The requirements for rest periods laid down in items (a) and (b) need not be maintained in case of an emergency or in other overriding operational conditions.

4.5 Accordingly, the Master may suspend the schedule of hours of rest and require a seafarer to perform any hours of work necessary until the normal situation has been restored. As soon as practicable after the normal situation has been restored, the Master should ensure that any seafarers who have performed work in a scheduled rest period are provided with an adequate period of rest.

4.6 Musters, fire-fighting and lifeboat drills, and drills prescribed by international instruments, should be conducted in a manner that minimizes the disturbance of rest periods and does not induce fatigue.

4.7 When a seafarer is on call, such as when a machinery space is unattended, the seafarer shall have an adequate compensatory rest period if the normal period of rest is disturbed by call-outs to work.

4.8 This Administration allows exceptions from the required hours of rest in

paragraphs 3.2.2 and 3.3 above provided that the rest period is not less than 70 hours in any seven (7) day period.

4.9 Exceptions from the weekly rest period provided for in paragraph 3.2.2 should not be allowed for more than two consecutive weeks. Intervals between two periods of exceptions on board should not exceed twice the duration of the exception.

4.10 Hours of rest provided for in paragraph 4.1 may not be divided into more than three (3) periods, one of which should at least be of six (6) hours and neither of the other two (2) periods should be less than one hour. Intervals between consecutive periods of rest should not exceed fourteen (14) hours. Exceptions should not extend beyond two 24 hour periods in any seven (7) day period.

4.11 Watch schedules should be posted where they are easily accessible. The schedules should be established in a standardized format in the ship's working language or languages and in English.

4.12 The seafarers' records of daily hours of rest should be maintained in a standardized format, in the ship's working language or languages and in English to allow monitoring and verification of compliance with the provisions of this section to Port State Control Officers and Flag State Inspectors.

4.13 The seafarers should receive their copy of the records. This copy should be endorsed by the Master or by a person authorized by the Master and by the seafarers.

4.14 Flag State Inspectors and ISM Auditors should verify the compliance with the rest period during the Annual Flag State Inspections and ISM Audits. Hours of rest are also subject to Port State Control. Non-compliance may result in penalties to the Company and Master by this Administration.

5. Prevention of drug and alcohol abuse

5.1 Drug and alcohol abuse directly affect the fitness and ability of a seafarer to perform watchkeeping duties or duties that involve safety, prevention of pollution and security duties.

5.2 Seafarers found to be under the influence of drugs or alcohol should not be permitted to perform watchkeeping duties or duties that involve safety, prevention of pollution and security duties, until they are no longer impaired in their ability to perform these duties

5.3 For the purpose of preventing alcohol abuse, a limit of 0.05% blood alcohol level (BAC) or 0.25 mg/l alcohol in the breath or a quantity of alcohol leading to such alcohol concentration for Masters, Officers and other seafarers while performing safety, security and marine environmental duties should be strictly followed.

5.4 Flag State Inspectors and ISM Auditors should randomly verify the blood alcohol level during the Annual Flag State Inspections and ISM Audits. It may also be subject to Port State Control Inspection. Non-compliance may result in penalties to the Company and Master by this Administration.

6. Companies' Responsibilities

Companies' responsibilities have been enhanced to include the following and they must ensure that:

- a) seafarers assigned to its ships have received refresher and updating training as required by the STCW Convention;
- b) ship's crew are sufficient to also perform security related duties; and
- c) there is effective oral communication at all times on board its ships, in accordance with the provisions of SOLAS Chapter V regulation 14.

Table B-1/2 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.