

**PRELIMINARY VERSION (01/2001)**

**KVNR GUIDE ON TRAINING  
REQUIREMENTS FOR SEAFARERS**

**Summary of training requirements  
for seafarers on seagoing ships  
under Dutch flag**

**PRELIMINARY VERSION  
01/2001**

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## **1. Introduction**

Training of seafarers is an issue which raises a lot of questions with ship operators and seafarers nowadays. This is mainly caused by recent national and international changes in legislation relevant to the training of seafarers, but also by the ship operators' increasing need for well trained personnel.

To meet the demand for guidance on training requirements for seafarers the Royal Association of Netherlands' Shipowners (KVNR) decided to draw up a guide on training requirements and established for that purpose the KVNR Working Group on Training. In this working group members of the KVNR, the Bureau of the KVNR, a representative of the Dutch Association of Contractors in Dredging and Shore and Bank Protection (VBKO) and representatives of the Netherlands' Shipping Inspectorate participate.

The KVNR Guide on Training Requirements for Seafarers has been drawn up on the basis of research by the working group of national and international legislation. Since international legislation leaves many issues open for interpretation by the national Administrations, it has been decided, in close co-operation with the Netherlands' Shipping Inspectorate, that the guide will reflect the Dutch Administration's interpretation of international legislation.

Consequently the KVNR Guide on Training Requirements for Seafarers has been written with the purpose to provide guidance to respectively companies operating ships under the Dutch flag and seafarers serving on ships sailing under the Dutch flag.

The KVNR Guide on Training Requirements for Seafarers has been drawn up for the purpose of guidance only and has no legal status whatsoever. It is recommended to use this Guide in combination with the official legal texts.

*KVNR, January 2001*

## 2. Short introduction to relevant legislation

### 2.1 The STCW'95 Convention

Most of the training requirements originate from the *International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended in 1995 (STCW'95 Convention)*. The requirements are applicable to seafarers on board seagoing ships (regardless the size of the ship) entitled to fly the flag of a Party to the STCW Convention, except for warships, fishing vessels, pleasure yachts not engaged in trade and wooden ships of primitive build. Parties to the STCW'95 Convention have to fully comply with the STCW'95 Convention requirements from 1 February 2002.

The STCW Convention, as amended in 1995, encloses the following:

- STCW Convention: basic agreements made by the Parties of the Convention.
- The Annex to the Convention: contains the basic requirements ('what is required from whom') on training, certification and watchkeeping as agreed in 1995.
- STCW Code part A: this part contains the *mandatory* standards regarding the provisions in the Annex of the Convention. A detailed explanation of the Annex, mostly in the format of tables, is given in this part.
- STCW Code part B: this part contains the *recommended* guidance regarding the provisions of the STCW Convention and its Annex.

To find out all details on a certain requirement, one has to check the Convention and Annex as well as the Code. The numbering of the regulations in the Annex to the Convention is similar to the numbering used in the Code.

IMO has issued the publication *STCW'95* which contains the text of the Convention, the Annex and the Code. We recommend to use this publication in combination with the IMO publication *IMO workshop material on implementation of the revised STCW Convention*. In this publication a further explanation to the STCW'95 Convention is given, especially addressing the transition period from 1 February 1997 to 1 February 2002.

In 1997 Amendment 1 to the STCW'95 Convention was agreed. The amendment contains additional regulations for passenger ships. Amendment 1 has been fully integrated in the current edition of the IMO publication *STCW'95*.

### 2.2 Council Directives 94/58/EC and 98/35/EC

The European Council has agreed on a uniform approach to the STCW Convention and consequently has issued the Council Directives 94/58/EC and 98/35/EC. In general EU member states have been obliged to integrate Council Directives into their national legislation.

*Council Directive 94/58/EC of 22 November 1994 on the minimum level of training of seafarers* is based on the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW'78 Convention).

*Council Directive 98/35/EC of 25 May 1998 amending the Directive 94/58/EC on the minimum level of training of seafarers* contains the amendments to Directive 94/58/EC based on the 1995 amendments to the STCW'78 Convention.

The Council Directives 94/58/EC and 98/35/EC are basically a copy of the text of the STCW Convention and the Annex to the STCW Convention but do not include the text of the STCW Code.

The text of the two Council Directives mentioned above is available in the Dutch language. The Dutch text of the two Council Directives has been published in 'Publicatieblad van de Europese Gemeenschappen' numbers L319 (1994) and L172 (1998) respectively. The text of the subject Council Directives can also be found on the internet ([www.europa.eu.int/eur-lex](http://www.europa.eu.int/eur-lex)).

### 2.3 Council Directive 92/29/EEC

*Council Directive 92/29/EEC of 31 March 1992 on the minimum safety and health requirements for improved medical treatment on board vessels* deals with the minimum requirements for safety and health with regard to better medical care on board ships. In article 5 of the Council Directive requirements have been given for basic medical education at nautical colleges and for practical experience in medical care to be gained by captains and other persons designated to provide medical care.

The Dutch text of the Council Directive has been published in 'Publicatieblad van de Europese Gemeenschappen' number L113 (1992). The text of the subject Council Directive can also be found on the internet ([www.europa.eu.int/eur-lex](http://www.europa.eu.int/eur-lex)).

### 2.4 Dutch shipping legislation

In 2001 the *Maritime Crew Act (Zeevaartbemanningwet)* and the *Maritime Crew Decree (Besluit Zeevaartbemanning)* will enter into force. From that time the national training requirements for seafarers serving on ships under Dutch flag will be laid down in the *Besluit Zeevaartbemanning*. The *Besluit Zeevaartbemanning* will include the Dutch implementation of the training requirements originating from the STCW'95 Convention and the relevant European Council Directives.

Up to the date that the *Zeevaartbemanningwet* and the *Besluit Zeevaartbemanning* will enter into force most of the Dutch training requirements are laid down in the *Netherlands Shipping Decree 1965 (Schepenbesluit 1965)* including the Annexes (Bijlagen) hereto and in the *Crew Decree (Schepelingenbesluit)*.

### **3. How to use the KVNR Guide on training Requirements for Seafarers.**

#### *3.1 How to use this Guide*

Chapter 4 contains the training matrixes. A training matrix is a diagram showing the required training per function of the crew. Three different training matrixes have been drawn up, one for cargo ships, one for passenger ships and one for ro-ro passenger ships. These training matrixes are based on a general assumption of the situation applicable to each of the three types of ships. The situation of an individual ship may differ from the assumed general situation. When using the training matrixes one should be aware that the training matrixes contain only a limited amount of information and should be used in connection with the more detailed information listed in Chapter 5.

Chapter 5 contains detailed information about each required training. Per paragraph the requirements of a certain training will be explained. As this Guide has the purpose to serve as guidance only, reference is made to the relevant legislation in case one might be interested in perusing the exact legal text. For reasons of practical use the Dutch legislation is named in the Dutch language.

In Chapter 6 an explanation is given of abbreviations and definitions used.

#### *3.2 How to use the training matrixes*

Select the training matrix which is applicable to the type of ship.

On the vertical axis of the matrix the various functions of the ship's crew are listed. On the horizontal axis the relevant training courses, extracted from national and international regulations, are listed. Per training course reference is made to the applicable paragraph of Chapter 5 for a more detailed explanation.

The shaded and coloured boxes in the matrix indicate which training is mandatory and which training is only mandatory for designated crew according to the ship's manning plan and/or musterlist. The matrix has to be read together with the more detailed information given in Chapter 5 to get a full picture of the requirements.

The bottom line of the matrix shows the validity of the training evidence. More detailed information on the requirement of a refresher course can be found in Chapter 5.

#### *3.3 Applicability of the training matrixes*

Not all training requirements are connected to the issue of a Certificate of Competence or an Endorsements by the Netherlands' Shipping Inspectorate. In other words the Certificate of Competence or the Endorsement does not cover all the training requirements. Several training requirements are connected to the vessel's Safe Manning Document.

Consequently the training requirements can differ from ship to ship and from company to company. In order to obtain a full and complete picture of the training requirements applicable to a ship or a group of ships, an *individual* training matrix based on the ship or group of ships' manning plan(s), musterlist(s) and working procedures has to be drawn up.



## **5. Training explanations**

### **5.1 FAMILIARIZATION TRAINING (FT)**

#### **Relevant regulations:**

STCW'95, regulation VI/1

Schepenbesluit, Annex VI, regulation 6.3

Besluit Zeevaartbemanning, regulation 116, paragraph 3

#### **Required competence:**

- be able to communicate with other persons on board on elementary safety matters and understand safety information symbols, signs and alarms
- know what to do if a person falls overboard, fire or smoke is detected, or the fire or abandon ship alarm is sounded
- identify muster and embarkation stations and emergency escape routes
- locate and don lifejackets
- raise the alarm and have basic knowledge of the use of portable fire extinguishers
- take immediate action upon encountering an accident or other medical emergency before seeking further medical assistance on board
- close and open fire, weathertight and watertight doors fitted in the particular ship other than those for hull openings

#### **Mandatory for:**

All persons employed or engaged on a seagoing ships other than passengers, before being assigned to shipboard duties. This includes ratings, catering personnel, apprentices and contractors.

#### **Where to do it:**

Familiarization training can only be undertaken effectively on board the particular ship the person will be employed on. Therefore familiarization training is ship specific.

The ship board introduction could be preceded by a theoretical introduction ashore, for example by:

- issuing a safety booklet to the seafarer, containing the ship's company safety procedures,
- arranging an introduction to procedures of the company,
- watching safety video's,
- 'tailor-made' courses at training institutes, using simulation techniques.

#### **Certification/evidence required:**

The familiarization procedure of the company has to be approved by the Netherlands Shipping Inspectorate. However, familiarization also has to be part of the ISM system of the company (see Schepenbesluit, Annex VI, regulation 6.3). The familiarization procedure can be considered 'NSI approved' when it is contained in a certified ISM system.

A certificate of familiarization training is not required. However, there should be evidence on board the ship of registration of familiarization training.

**Refresher courses:**

Not applicable

The seafarer must have received familiarization (training) before he is assigned to shipboard duties.

**Entry into force:**

Familiarization training is presently required by the Netherlands Shipping Act (Schepenwet) as being part of the requirements of the ISM Code. There are no national regulations for familiarization training on ships that are not required to have an ISM system in place yet. However, STCW'95 requires familiarization training from 1 February 1997.

## 5. Training explanations

### 5.2 BASIC TRAINING (BT)

#### Relevant regulations:

STCW'95, regulation VI/1

Schepenbesluit, regulation 116

Besluit Zeevaartbemanning, regulations 87 and 116

#### Required competence:

- survival at sea in the event of ship abandonment
- minimize the risk of fire and maintain a state of readiness to respond to emergency situations involving fire
- fight and extinguish fires
- take immediate action upon encountering an accident or other medical emergency
- comply with emergency procedures
- take precautions to prevent pollution of the marine environment
- observe safe working practices
- understand orders and be understood in relation to shipboard duties
- contribute to effective human relationships on board ship

#### Mandatory for:

All seafarers employed or engaged on board seagoing ships, with designated safety or pollution prevention duties, before being assigned to shipboard duties. Generally, this includes all regular crew on board cargo ships.

#### Where to do it:

At a NSI approved training course.

From 1 August 1998 Basic Training is also taught and examined as part of the regular curriculum of nautical colleges in the Netherlands.

#### Certification/evidence required:

A valid certificate of Basic Training, or equivalent documentary evidence\*, needs to be shown when a seafarer wants to obtain an initial Certificate of Competence from the Netherlands' Shipping Inspectorate.

If a seafarer can give evidence of being employed on seagoing ships before 1 August 1998, Basic Training is not required in order to obtain a Certificate of Competence.

\* *Evidence of completion of a Dutch nautical college*

#### Refresher courses:

Refresher Basic Training is not required if the seafarer has served at least one year at sea during the past five years. On basis of the mandatory drills on board of ships, one year sea service is considered to provide evidence of having achieved the required standard of competence.

#### Entry into force:

Basic Training is presently mandatory under international (STCW'95) and national (Schepenbesluit, regulation 116) legislation.

## 5. Training explanations

### 5.3 a. PROFICIENCY IN SURVIVAL CRAFT AND RESCUE BOATS OTHER THAN FAST RESCUE BOATS (SCR)

#### Relevant regulations:

STCW'95, regulation VI/2  
STCW Code, sections A-II/1 and A-III/1  
Schepenbesluit, Annex XIA, regulation 10  
Schepenbesluit, Annex XXII  
Besluit Zeevaartbemanning, regulations 88 and 117

#### Required competence:

- take charge of a survival craft or rescue boat during and after launch
- operate a survival craft engine
- manage survivors and survival craft after abandoning ship
- use locating devices, including communication and signalling apparatus and pyrotechnics
- apply first aid to survivors

#### Mandatory for:

Required is a sufficient number of trained personnel ('sloepsgasten') on board to safely launch and operate the survival crafts needed to disembark all those on board.

In addition to this, for passenger ships there are minimum requirements with respect to the number of crew that has to be trained, depending on the permitted number of passengers per lifeboat

(Schepenbesluit, Annex XIA, regulation 10, paragraph 3).

#### Where to do it:

At a NSI approved training course.

SCR training is (and has been since entry into force of Schepenbesluit, Annex XIA, regulation 10) taught and examined as part of the regular curriculum of nautical colleges in the Netherlands.

#### Certification/evidence required:

A SCR certificate or other evidence is needed. The SCR certificate can only be issued if, apart from completion of an approved training, the seafarer can give evidence of at least 6 months of approved seagoing service. An examination of ears and eyes before starting the training is recommended (STCW Code, section B-VI/2).

#### Refresher courses:

Refresher SCR training is not required if the seafarer has served at least one year at sea during the past five years. On basis of the mandatory drills on board of ships, one year sea service is considered to provide evidence of having achieved the required standard of competence.

#### Entry into force:

Presently mandatory according to Schepenbesluit, Annex XIA, regulation 10.

## 5. Training explanations

### 5.3 b. PROFICIENCY IN FAST RESCUE BOATS (FRB)

#### **Relevant regulations:**

STCW'95, regulation VI/2

STCW Code, sections A-II/1 and A-III/1

Besluit Zeevaartbemanning, regulations 89 and 117

#### **Required competence:**

- competence of 'Proficiency in survival craft and rescue boats other than fast rescue boats' (SCR, see paragraph 5.3)

and additional to that:

- take charge of a fast rescue boat during and after launch
- operate a fast rescue boat engine

#### **Mandatory for:**

A minimum of 2 persons per fast rescue boat. A fast rescue boat is defined as a boat able to sail for 4 hours at a speed of 21 knots and over, with 3 persons on board.

Seafarers who have completed a FRB training are only required on board ships equipped with one or more fast rescue boats.

#### **Where to do it:**

The FRB training is *not* part of the curriculum of nautical colleges in the Netherlands. A NSI approved FRB training at a training institute has to be attended.

#### **Certification/evidence required:**

FRB training can only be undertaken if candidates are holding a SCR certificate.

#### **Refresher courses:**

Refresher FRB training is needed every 60 months.

#### ***Entry into force:***

According to the STCW'95 Convention : from February 1997

Entry into force of the Zeevaartbemanningwet.

## **5. Training explanations**

### **5.4 ADVANCED FIRE FIGHTING FOR SEAFARERS (AFF)**

#### **Relevant regulations:**

STCW'95, regulation VI/3

STCW Code, sections A-II/1 and A-III/1

Besluit Zeevaartbemanning, regulations 27, 28 and 90

#### **Required competence:**

- control fire fighting operations aboard ships
- organise and train fire parties
- inspect and service fire-detection and -extinguishing systems and equipment
- investigate and compile reports on incidents involving fire

#### **Mandatory for:**

All seafarers designated to control fire-fighting operations. The AFF training is mandatory for all officers according to chapter A-II/1 and A-III/1 of STCW'95.

#### **Where to do it:**

At a NSI approved training course.

Since the school year 1997-1998 AFF training is taught and examined as part of the regular curriculum of nautical colleges in the Netherlands. Officers who commenced or followed nautical education prior to the school year 1997-1998 have not attended an AFF training as part of their regular nautical education.

#### **Certification/evidence required:**

An AFF certificate or other documentary evidence of completion of an AFF training is required from all seafarers designated to control fire-fighting operations.

#### **Refresher courses:**

AFF training evidence is valid for 60 months.

#### **Entry into force:**

1 February 2002

## 5. Training explanations

### 5.5 SCHEEPSGEZONDHEIDSZORG-B (Medical Training Limited)

#### **Relevant regulations:**

EC Directive 92/29/EEC

STCW'95, regulation VI/4

STCW Code, sections A-II/1 and A-III/1

Besluit Zeevaartbemanning, regulations 91, 118 and 119

#### **Required competence:**

- basic understanding of physiology, symptomatology and therapeutics
- elements of preventive medicine, notably individual and collective hygiene and elements of possible prophylactic measures
- ability to perform basic types of treatment and supervise emergency disembarkation at sea
- detailed knowledge of how to use the various remote consultation facilities.

The course Scheepsgezondheidszorg-B is based on the criteria of EC Directive 92/29/EEC and covers the criteria of the STCW'95 courses Medical First Aid and Medical Care.

#### **Mandatory for:**

The Master and the crew member or crew members to whom the Master delegates the use of the medical supplies.

#### **Where to do it:**

Scheepsgezondheidszorg-B (Medical Training Limited) is included in the curriculum of nautical colleges in the Netherlands.

Holders of a diploma as watchkeeping officer obtained at a nautical school within the European Union (EU) can obtain the certificate Scheepsgezondheidszorg-B on basis of the school diploma.

Holders of a diploma as watchkeeping officer obtained at a nautical college outside the EU can obtain the certificate Scheepsgezondheidszorg-B on basis of the school diploma in combination with a certificate of the STCW'95 course 'Medical Care'.

Alternatively, a NSI approved course at a nautical school or training institute can be taken.

#### **Certification/evidence required:**

A certificate Scheepsgezondheidszorg-B is required. The captain cannot delegate the medical care to a seafarer who is not in possession of a valid certificate 'Scheepsgezondheidszorg-B'.

The certificate is issued by nautical schools (in addition to the diploma or after completion of the (refresher) training course), training institutes (after completion of the (refresher) training course) or the Netherlands Shipping Inspectorate (on basis of the required evidence).

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**Refresher courses:**

The certificate Scheepsgezondheidszorg-B has a validity of 5 years. To renew the certificate a NSI approved refresher course has to be taken.

A certificate Scheepsgezondheidszorg-B obtained on basis of a school diploma issued before 1 January 1996 expires at 1 January 2001.

A certificate Scheepsgezondheidszorg-B obtained on basis of a school diploma issued after 1 January 1996 expires 5 years after the date of issue of the school diploma.

**Entry into force:**

Presently mandatory according to Schepenbesluit, regulation 117a.



## **5. Training explanations**

### **5.6 SCHEEPSGEZONDHEIDSZORG-O (Medical Training Unlimited)**

#### **Relevant regulations:**

92/29/EEC, regulation 5, 31 March 1992 (publication L113/19)

Schepenbesluit, regulation 117a

Besluit Zeevaartbemanning, regulations 91, 118 and 119

#### **Required competence:**

■ ability to perform basic types of treatment .

This ability must have been obtained by practical training.

#### **Mandatory for:**

The Master and the crew member or crew members to whom the Master delegates the use of the medical supplies on board ships provided with a Certificate of Seaworthiness for GMDSS sea areas A3 and A4. This does not apply to seafarers on ships that are obliged to sail with a doctor on board (as defined in Besluit Zeevaartbemanning, regulation 119).

#### **Where to do it:**

A NSI approved course at a training institute has to be attended. However, the alternative is to attend a practical training of at least 3 weeks at the first aid department of a general hospital. The Medical Adviser of the Netherlands Shipping Inspectorate holds a list of hospitals that provide this service. Hospital training outside the Netherlands in EU countries is permitted. Hospital training in non-EU countries may be approved by the Medical Adviser of NSI at special request.

#### **Certification/evidence required:**

A certificate 'Scheepsgezondheidszorg-O' is required. On board a ship provided with a Certificate of Seaworthiness for GMDSS sea areas A3 and A4 the captain cannot delegate the medical care to a seafarer who is not in possession of a valid certificate 'Scheepsgezondheidszorg-O'.

#### **Refresher courses:**

The certificate Scheepsgezondheidszorg-O is valid for 60 months.

The certificate can be renewed after completion of either a NSI approved refresher course at a training institute or a NSI approved refresher practical training of 5 days at a general hospital.

A renewed certificate Scheepsgezondheidszorg-O will only be issued after completion of also a NSI approved (refresher) course Scheepsgezondheidszorg-B.

A certificate Scheepsgezondheidszorg-O obtained on basis of a hospital training attended before 1 January 1996 expires at 1 January 2001.

A certificate Scheepsgezondheidszorg-O obtained on basis of a hospital training or a course taken after 1 January 1996 expires 5 years after the completion of the hospital training or the course.

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**Remark**

The certificate Scheepsgezondheidszorg-O covers both the (refresher) course Scheepsgezondheidszorg-B and the (refresher) course Scheepsgezondheidszorg-O or the (refresher) hospital training.

**Entry into force:**

Presently mandatory according to Schepenbesluit, regulation 117a.

## 5. Training explanations

### 5.7 SHIP MANAGEMENT (SM)

#### Relevant regulations:

STCW'95, regulations II/2 and III/2

Besluit Zeevaartbemanning, regulations 49, 68 and 69

#### Required competence:

- co-ordinate search and rescue operations (module N only)
- establish watchkeeping arrangements and procedures
- respond to emergencies
- bridge resource management / engineroom resource management
- organise and manage the crew

#### Mandatory for:

Holders of a relevant *Dutch nautical diploma* who want to obtain an Dutch STCW'95 Certificate of Competence as master, chief mate, chief engineers or 1<sup>st</sup> maritime officer valid for 'all ships' and/or 'all main propulsion powers'.

Holders of a relevant *Dutch nautical diploma* who want to obtain a Dutch STCW'95 Certificate of Competence as Master valid for 'ships less than 3000 GT' (unless restricted to ships defined as 'engaged on near coastal voyages').

The Ship Management course is part of the Dutch system of nautical education and does not apply to holders of foreign nautical diploma's and foreign Certificates of Competence.

Holding a relevant foreign STCW'95 Certificate of Competence shows that the subject requirements of STCW'95, regulations II/2 and/or III/2, have been met.

#### Where to do it:

At a NSI approved course.

#### Certification/evidence required:

A certificate of completion of the Ship Management course has to be shown to NSI to obtain an initial STCW'95 Certificate of Competence as master, chief mate, chief engineer, first maritime officer valid for 'all ships' and/or 'all main propulsion powers', or an initial STCW'95 Certificate of Competence as master on 'ships less than 3000 GT' (unless restricted to ships defined as 'engaged on near coastal voyages').

Exempted to this rule are (Besluit Zeevaartbemanning, regulation 49, paragraph 2):

- Holders of the (Dutch) certificates S1 or C.
- Persons holding documentary evidence that the application course 6000-9000 GT has been completed.
- Persons serving as Master or Chief Engineer on the date at which the Besluit Zeevaartbemanning enters into force.

#### Remark

The Ship Management course consists of the module N (for the deck department), the module W (for the engine room department) or a combination of N + W (for maritime officers).

**Refresher courses:**

Not applicable

**Entry into force:**

Date of entry into force of the Zeevaartbemanningswet

## **5. Training explanations**

### **5.8 a. RADAR OBSERVER (RO)**

#### **Relevant regulations:**

STCW'95, regulation II/1

Besluit Zeevaartbemanning, regulations 58, 59, 60, 62 and 63

#### **Required competence:**

- use of radar and ARPA to maintain safety of navigation

#### **Mandatory for:**

Those who want to obtain a Dutch Certificate of Competence as officer in charge of a navigational watch, serving on seagoing ships.

The Radar Observer course is part of the Dutch system of nautical education and does not apply to holders of foreign nautical diploma's and foreign Certificates of Competence.

Holding a relevant foreign STCW'95 Certificate of Competence shows that the subject requirements of STCW'95, regulation II/1, have been met.

#### **Where to do it:**

At a nautical college as part of the curriculum, or at a NSI approved course.

Radar observer is presently part of the curriculum of nautical colleges in the Netherlands.

#### **Certification/evidence required:**

A certificate of a completed RO course is needed.

#### **Refresher courses:**

Not applicable

#### **Entry into force:**

Presently a mandatory part of the curriculum of Dutch nautical colleges.

## 5. Training explanations

### 5.8 b. RADAR NAVIGATOR (RN)

#### Relevant regulations:

STCW'95, regulation II/2

Besluit Zeevaartbemanning, regulation 70

#### Required competence:

- maintain a safe navigation through the use of radar and ARPA and modern navigation systems to assist command decision-making

#### Mandatory for:

Holders of a relevant *Dutch nautical diploma* who want to obtain a Dutch STCW'95 Certificate of Competence as:

- Master on seagoing ships, not defined as ships 'engaged on near coastal voyages'.
- Chief mate on seagoing ships of 3000 GT and more.
- First maritime officer on seagoing ships of  $\geq 3000$  GT and  $\geq 3000$  kW.

The Radar Navigator course is part of the Dutch system of nautical education and does not apply to holders of foreign nautical diploma's and foreign Certificates of Competence.

Holding a relevant foreign STCW'95 Certificate of Competence shows that the subject requirements of STCW'95, regulation II/2, have been met.

#### Where to do it:

A NSI approved course at a training institute or nautical college has to be taken.

#### Certification/evidence required:

A certificate 'Radar Navigator' is needed to obtain a Certificate of Competence as a master, chief mate and first maritime officer 'all ships', or master on ships less than 3000 GT (unless restricted to ships defined as 'engaged on near coastal voyages').

#### Refresher courses:

Not applicable.

#### Entry into force:

1 February 2002

## 5. Training explanations

### 5.9 MARCOM-A

#### GMDSS General Operator Certificate (GOC)

**Relevant regulations:**

STCW'95, regulation IV/2, STCW Code, section A-II/1

IMO Resolution A.703(17)

CEPT T/R 31-03 E

ITU Radio Regulations, regulation 56

Schepenbesluit, regulation 117

Besluit Zeevaartbemanning, regulation 121

**Required competence:**

- transmit and receive information using GMDSS subsystems and equipment and fulfilling the functional requirements of GMDSS (all GMDSS sea areas)
- provide radio services in emergencies (all GMDSS sea areas)

**Mandatory for:**

On ships engaged on voyages outside GMDSS sea area A1 at least two officers in charge of a navigational watch have to hold a GOC (Besluit Zeevaartbemanning, regulation 121).

However, presently *all* officers in charge of a navigational watch on ships engaged on voyages outside GMDSS sea area A1 are required to hold a Marcom-A certificate/GOC (Schepenbesluit, regulation 117).

**Where to do it:**

The training and examination has to be completed at a training institute or nautical college approved by the Rijksdienst voor Radiocommunicatie (RDR).

**Certification/evidence required:**

A Marcom-A certificate is needed to obtain a Dutch Certificate of Competence as an officer in charge of a navigational watch for an unlimited area.

When the Zeevaartbemanningswet has entered into force, only a RDR approved Marcom-B certificate (ROC) will be needed for holders of a foreign Certificate of Competence to obtain an Endorsement.

However, for the time being holders of a relevant foreign Certificate of Competence still have to hold a RDR approved Marcom-A certificate (GOC) to obtain a relevant Dutch Endorsement.

Officers from outside the European Community need to do a competency test with the RDR, or need to hand over a certificate of a RDR approved GOC course. The RDR holds a list of approved GOC courses.

**Refresher courses:**

Not applicable

**Remark**

Holding a GOC covers the requirement of holding a ROC.

**Entry into force:**

Presently mandatory according to Schepenbesluit, regulation 117.



## 5. Training explanations

### 5.10 MARCOM-B

#### GMDSS Restricted Operator Certificate (ROC)

**Relevant regulations:**

STCW'95, regulation IV/2, STCW Code, section A-II/1  
IMO Resolution A.703(17)  
CEPT T/R 31-03 E  
ITU Radio Regulations, regulation 56  
Schepenbesluit, regulation 117  
Besluit Zeevaartbemanning, regulation 121

**Required competence:**

- transmit and receive information using GMDSS subsystems and equipment and fulfilling the functional requirements of GMDSS (GMDSS sea area A1)
- provide radio services in emergencies (GMDSS sea area A1)

**Mandatory for:**

On ships only engaged on voyages in GMDSS sea area A1 at least one of the officers in charge of a navigational watch has to hold a ROC.

On ships engaged on voyages outside GMDSS sea area A1 a ROC is required for those officers in charge of a navigational watch who are not holding a GOC.

**Where to do it:**

The training and examination has to be completed at a training institute or nautical college approved by the Rijksdienst voor Radiocommunicatie (RDR).

**Certification/evidence required:**

A Marcom-B certificate is needed to obtain a Dutch Certificate of Competence as officer in charge of a navigational watch with the restriction of 'near coastal voyages'.

A Marcom-B certificate or a RDR approved ROC is needed to obtain a Dutch Endorsement as officer in charge of a navigational watch (Applicable when the Zeevaartbemanningswet has entered into force, for the time being a RDR approved GOC is needed).

Officers from outside the European Community need to do a competency test with the RDR, or need to hand over a certificate of completion of a RDR approved ROC course. The RDR holds a list of approved ROC courses.

By holding a RDR approved Marcom-A certificate or GOC one complies with the requirement of holding a RDR approved Marcom-B certificate or ROC.

**Refresher courses:**

Not applicable

**Entry into force:**

Presently mandatory according to Schepenbesluit, regulation 117.

## 5. Training explanations

### 5.11 TANKER FAMILIARIZATION (TF)

#### **Relevant regulations:**

STCW'95, regulation V/1

Schepenbesluit, Annex XXIIA

Besluit Zeevaartbemanning, regulation 29

#### **Required competence:**

- characteristics of cargoes
- toxicity
- hazards and hazard control
- safety equipment and protection of personnel
- pollution prevention

#### **Mandatory for:**

Officers and ratings assigned to specific duties and responsibilities related to cargo or cargo equipment on tankers. However, in the Netherlands this is interpreted as 'officers only', because ratings cannot be held responsible for cargo operations.

#### **Where to do it:**

The training has to be attended at a NSI approved training course. Tanker familiarization is part of the curriculum of nautical colleges in the Netherlands.

#### **Certification/evidence required:**

A certificate covering the 'Tanker Familiarization Training'. Since 'Tanker Familiarization Training' is part of the curriculum of nautical colleges in the Netherlands, no specific certificate is required for watchkeeping officers educated in the Netherlands.

#### **Refresher courses:**

Not applicable

#### **Remark**

For tankers of 3000 GT and more : 3 months of approved seagoing service on a tanker is considered equal to the Tanker Familiarization Training.

For tankers less than 3000 GT: 1 month of approved seagoing service on a tanker on short voyages (voyages not exceeding 72 hours) is considered equal to the Tanker familiarization training under the condition that the operational characteristics of the tanker, the number of voyages and loading and discharging operations allow the same level of knowledge and experience to be acquired as 3 months service.

#### **Entry into force:**

Presently mandatory according to Schepenbesluit, Annex XXIIA.

(However in Schepenbesluit, Annex XXIIA, an approved seagoing service of 6 months is required and no exception is made for tankers less than 3000 GT).

**Special remark:**

According to STCW'95, regulation V/1, completion of a 'Shore Based Fire Fighting' course is also required. The Shore Based Fire Fighting (SBFF) course is fully integrated in the Advanced Fire Fighting (AFF) course. By holding an AFF certificate, one meets the requirement of completion of a SBFF course.

## 5. Training explanations

### 5.12 SPECIALIZED TRAINING PROGRAMME (STP)

#### **Relevant regulations:**

STCW'95, regulation V/1

Schepenbesluit, Annex XXIIA

Besluit Zeevaartbemanning, regulations 29, 71, 72 and 73

#### **Required competence:**

Oil Tanker Training Programme:

- regulations and codes of practice
- design and equipment of oil tankers
- cargo characteristics
- ship operations
- repair and maintenance
- emergency operations

Chemical Tanker Training Programme:

- regulations and codes of practice
- design and equipment of chemical tankers
- cargo characteristics
- ship operations
- repair and maintenance
- emergency operations

Liquefied Gas Tanker Training Programme:

- regulations and code of practice
- fire fighting
- chemistry and physics
- health hazards
- cargo containment
- pollution
- cargo-handling systems
- ship operating procedures safety practises and equipment
- emergency procedures
- general principles of cargo operations

#### **Mandatory for:**

Masters, chief mates, chief engineers, second engineers and first maritime officers and all persons with immediate responsibility for cargo operations on tankers. In the Netherlands this is interpreted as 'all officers'.

Required is the completion of a tanker training programme relevant to the type of tanker. (e.g. the chemical tanker training programme for certification for service on board chemical tankers)

#### **Where to do it:**

A NSI approved course at a training institute or nautical education has to be taken.

**Certification/evidence required:**

The concerning officer will receive a special tanker note on his Certificate of Competence.

To receive the relevant tanker note on his Certificate of Competence the concerning officer has to show evidence of completion of the relevant specialized tanker training programme and has to show evidence of at least half a year seagoing service on a tanker of the relevant type.

**Refresher courses:**

Not applicable. However, the special tanker note on the Certificate of Competence will not be re-validated if the seafarer has not completed service on tankers for at least 1 year in the past 5 years.

**Entry into force:**

Presently mandatory according to Schepenbesluit, Annex XXIIA.

## **5. Training explanations**

### **5.13 FAMILIARIZATION PASSENGER SHIPS (FPS) (Not applicable for ro-ro passenger ships)**

**Relevant regulations:**

STCW'95, regulation V/3

Besluit Zeevaartbemanning, regulations 30, 31 and 75

**Required competence:**

- Design and operational limitations

**Mandatory for:**

Masters, officers and other personnel assigned specific duties and responsibilities in emergency situations on board passenger ships.

**Where to do it:**

On board the specific ship the seafarer will be employed on. The training may be part of the ISM-procedures.

**Certification/evidence required:**

There has to be evidence on board the ship that the seafarers concerned completed the Familiarization Passenger Ships Training.

**Refresher courses:**

Refresher training is not required. However, the same procedure as for Familiarization Training (FT) is recommended.

**Entry into force:**

1 January 1999

## 5. Training explanations

### 5.14 CROWD MANAGEMENT TRAINING FOR (RO-RO)PASSENGER SHIPS (CMT)

#### **Relevant regulations:**

STCW'95, regulations V/2 (ro-ro passenger ships) and V/3 (passenger ships)  
Besluit Zeevaartbemanning, regulations 30, 31, 32, 33, 74 and 79

#### **Required competence:**

- awareness of life-saving appliance and control plans
- ability to assist passengers en route to muster and embarkation stations
- mustering procedures

#### **Mandatory for:**

On ro-ro passenger ships: masters, officers and other personnel designated on muster lists to assist passengers in emergency situations on board.

On passenger ships: personnel designated on muster lists to assist passengers in emergency situations on board.

#### **Where to do it:**

The training can either be completed at a training institute or on board of the ship.

#### **Certification/evidence required:**

There has to be evidence that the seafarers concerned have completed a CMT-course.

#### **Refresher courses:**

Refresher training has to be undertaken every 60 months. Refresher training can also be integrated in the regular on board training procedures.

#### **Entry into force:**

1 January 1999

## 5. Training explanations

### 5.15 PASSENGER SAFETY TRAINING (PST)

(Not applicable for ro-ro passenger ships)

**Relevant regulations:**

STCW'95, regulation V/3

Besluit Zeevaartbemanning, regulations 30, 31 and 77

**Required competence:**

- embark and disembark passengers, with special attention to disabled and persons needing assistance

**Mandatory for:**

Masters, chief mates, first maritime officers and every person assigned immediate responsibility for embarking and disembarking passengers.

**Where to do it:**

The training can either be attended at a training institute or on board of a ship. However, the training should be approved by NSI.

**Certification/evidence required:**

There has to be evidence that the seafarers concerned have completed *a NSI approved* PST course.

**Refresher courses:**

Refresher training has to be undertaken every 60 months. Refresher training can also be integrated in the regular on board training procedures. However, the training procedures should be approved by NSI.

**Entry into force:**

1 January 1999



## **5. Training explanations**

### **5.16 SAFETY TRAINING FOR (RO-RO) PASSENGER SHIPS (ST)**

#### **Relevant regulations:**

STCW'95, regulations V/2 and V/3

Besluit Zeevaartbemanning, regulations 30, 31, 32, 33, 76 and 81

#### **Required competence:**

- communicate with passengers during an emergency
- demonstrate to passengers the use of personal life-saving appliances

#### **Mandatory for:**

Personnel providing direct service to passengers in passenger spaces on board (ro-ro) passenger ships.

#### **Where to do it:**

The training course can either be attended at a training institute or on board of a ship.

#### **Certification/evidence required:**

There has to be evidence that the personnel concerned has completed a Safety Training course.

#### **Refresher courses:**

Refresher training is not required.

#### **Entry into force:**

1 January 1999

## 5. Training explanations

### 5.17 CRISIS MANAGEMENT & HUMAN BEHAVIOUR TRAINING (CHB) (ro-ro passenger ships and other passenger ships)

#### Relevant regulations:

STCW'95, regulation V/3

Besluit Zeevaartbemanning, regulations 30, 31, 32, 33, 78 and 83

#### Required competence:

- organize shipboard emergency procedures
- optimize the use of resources
- control response to emergencies
- control passengers and other personnel during emergency situations
- establish and maintain effective communications

#### Mandatory for:

Masters, chief mates, chief engineers, second engineers, first maritime officers and any person having responsibility for the safety of passengers in emergency situations on board (ro-ro) passenger ships.

#### Where to do it:

The training course can either be attended at a training institute or on board of a ship. However, the training should be approved by NSI.

#### Certification/evidence required:

There has to be evidence that the seafarers concerned have completed *a NSI approved* CHB course.

#### Refresher courses:

Refresher training has to be undertaken every 60 months. Refresher training can also be integrated in the regular on board training procedures. However, the training procedures should be approved by NSI.

#### Entry into force:

1 January 1999

## 5. Training explanations

### 5.18 RO-RO FAMILIARIZATION TRAINING (RFT) (ro-ro passenger ships only)

**Relevant regulations:**

STCW'95, regulation V/2

Besluit Zeevaartbemanning, regulations 32, 33 and 80

**Required competence:**

- design and operational limitations
- procedures for opening, closing and securing hull openings
- legislation, codes and agreements affecting ro-ro passenger ships
- stability and stress requirements and limitations
- procedures for the maintenance of special equipment on ro-ro passenger ships
- loading and cargo securing manuals and calculators
- dangerous cargo areas
- emergency procedures

**Mandatory for:**

Masters, officers and other personnel assigned specific duties and responsibilities on board ro-ro passenger ships.

**Where to do it:**

On board the specific ship the seafarer will be employed on. The training may be part of the ISM-procedures.

**Certification/evidence required:**

There has to be evidence that the seafarers concerned have completed the ro-ro familiarization training.

**Refresher courses:**

Refresher training is not required. However, the same procedure as for Familiarization training (FT) is recommended.

**Entry into force:**

1 January 1999.

## 5. Training explanations

### 5.19 PASSENGER SAFETY, CARGO SAFETY AND HULL INTEGRITY TRAINING (PST ro-ro) (ro-ro passenger ships only)

#### **Relevant regulations:**

STCW'95, regulation V/2

Besluit Zeevaartbemanning, regulations 32, 33 and 82

#### **Required competence:**

- loading and embarkation procedures
- carriage of dangerous goods
- securing cargoes
- stability, trim and stress calculations
- opening, closing and securing hull openings
- ro-ro deck atmosphere

#### **Mandatory for:**

Masters, chief mates, chief engineers, second engineers, first maritime officers and every person assigned immediate responsibility for embarking and disembarking passengers, loading, discharging or securing cargo, or closing hull openings on board ro-ro passenger ships.

#### **Where to do it:**

The training course can either be taken at a training institute or on board of a ship. However, the training should be approved by NSI.

#### **Certification/evidence required:**

There has to be evidence that the seafarers concerned have completed a *NSI approved* PST ro-ro course.

#### **Refresher courses:**

Refresher training has to be undertaken every 60 months. Refresher training can also be integrated in the regular on board training procedures. However, the training procedures should be approved by NSI.

#### **Entry into force:**

1 January 1999

## 6. Appendix I: More information

- approval of training by the Dutch authorities      NSI (Mr. A.A. Joosse)
- Endorsements      NSI (Mr. J.P. Schuiten)
- policy matters      DGG
- medical examinations      NSI (Ms M. Biekart)
- GMDSS courses      RDR
- training of personnel in dredging industry      VBKO ( Mr. S.E. Hoek)
- contents of the guidelines  
copies of this publication      KVNR (Mr. T.W.A. Westra)

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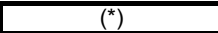
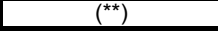


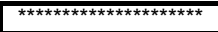
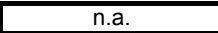
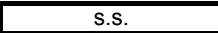
## 6. Appendix II: Definitions and abbreviations

CEPT	The European Conference of Postal and Telecommunications Administrations
CoC	Certificate of Competence
DGG	Directoraat Generaal Goederenvervoer (Directorate-General for Freight Transport)
EC	European Committee
Endorsement	A statement of an Administration to attest the issue of a certificate of a foreign Administration. (the recognition of a foreign Certificate of Competence)
EU	European Union
IMO	International Maritime Organization
ISF	International Shipping Federation
ISM Code	International Safety Management Code
ITU	International Telecommunication Union
KVNR	Koninklijke Vereniging van Nederlandse Reders (Royal Association of Netherlands' Shipowners)
Maritime officer	Officer certified to be in charge of both a navigational watch and an engineering watch.
NSI	Netherlands' Shipping Inspectorate
RDR	Rijksdienst voor Radiocommunicatie (Ministry of Transport, Public Works and Water Management, Radio Communications Agency).
Ship engaged on 'near coastal voyages' (Dutch definition)	Ship of less than 500 GT, powered by main propulsion machinery of less than 3000 kW, operating at maximum 30 nautical miles from the coast, at maximum 12 hours sailing from the port mentioned on the Certificate of Seaworthiness and at maximum 6 hours from a nearby sheltered port.
STCW Code	Seafarers' Training, Certification and Watchkeeping Code

4.3 TRAINING MATRIX RO-RO PASSENGER SHIPS											PRELIMINARY VERSION 01/2001							
TRAINING:	familiarization (ship specific)	familiarization ro-ro pass. ships	basic training	proficiency in survival crafts etc.	proficiency in fast rescue boats	advanced fire fighting for seafarers	Scheeps gezondh. zorg B	Scheeps gezondh. zorg O (*)	ship management	radar observer	radar navigator	Marcom A (GOC) (**)	Marcom B (ROC)	crowd management training	pass. saf. and hull int. training	safety training	crisis man. and human behaviour	
Guide on Training... chapter 5, paragraph	5.1	5.18	5.2	5.3a	5.3b	5.4	5.5	5.6	5.7 Holders of Dutch diploma's only	5.8a	5.8b	5.9	5.10	5.14	5.19	5.16	5.17	
COMPETENCE:																		
master																		
chief mate									*****		*****							
watchkeeping officer																		
chief engineer									*****									
2nd engineer																		
watchkeeping eng.																		
1st maritime officer									*****		*****							
maritime officer																		
ratings																		
other personnel																		
validity in months	n.a.	n.a.	s.s.	s.s.	60	60	60	60	n.a.	n.a.	n.a.	n.a.	n.a.	60	60	n.a.	60	

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LEGEND:

-  = initial training as part of the curriculum of nautical colleges in the Netherlands
-  = applicable to ships certified for an unlimited area (GMDSS sea areas A3 and A4)
-  = required for at minimum 2 officers in charge of a navigational watch (**presently all officers in charge of a navigational watch**)
-  = mandatory
-  = mandatory only for designated crew according to the vessel's manning plan or muster list
-  = not applicable to certificates of competence < 3000 GT and/or < 3000 kW
-  = not applicable
-  = no refresher training required in case of 1 year sea service during the past 5 years