



TUVALU SHIP REGISTRY

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MARINE CIRCULAR

MC-6/2016/1

12/2016

FOR: Ship Owners, Ship Managers, Ship Operators, Ship Masters, Ship Officers, Classification Societies, Port State Control Officers

SUBJECT: CONSIDERATION FOR CERTIFICATES & ENDORSEMENTS NOT MEETING 2010 MANILA AMENDMENTS FROM 1 JANUARY 2017

DEFINITIONS:

The following abbreviations stand for:

- “COC” – Certificate of Competency in accordance to the STCW
- “COE” – Certificate of Endorsement (issued against an officer’s COC / GOC / DCE / SSO)
- “DCE” – Dangerous Cargo Endorsement (e.g. Advance Oil/Chemical Tanker Certificate)
- “GOC” – GMDSS Operator Certificate
- “ISM Code” – International Management Code for the Safe Operation of Ships and for Pollution Prevention
- “MSC” – IMO Maritime Safety Committee
- “PSC” – Port State Control
- “PSCO” – Port State Control Officer
- “RO” – Recognized Organization as defined by IMO Resolution A.789(19).
- “SOLAS” – International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended
- “STCW” – International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended

PURPOSE:

The purpose of this marine circular is to advise PSC authorities of the recommendation proposed by the MSC with regards to the action taken in cases where some seafarers on board ships may not yet hold their COCs or COEs meeting the 2010 Manila Amendments.

APPLICATION:

This marine circular applies to all Tuvalu flagged vessels.

REFERENCES:

- (a) Tuvalu Marine Circular MC-5/2011/1
- (b) Tuvalu Registry Circular RC-5/2012/1
- (c) IMO MSC.1/Circ.1560, 5 December 2016

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1. Background

The MSC, at its 97th session (21 to 25 November 2016), noted that a large number of COCs are needed to be issued by COC-issuing Parties confirming that their seafarers complied with the provisions of the 2010 Manila Amendments, and further noted that the provisions of Reg I/10 required Administrations to issue COEs to masters, officers and radio personnel for service on their ships, and

as such expressed concern about the implementation of the 2010 Manila Amendments, in view that the transitional provisions laid down in Reg I/15 come to an end on 1 January 2017.

The MSC was particularly concerned about and regretted the fact that seafarers in some States were reportedly unable to obtain the COCs and/or the necessary COEs required by Reg I/10 that meet the requirements of the 2010 Manila Amendments even though it is so close to the end of the transitional period, and has as such proposed the recommendation below.

2. Recommendation by MSC

The MSC has recommended PSC authorities to take the above factors into consideration when taking action under the control procedures in Article X and Reg I/4 of the STCW, and until 1 July 2017, approach inspections in a pragmatic and practical manner and notify the ships, seafarers and Administrations concerned accordingly 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.

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

3. Approach by the Tuvalu Administration

In view of the challenges and recommendations above, the Tuvalu Administration kindly seeks the assistance of PSC authorities to take the above recommendation by MSC into consideration, and until 1 July 2017, exercise leniency when carrying out inspections on seafarers serving on Tuvalu flagged vessels so as to ensure that sufficient time is granted for the seafarers to obtain the new COCs and/or COEs under the 2010 Manila Amendments.

The Tuvalu Administration urges all seafarers serving on Tuvalu flagged vessels to contact their COC-issuing authorities to be issued with the appropriate certificates meeting the 2010 Manila Amendments as soon as possible so that they may subsequently apply for the necessary COEs as required by Reg I/10.

Yours sincerely,

Deputy Registrar
Tuvalu Ship Registry