

# 海事處

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本處檔案 Our Ref. : (37) in SD/S 800/1(18)

30 December 2016

To: Shipowners, Ship Managers, Ship Masters and Recognized Organizations

Dear Sir/Madam,

## **Reissuance of Minimum Safe Manning Certificate In Accordance with the STCW 2010 Manila Amendments**

I refer to our letter dated 4 July 2016 inviting shipping companies to apply for the reissuance of minimum safe manning certificates (MSMC) for HK registered ships, so as to ensure the manning scale comply with the requirements of the 2010 Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW) (please refer to [http://www.mardep.gov.hk/en/pub\\_services/pdf/clsolas160704.pdf](http://www.mardep.gov.hk/en/pub_services/pdf/clsolas160704.pdf)). We noticed that some shipping companies had difficulties in employing the required number of "Able Seafarer Deck" (AS(D)) and/or "Able Seafarer Engine" (AS(E)). Although applications for the MSMCs were submitted, the numbers or grades of AS(D)s/AS(E)s employed on board did not meet the requirement of the MSMCs which will be issued. These companies will not receive the reissued MSMCs until their ships are adequately manned.

On 5 December 2016, IMO issued circular MSC. 1/Circ. 1560 on the above subject (Appendix 1 to this letter refers). They noted a large number of seafarers' certificates / endorsements meeting the STCW need to be issued and recognized that some seafarers on board may not yet hold the required seafarers' certificates / endorsements. The Maritime Safety Committee of the IMO therefore urged port State control authorities to take pragmatic and practical approach as well as to notify the ships, seafarers and Administration accordingly until 1 July 2017.

According to the major PSC MoUs, when ships fail to comply with the newly implemented STCW Manila Amendments, the port State control authorities may, warn the masters and issued warning letters to the ships for incompliance with the STCW. The warnings will be recorded by the relevant port State Control Memorandum of Understanding (MoU) regions, and may constitute clear ground for detention if the ships not rectifying the deficiency on or after 1 July 2017.

To prevent possible warning / detention during port State control intervention, ship owners / managers who have not yet received the reissued MSMCs are urged to take timely actions and confirm us that their ships have adequately manned with required number of AS(D)s and AS(E)s and

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to collect the reissued MSMCs, which must be placed on board soonest but not later than 1 July 2017.

Should you have any query, please do not hesitate to contact the Senior Surveyor/Cargo Ships Safety Section at telephone number (852) 2852 4510, fax number (852) 2545 0556 or by email to "ss\_css@mardep.gov.hk".

Yours faithfully,

*No signature on website copy*

(K.F. KWAN)  
Senior Surveyor/Cargo Ships Safety Section  
for Director of Marine

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MSC.1/Circ.1560  
5 December 2016

**ADVICE FOR PARTIES, ADMINISTRATIONS, PORT STATE CONTROL AUTHORITIES  
AND RECOGNIZED ORGANIZATIONS ON ACTION TO BE TAKEN IN CASES WHERE  
NOT ALL SEAFARERS CARRY CERTIFICATES AND ENDORSEMENTS MEETING THE  
2010 MANILA AMENDMENTS TO THE STCW CONVENTION AND CODE FROM  
1 JANUARY 2017**

1 The Maritime Safety Committee, at its ninety-seventh session (21 to 25 November 2016), expressed concern about the implementation of the 2010 Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, in light of the imminent end, on 1 January 2017, of the transitional provisions laid down in the STCW Convention, regulation I/15.

2 The Committee noted that a large number of certificates needed to be issued by certificate-issuing Parties confirming that their seafarers complied with the provisions of the 2010 Manila Amendments to the STCW Convention, and further noted that the provisions of regulation I/10 required Administrations to issue endorsements to masters, officers and radio personnel for service on their ships.

3 The Committee was particularly concerned about and regretted the fact that, so close to the end of the transitional period, seafarers in some States were reportedly unable to obtain certificates and/or the necessary endorsements required by regulation I/10 meeting the requirements of the 2010 Manila Amendments to the STCW Convention.

4 The Committee, therefore, urged all concerned, including certificate-issuing Parties and Administrations, to do their utmost to ensure that seafarers were issued with the appropriate certificates and necessary endorsements.

5 The Committee recognized that some seafarers on board ships may not yet hold their certificates or flag State endorsements meeting the 2010 Manila Amendments to the Convention and urged port State control authorities to take the above factors into consideration when taking action under the control procedures in article X and regulation I/4 of the STCW Convention. The Committee agreed that, in cases where a seafarer's documentation complied with the requirements in force immediately before 1 January 2017, but was not in accordance with the requirements of the 2010 Manila Amendments to the STCW Convention, port State control authorities, until 1 July 2017, were recommended to take a pragmatic and practical approach during inspections and to notify the ships, seafarers and Administrations concerned accordingly.

6 The Committee also recommended that Administrations should inform recognized organizations issuing ISM Code certification under SOLAS 74 that, until 1 July 2017, if a seafarer's documentation was not in accordance with the 2010 Manila Amendments to the STCW Convention, it would be sufficient to inform the Administration when assessing compliance with the provisions of the ISM Code.

7 Member States are invited to be guided accordingly and to bring the contents of this circular to the attention of all concerned, especially port State control authorities and recognized organizations.

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