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United States Coast Guard

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G-MOC Policy Letter 02-04
JUL 31 2002

From: Commandant
To: Distribution

Subj: POLICY FOR THE ENFORCEMENT OF THE 1995 AMENDMENTS TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978 (STCW 95), DURING PORT STATE CONTROL EXAMS

Ref: (a) NVIC 3-98, Port State Control Guidelines for the Enforcement of the 1995 Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW).
(b) NVIC 4-98, Port State Control Guidelines for the Enforcement of and Compliance with Chapter IX of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), "Management for the Safe Operation of Ships."

1. PURPOSE. This letter provides policy on the enforcement of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended 1995 (STCW 1995), that have come into effect since the publication of NVIC 3-98. Port State Control Officers (PSCOs) and interested parties should use this policy as a supplement to the existing NVICs (references (a) and (b)), to ensure effective and consistent compliance with the requirements of STCW 78, as amended in 1995.

2. ACTION. This letter contains two enclosures for use by PSCOs to understand and complete evaluations of mariner's certificates and licenses during Port State Control (PSC) boardings of foreign vessels entering U.S. waters and ports. Enclosure (1) provides detailed guidance for PSCO evaluation and enforcement of the STCW 95 requirements, for vessel's whose Administrations may or may not be signatory to the STCW. Enclosure (2) is a tool provided for the PSCOs reference to use when evaluating vessels or crew documentation on vessels who's Flag State is non-signatory to the STCW Convention. This policy letter should be used until cancelled.

3. DIRECTIVES AFFECTED.

a. MSG R 302351Z JAN 02 Z, SUBJ: ENFORCEMENT GUIDANCE FOR INTERNATIONAL CONVENTION ON STANDARDS FOR TRAINING, CERTIFICATION, AND WATCHKEEPING FOR SEAFARERES 1978, AS AMENDED (STCW 95), is cancelled.

b. This policy letter provides supplementary information able to be used in conjunction with NVIC 3-98, reference (a). Enclosure (1) of this letter should be used in lieu of the guidance provided in of paragraph 5.B of NVIC 3-98.

4. DISCUSSION.

a. This letter contains 2 enclosures that supplement the information contained in NVIC 3-98. Enclosure (1) should be used in lieu of paragraph 5.B in NVIC 3-98. Enclosure (2) is a tool to be used when evaluating whether a flag Administration, who is not signatory to STCW 95, has established a level of competency for training, certification and watchkeeeping comparable to that required by STCW 95. A checklist to assist with the evaluation of mariner endorsements can be found at http://www.uscg.mil/hq/g-m/pscweb/index.htm.

b. Consistency of enforcement is paramount in the guidance provided by OCMIs to their staffs for the evaluation of STCW 95 compliance during PSC boardings. This policy letter provides direction for the setting of boarding priorities using the PSC boarding matrix or specific priorities of boarding due to received pre-vessel arrival screening information regarding compliance with STCW 95. It outlines actions required by PSCOs during the boardings of signatory or non-signatory Flag state vessels and enforcement standards for evaluating endorsement of mariners' documents and licenses with the Convention amendments of 1995. Any questions which may arise during actions involving enforcement issues of STCW 1995, should be directed to the Foreign and Offshore Compliance Division (G-MOC-2) at the phone number listed above.

J. A. SERVIDIO
Commander, U.S. Coast Guard
By direction of the Commandant

Encls: (1) Enforcement of the STCW 95 Convention during Port State Control Exams
(2) Evaluation Tool for the consideration of vessels or crew whose flag states are non-signatory to the STCW Convention.

Copy: Commandant (G-MSO)
All Area Commanders (m)
All District Commanders (m)
All MSO's/Activities

Enforcement of the STCW 95 Convention During Port State Control Exams

Procedures During Port State Control (PSC) Examinations: The following procedures and guidance are to be followed by PSC Officers while conducting pre-arrival screenings.

A. **Pre-arrival Screening**: Prior to each U. S. port entry, the vessel should be evaluated with regards to whether it is flagged with a "White List" Administration. This information should be used to determine the boarding priority as follows:

(1) "White List" Administration : The White List includes those Administrations signatory to the convention who are currently deemed to be giving full effect to the provisions of STCW 95 Code. Vessels flagged by white list Administrations will be screened using the current Port State Control Matrix standards to determine the vessels boarding priority on receiving pre-arrival information. A list of white list nations can be found at: http://www.imo.org/includes/blastDataOnly.asp/data_id=4045/1018.pdf.

(2) Non-White List Administrations: Vessel's flagged by Administrations signatory to the Convention but who are not on the white list will be targeted as *Priority II* unless other factors in the targeting matrix determine a higher boarding priority. A list of signatory nations to STCW 95 can be found at the IMO website: http://www.imo.org/home.asp. (Open "Conventions" under quick links; then the open the "Status of Conventions – Complete list" link, in the right hand column).

(3) Non-signatory Administrations: Vessel's flagged by non-signatory Administrations to the Convention shall be targeted as a *Priority I* vessel.

(4) Taiwan: The flag Administration of Taiwan R.O.C. is not signatory to the STCW 95 Code. At the request the Ministry of Transportation of Taiwan, Det Norske Veritas (DNV) conducted a comprehensive review of their merchant marine licensing program to determine if it complied with STCW 95. DNV followed the same procedures that IMO used to evaluate Administration for white list eligibility (IMO MSC Circ.796, dated 9 June 1997). DNV found that Taiwan R.O.C. has given the Convention "full and complete effect." Mariner credentials and vessels associated with Taiwan R.O.C. should be treated similar to nations associated with the white list.

B. **Onboard Screening of Mariners**: Once a vessel has been determined to be boarded either as a result of points assigned in the targeting matrix or as a result of the pre-arrival screening, then the PSCO must evaluate whether the crew has documents issued by white list, non-white list, or non-signatory Administrations.

(1) Mariners from "White List" Administrations: Officer's licenses should be randomly examined to ensure issuance by signatory white list flag states. STCW certificates issued to individuals by an Administration different than that associated with the vessel should be examined for proper flag State endorsement (Regulation I/10). See Table (1) of this enclosure, for guidance on mariners serving onboard vessels from flag Administration either not on the white list or not signatory to the Convention.

(2) Mariners from Non-White List Administration: All Officer's licenses shall be examined and a random check of non-licensed credentials should be conducted to ensure the certificates are issued in accordance with STCW 95. STCW 95 certificates issued to individuals by an Administration different than that associated with the vessel shall be examined for proper flag State endorsement (Regulation I/10). See Table (1) for guidance on mariners serving onboard vessels from flag Administration either not on the white list or non-signatory to the Convention.

(3) Mariners from Non-Signatory Administration: PSCOs will conduct an evaluation to determine if a non-signatory Administration has established standards for training, certification and watchkeeping comparable to that established by the STCW 95 Code. Enclosure (2) is designed to assist with this evaluation. The evaluation should be conducted to the extent necessary to determine that the vessel and crew are capable of safely transiting U.S. waters and handling cargo. See Table (1) for guidance on mariners serving onboard vessels from flag Administration either not on the white list or non-signatory to the Convention.

C. **Onboard Examinations**: The following procedures provide guidance on the conduct of a PSC exam to ensure compliance with the requirements of the STCW 95 Convention. Enclosure (1) in NVIC 3-98 remains a valid checklist and may be used as an addendum to the foreign vessel examination book.

(1) General Examinations: During all foreign vessel examinations, PSCO's will at a minimum, examine the following items:

a) Certification/documentation: All information relating to the identity and personal description of the holder including: name, date of birth, photograph and signature, along with the date on which the document was issued. This information shall be displayed on the same side of the STCW documents, as well as all information relating to the capacity or capacities in which the holder is entitled to serve, and any limitations which shall be prominently marked and easily identified.

Certificates issued with either of the below terminology are acceptable:

"Certificate issued under the provisions of the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended in 1995, as provided in section A-I/2 of the STCW Code"; or

"Certificate issued under the provisions of the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended" which takes account of all subsequent amendments to the Convention."

1). Endorsements: **STCW 95 Regulation I/10 details the requirement that all masters, officers and radio operators possess an endorsement from the flag Administration associated with the vessel for a certificate issued under the authority of another party.** This means that the certificates of all masters, officers and radio operators serving on ships flagged by a state other than from which they received their license shall carry an endorsement from the flag Administration of that ship. As an example, a German master licensed by Germany serving aboard a Panamanian flagged vessel must obtain an endorsement from the Panamanian Maritime Authority.

2). The Code allows a seafarer with a properly issued STCW 95 license to serve in a licensed capacity (other than radio officer or radio operator) for a period not exceeding three months on board a ship provided documentary proof that an endorsement has been applied for is readily available. Acceptable documentary proof is verbal or written confirmation *from the flag Administration* that an application has been received. The three-month period begins from the date of the application for endorsement. Flag Administration contact information can be found at: http://www.uscg.mil/hq/g-m/pscweb/Flag_poc.pdf . *Only those seafarers assigned a position on a vessel in accordance with the Safe Manning Document shall be required to provide evidence of application. It is common for vessel operators, specifically cruise ships, to assign additional licensed personnel above and beyond that which is required by the Safe Manning Document.*

c) Vessel familiarization: PSCO should verify that all persons employed or engaged on a seagoing ship have received training or instructions in vessel familiarization and personal survival techniques. The PSCO should carefully review all attachments and supplemental information when checking crew license and seaman's paper files onboard to ensure the additional information is for that particular vessel and has been validated by the vessel flag state. Of significant importance are personal survival techniques training.

d) Safe manning: The flag Administration establishes the safe manning level of the vessel. The PSCO should verify that the vessel is manned in accordance with the Safe Manning Document.

e) Crew skills: Every member of the crew must be knowledgeable of their assigned duties. Fire and boat drills offer an excellent opportunity for the PSCO to observe each crewmember and evaluate their competency. The PSCO should take this time to discuss scenarios and question crewmembers regarding their duties and the safety features of the vessel. Individual and group crew assessments may only be conducted based upon clear grounds as discussed below in paragraph C, section (2) below, and STCW I/4.1.3. PSCOs should be on the lookout for clear grounds when conducting onboard examinations and conduct expanded exams when clearly articulated grounds have been discovered through informal interview, witnessing crew drills, information from an informant or general observations aboard the vessel.

f) Basic Safety Training (BST): Regulation VI/1 of the Convention and A-VI/1 of the Code requires seafarers who have designated safety or pollution prevention duties *in the operation* of the ship to receive appropriate basic safety training. The PSCO

should ensure that each crewmember assigned to these types of duties has received the appropriate elements of BST. The four elements of BST are: personal survival techniques; fire prevention and basic fire fighting; elementary first aid; and personal safety and social responsibilities. The PSCO should require proof of the crewmember's on board training involving emergency procedures and evidence that the crewmember has received the required Basic Safety Training.

(2) Expanded Examinations: When clear grounds are identified that standards established by the STCW 95 Code are not being maintained or the ship is otherwise being operated in such a manner as to pose a danger to persons, property or the environment, the examination will be expanded to focus on correcting the apparent deficiencies. STCW 95 Regulation I/4 provides specific guidance regarding when control actions can be exercised (See NVIC 3-98). PSCO's should review both Regulation I/4 of the Convention, and A-I/4 of the STCW 95 Code. These procedures focus on the ability of a PSCO to initially assess a mariner's skills. The Code states specifically that only the methods for demonstrating competence, together with the criteria for its evaluation contained in part A of the Code, should be used in the assessment.

The PSCO or marine inspector upon identification of a deficiency shall notify the master and provide an opportunity to correct the deficiencies at that time (e.g. allow the crew to receive instruction and repeat a fire and boat drill after failing the first time, or substitution of one crewmember by another who is qualified to hold that position). If the deficiency is immediately corrected, the PSCO should return to procedures for completing a general examination.

If during an expanded exam a deficiency is identified that relates to a crewmember's professional competence or inability to communicate in English (if required), an advanced assessment shall be conducted. An advanced assessment of professional skills should be performed by a senior PSCO/marine inspector with skills similar to that being assessed (e.g. former Deck Watch Officer, Coast Guard Licensed Officer, etc.), when such personnel are assigned to the unit. Advanced assessments must be carried out in accordance with the crewmember's individual standards of competence outlined in STCW A-I/4.3. Also, the manner in which these advanced assessments are performed should be in keeping with STCW B-I/4.3-5, preferably in the presence of a flag state representative.

The following situations establish clear grounds for expanding an exam:

(a) involvement in a collision, grounding, or stranding;

(b) a discharge of substances from the ship when underway, at anchor or at berth, which is illegal under any international convention;

(c) the ship maneuvering in an erratic or unsafe manner whereby safe navigation practices and procedures have not been followed; and

(d) the ship being operated in such a manner as to pose a danger to persons, property or the environment. Items that may be deemed to pose a danger to persons, property or the environment include:

1) Failure of a crewmember to hold a certificate, to have an appropriate certificate, or to have a valid dispensation or documentary proof that an application for a recognition certificate has been submitted to the Flag State Administration;

2) Failure to comply with the safe manning document;

3) Failure to conform to flag state requirements regarding watch arrangements (e.g. flag state requirements regarding certain ratings required to be on the bridge/in the engine room during specific evolutions);

4) Absence in the watch of a person qualified to operate equipment essential to safe navigation, radio communications, or pollution prevention;

5) Failure to comply with the work hour/fitness for duty provisions contained in Reg VIII/1 and section A-VIII/1;

6) The inability of crewmember(s) to perform their assigned duties during abandon ship or firefighting drills;

7) The inability of watchkeeping officer(s) to communicate with the PSCO in English;

8) The inability of crewmember(s) to operate shipboard equipment necessary to complete operational tests as required during the general examination;

9) A clear indication, based on personal observations of performance during the boarding, that the master and/or crew are not familiar with their specific duties and with ship arrangements, installations, equipment, procedures and ship characteristics that are relevant to their routine or emergency duties; and

10) Indications that key crew members are not able to communicate or coordinate with each other, or with other persons on board.

NOTE: If an assessment of English speaking skills is necessary during an expanded exam, the "Standard Marine Phrases" found in NVIC 3-98 should be used to evaluate English competency.

D. **Control Actions**: Regulation I/4 of the STCW 95 Convention specifies those deficiencies that are detainable. The following are examples of detainable deficiencies:

(1) No Safe Manning Document or the manning is not in accordance with the Safe Manning Document;

(2) No mandatory specialized training document or endorsement available (when required);

(3) No radio operator certificates or lack of flag State endorsement for radio operator certificates;

(4) No documentation for personnel with designated safety or pollution prevention duties;

(5) No flag State endorsement or documentary proof of application. Seafarers assigned a position on a vessel in accordance with the Safe Manning Document, may serve onboard for a period not exceeding 3 months on the basis of an application; the application must be made prior to serving in that capacity and must be confirmed by the endorsing Administration.

(6) After consultation with the cognizant Flag Administration, an advanced assessment has shown that a seafarer on board listed on the safe manning document does not have sufficient competence to ensure safe and pollution free operation of the vessel.

E. **Link with ISM Code**: The International Safety Management (ISM) Code plays an important role in ensuring the compliance of the vessel with international conventions. ISM requires each process used to operate the vessel be defined and recorded within the safety management system. These processes outline the routines involved in the safe operation of vessels, from the moment a new crewmember arrives on board the vessel to the watch rotation. Any failure on board the vessel involving safety, which may include expired life jacket light batteries, uncorrected charts, or the inability of a chief mate to successfully lower a lifeboat, can typically be linked to a failure to follow ISM procedures. This includes discrepancies involving STCW. Whenever a discrepancy occurs, the PSCO should remain attentive for possible safety management system non-conformities and the possibility of detainable deficiencies under this ISM.

Table 1

Vessel Arrival & Crewmember Licensing Considerations

(Note: Refer to Para. D, Control Actions for actions relating to deficiencies that are detainable.)

If the Vessel is Flagged by:	II. If the Vessel has crewmembers w/credentials issued from the following countries, then the following enforcement strategy applies.		
	White List	Non-White list	Non-signatory
White List Country Screen vessel using existing PSC matrix	Use NVIC 3-98 and this policy if vessel is boarded	Use NVIC 3-98 and this policy if vessel is boarded -Certificates issued under the authority of a non-party may not be recognized;	-Vessel most probably should be detained for non-compliance with Safe Manning Document since endorsements can only be issued for STCW certificates.
Non-white List country Assign vessel Priority II status unless points are higher	-Board vessel -Conduct expanded STCW examination by administratively checking: • 100% of the officer's licenses • randomly check non-licensed credentials	-Board vessel -Conduct expanded STCW examination by administratively checking: • 100% of licensed mariners • and 100% of non-licensed mariner credentials	-Board vessel -Vessel most probably should be detained for non-compliance with Safe Manning Document since endorsements can only be issued for STCW certificates. -Conduct expanded STCW examination by administratively checking: • 100% of licensed mariners • and 100% of non-licensed mariner credentials

Continued on next page

Table 1 (Cont'd)
Vessel Arrival & Crewmember Licensing Considerations

(Note: Refer to Para. D, Control Actions for actions relating to deficiencies that are detainable.)

If the Vessel is Flagged by:	II. If the Vessel has crewmembers w/credentials issued from the following countries, then the following enforcement strategy applies.		
	White List	**Non-White list**	**Non-signatory**
Non-Signatory to STCW Assign the vessel PI boarding status Board vessel prior to its entry into port	-Board vessel - Focus the examination upon a review of the adequacy to which the flag state has carried out administrative responsibilities in accordance with Enclosure (2), the *Non-Signatory Evaluation Tool.* -Conduct expanded STCW examination by administratively checking: • 100% of the officer's licenses; Randomly check non-licensed credentials	-Board vessel - Focus the examination upon a review of the adequacy to which the flag state has carried out administrative responsibilities in accordance with Enclosure (2), the *Non-Signatory Evaluation Tool.* - Conduct expanded STCW examination by administratively checking: • 100% of the officer's licenses; and 100% non-licensed credentials	- Board vessel - Focus the examination upon a review of the adequacy to which the flag state has carried out administrative responsibilities in accordance with Enclosure (2), the *Non-Signatory Evaluation Tool.* -Conduct expanded STCW examination by administratively checking: • 100% of the officer's licenses; • and 100% non-licensed credentials -Evaluate crewmembers for proficiency comparable to that required by STCW Part A, sections AI – AVIII. If crewmembers are unable to perform at a level of proficiency necessary to ensure the safe operation of the vessel, detain the vessel for failing to meet the conditions of the safe manning document.

Evaluation Tool for the consideration of Vessels or Crew whose Flag Administrations are Non-Signatory to the STCW Convention

This tool is intended for use during boardings when either the vessel or, a majority of the crew is associated with an Administration that is not signatory to STCW 95. The following questions are designed to assist in evaluating whether the flag Administration has called out responsibilities in a manner comparable to that required by STCW. Boarding personnel should focus on whether a level of crew competency, training and watchkeeping has been established such that the vessel can safely transit U.S. waters and conduct cargo operations.

- Do all officers hold appropriate certificates and other personnel hold documentary evidence that is comparable with the requirements of chapter II, III, IV, V, VI VII and VIII;

- Has the operating company complied with the essential elements of Regulation I/14 with regard to assignment of seafarers, manning of the ship, and maintenance of documentation and data on the seafarers they employ and on their familiarization with their duties;

- Have the master, officers or other personnel serving on tankers completed appropriate special training comparable to that required by regulation V/1;

- Have the master, officers or other personnel serving on board ro-ro passenger ships engaged on international voyages competed appropriate special training comparable to that required by regulation V/2;

- Have appropriate persons on board ship, other than passengers, received familiarization training comparable to that required by regulation VI/1;

- Have all seafarers with designated safety or pollution-prevention duties in the operation of a ship received both familiarization and basic safety training comparable to that required by regulation VI/1;

- Have all seafarers designated to control fire-fighting operations, provide medical first aid or to take charge of medical care on board ship been trained and certificated in a manner comparable to that required by chapter VI;

- Have the seafarers demonstrated proficiency in firefighting by successfully completing a drill;

- Have rest periods for watch keeping personnel been established and observed;

- Have the company, master and watchkeeping personnel observed watchkeeping provisions comparable to those found in chapter VIII;

- Is the crew familiar with the vessel's safety management system and are drills and familiarization training carried out with the prescribed frequency?

If evidence is found during the boarding that the vessel does not meet a level of safety comparable to that established by STCW 95, then the vessel should be placed on hold using a COTP order until such time as the crew can demonstrate basic competencies such that the vessel can safely transit the port and handle cargo.

	Position *(Engineers)* **REMEMBER** always check column for limitations		Valid National Certificate of Compe-tency		Endorsement or Documentary proof of application	Survival Craft Cert. Rescue Boat Reg. VI/2.1	Familiarization Safety training (all) Reg.VI/1 Basic training (rating)	Advanced Fire-fighting training Reg. VI/3	Remarks
			Cert	EW					
III/3	Chief Engineer	> 750 kw							
III/3	"	>3000 kw							
III/2	"	>3000 kw							
III/3	"	> 750 kw							
III/3	"	>3000 kw							
III/2	"	>3000 kw							
III/1	In charge of watch	>750 kw							
III/1	"								
III/1	"								
III/1	"								
III/1									
III/4	Ratings								
III/4	"								
III/4	"								
III/4	"								
III/4	"								
III/4	"								

X In order N Not in order

Additional tanker requirements

State category of the ship:	Oil Tanker	Chemical Tanker	Liquefied Gas Tanker

Position	Tanker Familiarization Certificate V/1 (1&4) or	Endorsement or documentary proof	Tanker Specialization Certificate V/1 (2&4) or	Endorsement or documentary proof
Master				
Chief Officer				
Officer on Watch				
"				
"				
Chief Engineer				
2nd Engineer				
Engineer on Watch				
"				
"				
Ratings				
"				
"				
"				
"				
"				

NOTE:
X : IN ORDER N : Not in order Remarks:.....

Additional Requirements – Ro/ro passenger ship

Position	Fast Rescue Boat (VI/2.2)	Training in Crowd Management (V/2.4 & A-V/2.1)	Familiarization Training (V/2.5 & A-V/2.2)	Safety Training (V/2.6 & A-V/2.3)	Training in Passenger Safety, Cargo Safety and Hull Integrity (V/2.7 & A-V/2.4)	Training in Crisis Manageme and Human Behaviour (V/2.8 A-V/2.5)
Master						
Chief Officer						
Officer on Watch						
"						
"						
Chief Engineer						
2nd Engineer						
Engineer on Watch						
"						
"						
Ratings						
"						
"						
"						
"						
"						

NOTE:
X : IN ORDER

N : Not in order

Remarks : .....

Additional Requirements Passenger ship

Position	Training in Crowd Management (V/3.4 & A-V/3.1)	Familiarization Training (V/3.5 & A-V/3.2)	Safety Training (V/3.6 & A-V/3.3)	Training in Passenger Safety and Hull Integrity (V/3.7 & A-V/3.4)	Training in Crisis Management and Huma Behaviour (V/2.8 & A-V/3.5)
Master					
Chief Officer					
Officer on Watch					
"					
"					
Chief Engineer					
2nd Engineer					
Engineer on Watch					
"					
"					
Ratings					
"					
"					
"					
"					
"					

NOTE:
X : IN ORDER

N : Not in order

Remarks : .....

The following abbreviations have been used in the checklist:

a. OOW (Officer in charge of a navigational watch);
b. CE (Chief Engineer);
c. GMDSS (Global Maritime Distress and Safety System);
d. ROC (Restricted Operator Certificate);
e. GOC (General Operator Certificate);
f. Fast R.B. (Fast Rescue Boat).
g. COC (Certificate of Competency)
h. NW (Navigational Watch)
i. EW (Engine Watch)
j. G. (General cargo ship)
k. T. (Tanker, Chemical, Gas carrier.)
l. P. (Passenger ship, other than RoRo)
m. RoRo. (RoRoPassenger ship)

Special training requirements for personnel on board tanker			
Tanker Familiarization	V/1-1+4	Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment	Certificate or endorsement for Officers Certificate for others
Tanker Specialized Training Programme	V/1-2+4	Master, chief engineer, chief mate, second engineer and any person with immediate responsibility for loading, discharging and care in transit or handling cargo	Certificate or endorsement for Officers Certificate for others

Special training requirements for personnel on board Ro-Ro passenger and Passenger ships				
Title	**Reference Regulation**	**Crew required to be trained**	**Kind of certificate**	**Refresh ever ≤5 years**
Training in crowd management	V/2.4 & A-V/2,1 V/3.4 & A-V/3,1	Master, officers and other personnel designated to assist passengers in emergency situation	Documentary evidence	Required
Familiarization Training	V/2.5 & A-V/2,2 V/3.5 & A-V/3,2	Master, officers and other personnel assigned specific and responsibilities	Documentary evidence	Not required
Safety Training	V/2.6 & A-V/2,3 V/3.6 & A-V/3,3	Personnel providing direct services to passengers in passenger spaces	Documentary evidence	Not required
Training in passenger safety, cargo safety and hull integrity (only ro-ro)	V/2.7 & A-V/2,4	Master, chief mate, chief engineer, second engineer and every person assigned immediate responsibility for embarking and disembarking passengers, loading, discharging or securing cargo, or closing hull openings	Documentary evidence	Required
Training in passenger safety and hull integrity (only passenger ships)	V/3.7 & A-V/3,4	Master, chief mate, chief engineer, second engineer and every person assigned immediate responsibility for embarking and disembarking passengers, or closing hull openings	Documentary evidence	Required
Training in crisis management and human behaviour	V/2.8 & A-V72,5 V/3.8 & A-V73,5	Master, chief mate, chief engineer, second engineer and every person having responsibility for the safety of passengers in emergency situations	Documentary evidence	Required