



Maritime &
Coastguard
Agency

Consultation Document:

Amendments to the Merchant Shipping
(Standards of Training, Certification and
Watchkeeping) Regulations 2015 (SI 2015 No.
782)

14 June 2021

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Section 1: Overview of this consultation

Aim

- 1.1. This consultation seeks your views on proposed amendments to the Merchant Shipping (Standards of Training, Certification and Watchkeeping) Regulations 2015 (SI 2015/782), referred to as the 2015 Regulations.
- 1.2. By amendments that came into force internationally on 1st January 2017 and 1st July 2018, the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 ('the Convention') brought in new requirements for seafarers serving on:
 - ships subject to the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF);
 - ships that operate in polar waters; and
 - passenger ships.
- 1.3. As the UK is a signatory to the Convention, it is our intention to implement these requirements into UK law. These specialised ships require additional training and certification to demonstrate competency based upon the responsibility of a seafarer onboard the vessel.
- 1.4. The Post Implementation Review (PIR) of the 2015 Regulations and feedback from industry since the Regulations came into force, also indicated Government intervention was necessary in other areas. This involves amending unintended consequences in the 2015 Regulations, ensuring the robustness of the UK seafarer training and certification system and implementing additional training proposals to modernise UK seafarer training. A full breakdown of the additional training proposals and amendments are contained in section 1.6.
- 1.5. The changes to the 2015 Regulations will be made by amending regulations, the Merchant Shipping (Standards of Training, Certification and Watchkeeping) (Amendment) Regulations 2021 ('the proposed amending Regulations') (see Annex A). These are accompanied by 14 Merchant Shipping Notices (MSNs), which have been updated to ensure clarity of the requirements for seafarers; many of these requirements are made mandatory by reference to the MSNs in the 2015 Regulations. The proposed amending Regulations also make amendments to the Merchant Shipping (Fees) Regulations 2018 (SI 2018/1104) ('the Fees Regulations') to make changes to charging provision in the 2015 Regulations.

Views sought

- 1.6. Your views are sought in the following areas:

We are seeking views on the planned amendments in relation to the following areas:

- the STCW mandatory amendments on IGF, Polar Code and passenger ship training and certification requirements;
- clarifying the definition of 'seafarer' to ensure that all seafarers on vessels of 24m or over hold the required certification – this was the intention of the 2015 Regulations but was not properly reflected in those Regulations;

- changes to the Maritime and Coastguard Agency's (MCA) approval and monitoring process for training, assessment and certificate issue delegated to training providers;
- the implementation of a charging structure for the MCA's approval process for training, assessment and certificate issue delegated to training providers;
- views on the estimated training provider cost examples provided in **Annex B**;
- modernising the UK seafarer training and certification system by allowing some structured and assessed simulator time in lieu of seagoing service, which includes a proposed remission allowance.
- the Engineer Officer Small Vessel UK Certificate of Competency (CoC); the proposed route, certification, requirements, conversions and applicability;
- the option of a 'premium service' charge for oral examinations; and
- amendments to the Merchant Shipping Notices (MSNs) that are listed in **Annex C** of this document.

1.7. A full list of consultation questions is contained in section 5 of this document.

Deadline for responses

1.8. Responses are welcomed from 14/06/2021 Until 09/08/2021

Section 2: Areas for consideration

2 Background

2.1 Amendments to the Convention and STCW Code for seafarers serving on certain types of ships

The Convention sets the minimum qualification standards for masters, officers and watch personnel on seagoing merchant ships. The Convention was the first to establish the minimum basic requirements on training, certification and watchkeeping for seafarers at an international level. Since its entry into force in 1984, the Convention and the STCW Code, which is an integral part of the Convention, has been subject to several revisions. The UK is a signatory to the Convention, to which there are a further 164 parties, representing just over 99 per cent of world shipping tonnage. Being a party allows UK ships to trade internationally and UK seafarers to take up employment opportunities on ships that operate internationally. Being a party to the Convention also allows the UK to issue internationally recognised seafarer qualifications, therefore enabling UK qualified seafarers to work on ships that operate internationally. The Convention requires parties to have provisions in their national law to enable seafarers to obtain and prove competency in line with the new requirements.

As explained above, the Convention brought in new requirements for seafarers serving on ships subject to the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF), those that operate in polar waters and passenger ships. Seafarers on these specialised ships require additional training and certification to demonstrate competency based upon the assigned responsibility of a seafarer onboard the vessel.

The Government intends to adopt the requirements into UK law to ensure training providers approved by the MCA, on behalf of the Secretary of State, can train and certify UK seafarers and those from outside of the UK. In doing so, it will allow UK and overseas seafarers to take up employment on these types of vessels.

The 2015 Regulations allow for enforcement in relation to foreign ships which do not have up to date STCW certification, but the changes will also enable the UK to ensure the safety of seafarers on these specialised ships, where they are UK flagged through checking that the crew have completed the required specialist training.

MSN 1866 (Amendment 1) details the training and certification requirements that seafarers and ship owners will need in order to meet the requirements of the Convention.

2.2 Amendments from the Post Implementation Review (PIR), and by means of modernising and improving UK seafarer training

The PIR on the 2015 Regulations, feedback from industry and experiences gained since their implementation have—

- identified two major unintended consequences;
- generated proposals to modernise the UK seafarer training and certification structure in line with current Government strategies; and
- identified the obligation to recover the costs of the process of approving training providers, therefore avoiding placing this burden on the UK taxpayer.

Unintended consequence 1: clarifying the definition of ‘seafarer’

The scope of the definition of ‘seafarer’ was altered in the 2015 Regulations and unintentionally excluded those crew on large pleasure vessels of 24 metres or over where the normal place of work of the crew member was other than on a ship. This was unintended as the seafarer training and certification requirements for crew on such vessels were included in the predecessor regulations to the 2015 Regulations. The intention of the 2015 Regulations was to require crew on any vessel of 24 metres or over to be appropriately qualified seafarers. This would ensure that those responsible for the safety of themselves, others and the protection of the marine environment were appropriately qualified. This unintended consequence presents a risk that intervention will not be possible where an unqualified individual takes a large vessel (24 metres or over) into a busy shipping lane. The proposed amending Regulations clarify the definition of ‘seafarer’.

Unintended consequence 2: The MCA approval process for seafarer training and education delegated to training providers

The MCA, on behalf of the Secretary of State, delegates the delivery of maritime training and education to training providers. In accordance with Convention regulations I/6 and I/8, the MCA has developed an approval and monitoring process. This process aims to ensure the required standards are met through the delivery of this safety critical training and assessment. There have been recent cases where some providers of this critical training fail to meet the required standard, jeopardising the safety of the seafarers and the reputation of the MCA.

Feedback from industry showed that many training providers supported a redrafting of the 2015 Regulations and associated guidance to provide them with better information on what is expected from the MCA. MCA approved training is held in high regard and delivered here in the UK and around the globe to thousands of seafarers every year. The business models of MCA approved training providers rely on MCA standards being upheld as quality is a unique selling point.

The MCA approves and monitors training providers (such as nautical colleges and small private enterprises) to run STCW ‘short courses’. Short courses are an essential element of safety training required for the issue of a UK seafarer Certificate of Competency (CoC) or for a seafarer to take up employment onboard a ship. These are safety critical courses which provide the only opportunity for a seafarer to train for, and act on, realistic shipboard

emergency scenarios, such as fires and abandon ship protocols. On successful completion of the course the seafarer is issued with a certificate that demonstrates they have met the required standard prior to taking up employment onboard a vessel.

In addition, the MCA approves nautical colleges to deliver 'long courses' providing the education and training required for the issue of a CoC. These long courses deliver the underpinning knowledge and assessment(s) required for the issue of a UK CoC in the form of an HNC/HND (or equivalent), Foundation Degree, Scottish Professional Diploma or Honours Degree.

It is intended that where there is clear evidence that a training provider has negligently delivered training courses, leading to the potential endangerment of trainees while on the course or at sea, the MCA, on behalf of the Secretary of State, will have the ability to cancel the course. This will be subject to an appeals process. This change in legislation will enable the MCA, in the rare instance where a training provider is endangering life and remedial measures have not worked, to suspend or cancel courses. This will proactively enable the MCA to protect seafarers and those who they are responsible for, such as passengers. Cancellation is considered to be a last resort. The amendments to the 2015 Regulations are made by the proposed amending Regulations in a substituted regulation 41, with the addition of new provision for the issue of certificates of proficiency and documentary evidence by training providers.

Based on feedback from industry and the MCA's experiences of approving courses since the introduction of the 2015 Regulations, the MCA has updated the associated documents that set out the approval and monitoring process. The consultation process will allow us to ensure and agree a set of requirements and guidance that will:

- enhance the safety of those on the course and of those that the trained seafarers will go on to be responsible for;
- protect the reputation of MCA training and therefore those delivering it; and
- ensure fair wording that industry understands and supports.

The following procedures and guidance have been developed as part of the consultation package:

- long courses: MSN 1856 (Amendment 1) Annexes G to K;
- short courses: MSN 1865 (Amendment 1) Annex F, MSN 1866 (Amendment 1) Annex D and Marine Information Note (MIN) 643.

Updating and improving UK seafarer training 1: modernising the UK seafarer training and certification system by allowing some simulator time in lieu of seagoing service

Article IX(I) of the Convention allows a party to the Convention to adopt other educational and training arrangements. This can include the provisions involving seagoing service and shipboard organisation, especially to adapt to technical developments. Provision for such equivalence is made in the 2015 Regulations by inserting new regulation 55A.

The seagoing service requirement for a seafarer's first UK CoC is twelve months. Working with stakeholders, the MCA has generated a proposal to use some simulator time in lieu of seagoing service. This will modernise and enhance the training experience for those on a UK cadetship.

The Government's Maritime 2050 strategy aims to place 'simulators and virtual and augmented reality environments ... at the heart of maritime training'.¹ Structured simulator

¹ Department for Transport, *Maritime 2050 Navigating the Future*, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/872194/Maritime_2050_Report.pdf, p.144.

training on state-of-the-art simulators would provide cadets with an opportunity to get experience of scenarios that they may not encounter during their seagoing service as cadets. This training proposal and course(s) will be subject to MCA approval to ensure the training enhances the learning experience of the cadet.

The proposal will run as part of a pilot project. The MCA would need to be fully satisfied that the level of seagoing service, knowledge, experience, and efficiency provided under the arrangements enhances the competency of the seafarer at least equivalent to the requirements of the Convention. Based on evidence gathered from the pilot project, the MCA may:

- discontinue the acceptance of simulator time; or
- continue to accept up to one month's time towards the required seagoing service; or
- allow for up to two months of the required seagoing service.

Section 9.3 and Annex F of MSN 1856 (Amendment 1) detail the proposed provisions for allowing structured and assessed simulator time in lieu of seagoing service.

Updating and improving UK seafarer training 2: Engineer Officer Small Vessel Certificate of Competency

An industry working group developed a pathway for seafarers to work as engineers on a range of non-cargo carrying 'small vessels' (under 3000 GT). The new route provided flexibility and support to industry as it is often difficult to recruit UK engineering seafarers. This included representation from the following sectors: fishing, yachts, tugs, workboats and Government patrol vessels. The route reduces the costs of training seafarers while still ensuring a high standard of trained seafarer to meet the needs of industry and which is equivalent to the Convention requirements. The goal of this proposal is to support UK industry and boost employment opportunities for UK seafarers. The formalisation of this optional route will reassure industry that this flexible certification pathway will be adopted and supported by the MCA.

The proposed CoC will reduce the cost to industry by providing one streamlined route that will allow seafarers to use the proposed Small Vessel CoC to work on different types of vessels, rather than the current system of a seafarer requiring one CoC for each specialised vessel type. This internationally accepted CoC will help increase employment opportunities for holders in the event of a downturn in one specific area of the maritime sector and reduce training costs for industry.

The requirements for, and guidance on, the MCA's Engineer Officer Small Vessel Certificate of Competency is contained within MSN 1904 and MIN 642.

Updating and improving UK seafarer training 3: cost recovery for approval process for seafarer training and education delegated to training providers

In line with the Treasury's publication, 'Managing Public Money', the MCA must seek to recover the cost for the services it provides (see paragraphs 6.2.4 and 6.3.5 to 6.3.7).² MCA surveyors approve seafarer training and educational courses that are required for a seafarer to obtain qualifications to take up employment on ships. This process is supported by back-office staff who provide guidance and manage the administration of the approval and reapproval process. These training providers must be assessed to ensure they provide the training required by the Convention. This means that the UK is also able to approve internationally recognised seafarer safety training and educational courses. If the MCA is unable to recover the costs of these processes, then the cost would need to be placed on the

² HM Treasury, Gov.UK, *Managing Public Money*, www.gov.uk/government/publications/managing-public-money

taxpayer to ensure the approval process can continue to function effectively. As a party to the Convention, the UK is required to ensure the provision of qualified training providers offering Convention compliant training. These courses are essential to ensure UK seafarers are adequately trained in safety critical competencies. The understanding and the application of the competency required to complete the course successfully serves as an essential check to ensure seafarers can work safely at sea. Furthermore, these courses lead to certificates that are required by UK seafarers to take up employment on ships.

Charging for course approvals will enable the MCA to recover its costs and therefore continue to support overseas maritime training providers and allow UK business and universities to grow through strategic overseas partnerships³. These currently include MCA approved nautical colleges in Greece, Gibraltar, Saudi Arabia and Trinidad and Tobago. These countries rely on consultancy and support from UK based organisations and individuals.

The UK is the world leader in training and certification for superyacht crew. We have led the world in raising standards in the yachting industry through supporting a global network of training providers based in overseas yachting hubs such as Fort Lauderdale, Florida and Antibes, France. This unique position allows the MCA to support UK business while simultaneously raising safety standards around the globe in line with the Government's 2050 Maritime Strategy⁴: the 'MCA will support quality training initiatives that will raise standing of seafarers across the globe and will be beneficial to UK PLC'.

The MCA is required to recover the costs associated with approving training providers, by introducing a fair charging structure, and so not to burden the UK taxpayer with supporting the running costs of private enterprises or external organisations.

Provision for charging is made in the substituted regulation 41 in the 2015 Regulations and by way of amendments to the Fees Regulations.

Updating and improving UK seafarer training 4: The option of a premium service charge for oral examinations

MCA oral examinations are a key element of the MCA's seafarer training and certification structure to ensure a candidate's ability to undertake the duties appropriate to the CoC they are applying for. For UK based candidates, such as new cadets, these exams are typically conducted by MCA Marine Office surveyors.

The MCA provides the option for approved overseas yacht colleges and training providers to request 'block bookings' for MCA surveyors to undertake oral examinations for UK CoCs. This option is typically undertaken by MCA Headquarter based surveyors to ensure the high demand from overseas companies can be met and not impact on the waiting time for UK based candidates. This option allows the UK to maintain and grow its high-quality seafarer training brand worldwide, while supporting the Government's Maritime 2050 strategy. However, the option is more resource intensive for MCA administration and technical staff who must liaise with the providers, make the necessary arrangements and prepare for the candidates' examinations.

As such, the MCA is providing a premium service, and a charge for oral examinations will enable the MCA to continue to provide this service. Without this route, 'premium service' oral exam candidates would have to apply through the standard central booking route individually. This would affect UK candidates as there could be an increase in the number of examinations

³ Department for Education and Department for International Trade, *Policy Paper: International Education Strategy: global potential, global growth*, www.gov.uk/government/publications/international-education-strategy-global-potential-global-growth/international-education-strategy-global-potential-global-growth

⁴ Department for Transport, *Policy Paper: Maritime 2050, Navigating the Future*, www.gov.uk/government/publications/maritime-2050-navigating-the-future

for UK surveyors to undertake and therefore result in delays for UK based seafarers. Candidates that would have used the premium service option could refrain from applying for UK CoCs and instead choose to apply to competing national Maritime Administrations.

By enabling the option of a premium service charge, the MCA will be able to recuperate the additional costs of providing this service. This will also allow the MCA to provide exams services to businesses in key 'superyacht hubs' and maintain its position as the world leader for training yacht crews.

The amendments made to the Fees Regulations by the proposed amending Regulations make provision for the MCA to offer the option of a premium service and a charge for oral examinations.

2.3 Proposed Changes

The proposed outcomes for the amendments to the 2015 Regulations in relation to the new requirements for seafarers serving on certain types of ships (IGF, Polar Code and passenger vessels) are detailed below:

- a) to comply with the Convention to allow
 - UK seafarers to continue to take up employment on foreign seagoing ships; and
 - UK registered vessels to continue to trade internationally;
- b) ensure UK seafarers can qualify to work on ships subject to the IGF Code or Polar Code, and on passenger ships, and hold the required documented evidence;
- c) allow the UK to issue IGF, Polar Code, and Passenger Ship Certificates of Proficiency (CoP) if the seafarer meets the required criteria;
- d) allow UK training providers (businesses) to run these courses and issue the required certification;
- e) ensure ships registered to the UK flag comply with these requirements.

The intended outcomes of amendments to the MCA's approval process for safety training delegated to training providers are to:

- a) prevent fraudulent or negligent providers endangering the safety of seafarers and the marine environment;
- b) promote and maintain high-standard teaching practices, thus protecting the reputation of the MCA's 'training brand' and training providers who deliver the approved training;
- c) protect the interests of the seafarers including safety and career progression, through promoting high quality training standards;
- d) implement and promote a fair and level playing field for all MCA approved training providers to ensure they all adhere to a clear and consistent set of standards.

Creating a clear fees structure, that allows business to plan for dealing with the associated costs of approval and re-approval, will enable the MCA to:

- a) recover the costs of the work associated with the MCA approving seafarer educational and training programmes;
- b) continue to provide this service globally, promoting safety and growth of the UK maritime training brand.

The intended outcomes of updating UK seafarer training provisions to allow some simulator time in lieu of seagoing service are to:

- a) enhance, modernise and improve the training experience for those on a UK cadetship;
- b) provide the option of a full mission bridge simulator to be credited towards the seagoing service requirements of STCW regulation II/1 (mandatory minimum requirements for certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more);
- c) provide the option to withdraw this requirement if the trial proves unsuccessful.

The intended outcome of the new engineer officer Small Vessel Certificate of Competency are to:

- a) provide a training and certification structure to enable a progressive career path for those in the industry to achieve Small Vessel engineer qualifications while ensuring competency;
- b) enhance the employment opportunities of UK seafarers by reducing the burden and costs associated with seafarer training while maintaining high standards.

The intended outcome of amending the 2015 Regulations to clarify the definition of ‘seafarer’ and include all intended masters is:

- a) to ensure those responsible for the operation of non-commercial vessels of 24 metres or over are appropriately qualified.

The intended outcomes of enabling the option of a premium service charge for oral examinations are:

- a) to allow the MCA to offer the ‘premium service’ and fairly implement a charge for the costs associated with the premium service offered to approved training providers to ‘block book’ MCA Surveyors to undertake oral examinations;
- b) promote and support high quality training standards around the globe in line with MCA and Government strategies;
- c) maintain the UK’s position as the world leader in superyacht training.

2.4 Summary of Options and Recommendation:

A variety of options were considered for these amendments:

Option 0 – Do nothing: This is not considered to be an appropriate course of action as amendments to the legislation are required to ensure compliance with the Convention. Non-compliance would significantly affect UK seafarers, maritime training, industry and its influence in the international forum. The UK would be removed from the International Maritime Organization’s (IMO) ‘White List’ of STCW parties (who have confirmed compliance with the Convention), which would jeopardise the livelihoods of an estimated 22,440 UK seafarers active at sea⁵ and UK registered vessels would not be able to continue to operate as required. There is also an expectation from industry that the UK Government will implement the additional amendments to enhance safety and the training of UK seafarers.

Option 1 – Implement the proposed amendments to the Convention and STCW Code, and the additional requirements. This is the preferred option and will implement the minimum necessary changes to the Convention in the 2015 Regulations. This will ensure that the UK

⁵ SFR0101: UK seafarers active at sea by type, best overall estimate’, in *Seafarers in the UK Shipping Industry: 2019*, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/851275/seafarers-in-the-uk-shipping-industry-2019.pdf.

continues to comply with the Convention, enhance the UK's seafarer training brand and rectify the two unintended consequences in the 2015 Regulations. This option continues to support and enhance the employment opportunities of UK seafarers and the growth of the UK Ship Register.

It would also enable the MCA to recover the costs for the approval and monitoring of seafarer training and education services that are delegated to training providers. This would remove the burden from the UK taxpayer, and allow the MCA to continue to provide support for our internationally approved training providers. This will allow the UK's global influence on maritime safety to be maintained and will support UK institutions to grow and prosper through overseas strategic partnerships.

It is proposed to include an ambulatory reference provision in the 2015 Regulations to ensure that future amendments of any provision of the Convention or Code referenced in the 2015 Regulations will be given direct effect in UK law, ensuring prompt compliance with the UK's international obligations.

Option 2 – Non-regulatory option: The non-regulatory option, which is similar to Option 0, would mean that the UK does not fulfil its obligations as a member of the IMO and would result in the UK being removed from the IMO's 'White List' of STCW parties. Safety issues and other areas of concern raised by feedback and industry would remain unaddressed. Therefore, UK seafarers would lose jobs and UK registered ships would not be able to trade internationally. The cost recovery for the seafarer training and education delegated to training providers would need to be placed on the UK taxpayer.

Option 3 – Implement the proposed mandatory amendments to the Convention and provide non-regulatory guidance for the clarification of the definition of 'seafarer'. This option would implement the proposed amendments to the Convention alongside the proposed additional changes, but with a non-regulatory guidance notice for the proposed clarification of the definition of 'seafarer'. This option is the same as Option 1 as it enables the UK to meet the STCW implementation requirements and ensure safety gaps are resolved. However, similarly to Option 2, this is not the preferred option as other key safety issues identified by stakeholders would not be addressed, which in turn could lead to incidents or casualties at sea, as well as reputational damage.

The preferred option is Option 1. The estimated monetised costs of this option have been summarised below:

- The costs of the proposed STCW Convention amendments have been estimated to be £13.4m to industry (best cost estimator). The low and high-cost estimators are £9.4m and £17.7m respectively;
- The costs above include the familiarisation of seafarers and operators with the requirements, and the opportunity cost associated with reading the familiarisation literature i.e. MSNs and MINs etc.
- The estimated net cost to business per year (EANDCB) for the best cost estimator is £1.6m (over a ten-year appraisal period).

2.5 Supporting Information

As part of its statutory duties, the MCA completed a five-year Post Implementation Review (PIR) of the 2015 Regulations. As part of this review, an informal targeted consultation was carried out to assess the views of a sample of industry, operators and organisational bodies on:

- the impact of the 2015 Regulations;
- the Convention amendments and other proposals; and
- the unintended consequences discovered through the PIR.

The issues set out in this consultation include those issues identified in the PIR. The PIR document will be published subsequent to this consultation.

The MCA has worked with industry over the past five years to ensure the 2015 Regulations were having the intended effects. The MCA has also liaised with industry on the Convention amendments (relating to ships subject to the IGF Code and Polar Code, and passenger ships) to advise on new requirements. This has included the MCA developing bespoke meetings and formal working groups to collate feedback. Discussions within these forums included, but have not been limited to, the organisations listed below, to help develop and provide feedback on the amendments:

- Merchant Navy Training Body Main Board and Technical Committees
- International Association of Maritime Institutions (IAMI)
- The MCA Large Yacht Qualification Board
- The MCA National Management Group & Surveyors
- UK Chamber of Shipping
- Owners/ operators of vessels on the UK Ship Register
- Support for Maritime Training (SMarT) Training Providers and Cadet Companies
- Approved MCA Nautical Colleges and Training Providers
- Fishing Industry Safety Group (FISG)
- The Workboat Association
- The Royal Yacht Association (RYA)
- Red Ensign Group (REG) Members

The above groups include representation from vessel operators/owners, trade unions, nautical colleges, training providers and other groups interested in maritime training, employment and seafarer welfare.

2.6 Offences and penalties

The Convention requires legal sanctions to be established by parties to the Convention to deal with any violation of its requirements. Appropriate offences and penalties are contained in the proposed amending Regulations and are limited to the new measures to be introduced to strengthen the requirements for approved training providers and those who hold themselves out to be approved training providers. These additional offences, which are inserted into regulation 55 of the 2015 Regulations, are set out in the table below:

Provision/offence	Liability	Penalty
A person approved by the Secretary of State under regulation 41(1) who contravenes regulation 41(8) (obligation to comply with approval conditions) is guilty of an offence.	Training Providers	On summary conviction, a fine (up to the statutory maximum in Scotland or Northern Ireland), and on conviction on indictment a fine.
A person who contravenes regulation 41(11)(a), (b), (c) or (d) (offering to provide, or providing, training without approval etc.) is guilty of an offence.	Training Providers	On summary conviction, a fine (up to the statutory maximum in Scotland or Northern Ireland) and on conviction on indictment a fine.

Civil sanctions which enable the suspension and cancellation of approvals are also now included. There are currently no powers in the Merchant Shipping Act 1995 (MSA) to make civil sanctions as an alternative to offences in secondary legislation and the MCA is undertaking a review of the options for making such civil sanctions by way of amendment of the MSA or under other primary legislation. However, there are some civil sanctions in the MSA, such as improvement and prohibition notices, that can be employed. The general policy approach, in line with the MCA's published enforcement policy, is to use civil sanctions before criminal offences whenever possible.

Section 3: Responding to this consultation

3.1. There are specific questions highlighted in section 5 of this document and information on how to respond to this consultation document.

Consultees

3.2. Anyone may respond to this consultation and consideration will be given to all responses. We will be particularly interested to hear from the following stakeholders on the amendments noted in section 1.5:

- MCA approved training providers and nautical colleges;
- UK vessel operators/ owners on the UK Ship Register;
- Technical bodies/ associations;
- IGF, Polar Code and passenger vessel operators/ owners;
- UK seafarers;
- SMarT cadet companies/ sponsoring companies;
- UK registered flag owners, yacht owners/ operators, boat insurers, certifying authorities;
- Small vessel owners/ operators;
- Current or in training UK Small Vessel CoC holders; and
- Maritime organisational bodies and working groups.

Duration

3.3. This consultation is open for eight weeks from 14/06/2021. The deadline for responses is 09/08/21.

Submitting your response

3.4. Consultation responses should be emailed to STCW@mcga.gov.uk. Any questions about the consultation should also be sent to this email address. You can also send in your response by post. [During the current COVID-19 pandemic we are working away from the office and the collection of post is limited.] Please notify us through the aforementioned email if you intend to submit a response via post.

3.5. When responding, representative groups are asked to give a summary of the people and organisations they represent and, where relevant, who else they have consulted in reaching their conclusions.

3.6 Please use the title/subject heading of '*Amendments to the Merchant Shipping (Standards of Training, Certification and Watchkeeping) Regulations 2015*' for any response(s) to this consultation.

Freedom of Information

3.7. Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

3.8. If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

3.9. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department/MCA.

3.10. The MCA will process your personal data in accordance with the data protection framework and, in the majority of circumstances, this will mean that your personal data will not be disclosed to third parties.

Data Protection

3.11. The MCA is carrying out this consultation to gather evidence to inform the development and implementation of policy by legislation. This consultation and the processing of personal data that it entails is necessary for the exercise of our functions as a government department. If your answers contain information that allows you to be identified, under data protection law, the MCA, as an Executive Agency of the Department for Transport, will be the Controller for this information.

3.12. The MCA will use your contact details to send you information about the consultation, for example if we need to ask follow-up questions. You do not have to give us this personal information but if you do choose to provide it, it will not be used for any other purpose without your permission.

3.13. Details about how the MCA looks after personal data, your rights, how to complain, and how to contact our Data Protection Manager can be found on gov.uk at:

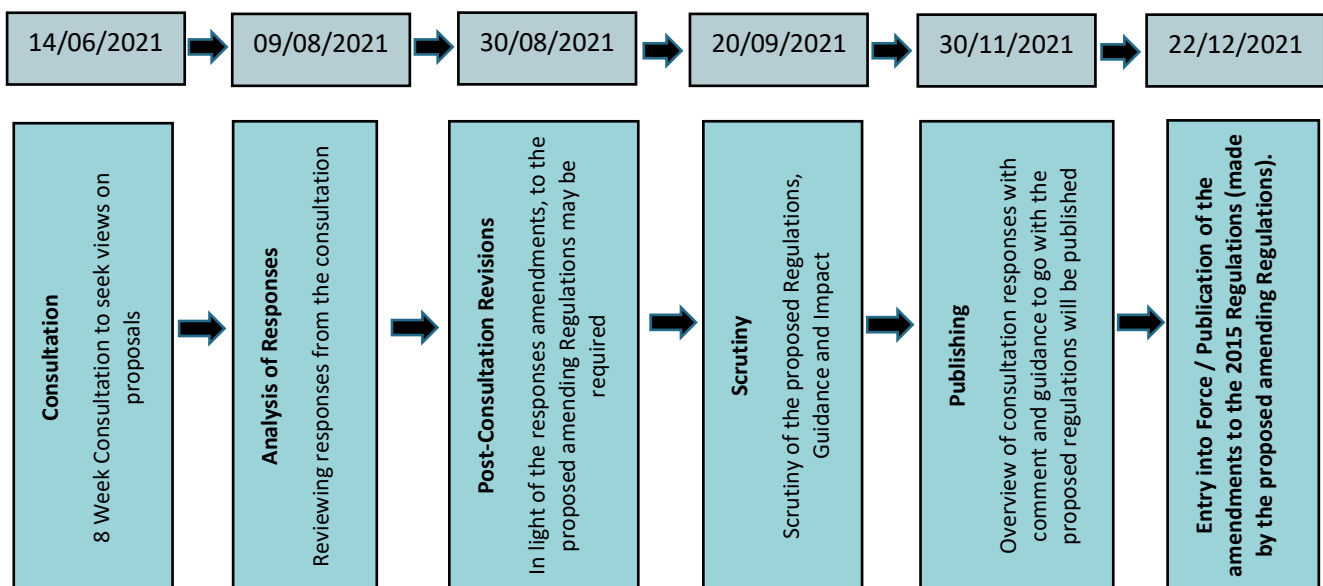
<https://www.gov.uk/government/organisations/maritime-and-coastguard-agency/about/personal-information-charter>

3.14. Your information will be kept securely on the MCA's IT system and any written responses will be held in a secure file and cabinet and kept for up to five years, until a post-implementation review has been completed.

3.15. If you do not wish to remain on this list, please let us know at STCW@mcga.gov.uk

Section 4: Outline of plans beyond this consultation

- 4.1. Once this consultation closes, we will review all responses. In considering the responses we will apply appropriate weight to those from organisations and individuals with specialist knowledge of the subject area.
- 4.2. We will be analysing the responses during August. Our aim is to publish an overview of the responses and the MCA's comments by 30/08/2021, which will be available from: www.gov.uk/government/publications
- 4.3. Where appropriate the draft Regulations/Guidance, accompanying guidance and impact assessment will be revised to take into consideration the consultation responses.
- 4.4. Our aim is for the amendments to the *Merchant Shipping (Standards of Training, Certification and Watchkeeping) Regulations 2015* to come into force on [22/12/2021], that is on the date that the *Merchant Shipping (Standards of Training, Certification and Watchkeeping) (Amendment) Regulations 2021* come into force. The amending Regulations (i.e. the proposed amending Regulations) will be published on www.legislation.gov.uk.
- 4.5. Every effort will be made to publish the revised accompanying guidance on GOV.UK in advance of 30/11/2021.
- 4.6. An overview timetable is below for reference:



Section 5: Response form

What is your name? _____

What is your email address? _____

What is your job title? _____

When responding please state whether you are responding as an individual or representing the views of an organisation:

- I am responding as an individual
- I am responding on behalf of an organisation

(name of organisation) _____

Please check the box that best describes you as a respondent and the size of your organisation:

Respondent Type

- Classification Society
- Government Agency/Department
- Individual
- Legal representative
- Protection & Indemnity
- Seafarer
- Ship Operator
- Ship Owner
- Trade Union
- Other

(please describe) _____

Size of Organisation

- Large business (over 250 staff)
- Medium business (50 to 250 staff)
- Micro business (up to 9 staff)
- Small business (10 to 49 staff)

Section 5.1 Consultation Questions

2017 and 2018 STCW Amendments

1. IGF training requirements and Polar Code training requirements

Do you have any additional evidence about the number of experienced seafarers who may be affected by the Polar or IGF Code requirements in general? (Referenced/Contained in MSN 1866 Amendment 1)

Do you agree with the assumption that ship owners will pay for training courses for their seafarers?

Do you agree with the assumption that there will be a growing demand for both Polar and IGF vessel CoCs? (Please provide any evidence regarding this assumption)

2. Clarifying the definition of 'seafarer':

Do you agree that the following statement is a reasonable expectation? 'Privately owned yachts of 24 metres or over, not in commercial use, should meet the training requirements for a UK Certificate of Competence' (If not please provide any relevant information)

Do you have any evidence about the number of seafarers who may be affected by this?

3. MCA course approval procedure

The MCA, on behalf of the Secretary of State, approves training providers to run 'short courses' and 'long courses'.

- 'short courses' are provided by private enterprises and nautical colleges; and
- 'long courses' are only permitted to be run by nautical colleges.

These courses enable UK seafarers to undertake safety critical training and meet the competency requirements for a UK CoC. (Contained in MSN 1856 (Amendment 1) Annexes G-K, MSN 1865 (Amendment 1) Annex F, MSN 1866 (Amendment 1) Annex D and MIN 643).

If an MCA approved training provider was found to have major non-conformities that impact on safety, do you agree with the MCA introducing provision to allow the cancellation of a course/a training provider's approval?

If your answer to the above is yes, in what circumstances would you expect this to occur?

If your answer to the above is no, please detail why and what other recommendations you would propose instead?

Does the new course/training provider approval process clearly define what the MCA expects from training providers to ensure the quality of training delegated to training providers? If not, how could it be improved?

4. Simulator time in lieu of seagoing service

Do you support the proposal to allow the use of structured and approved simulator time in lieu of some of the seagoing service requirements for a Deck Officer's first CoC? (Contained in MSN 1856 (Amendment 1)). (Please provide any relevant evidence)

Can you provide the cost and/or benefits this could have to you and/or your seafarers, associated with this change? (Please provide any relevant evidence)

5. Engineer Officer Small Vessel CoC (yacht, tugs, fishing, workboat etc)

Please provide feedback on the proposed new targeted Small Vessel Engineering certification route. (Contained in MSN 1904 and MIN 642)

If this route applies to you as Small Vessel Engineer or an employer of Small Vessel Engineers, how would this change cost and/or benefit you? (Please include any relevant evidence)

Please provide any positives and challenges you believe may arise from implementing this provision. (Please provide any relevant evidence)

6. Cost recovery for course approval and re-assessment

Short courses

Please indicate which example in **Annex B** is most applicable model to your organisation, if any.

Do the examples in **Annex B** seem reasonable to short course providers as an estimation of time spent with surveyors conducting course re-approvals, ranging between three to five days?

Long courses

'MCA will audit existing long course providers once every three years, for an average of three to five days'. Is this a reasonable expectation when estimating costs for long course providers?⁶

⁶ The hourly costs will be £147 per hour for two surveyors (Deck & Engineering). It is expected that this process will cost between £7,000 and £12,000 every three years.

7. Best practice assumptions

The following assumptions, outlined below, are assumed to pose no extra cost to UK business or industry as they are deemed to be best practice or already known by industry:

<p>i. <u>Passenger ship training</u> - Referenced/contained in MSN 1866 Amendment 1</p>	<p>Zero cost to UK industry</p>
<p>ii. <u>The Maritime and Coastguard Agency's (MCA) approval process for safety training delegated to training providers (in relation to the provision to cancel a training course)</u> - Contained in MSN 1865 (Amendment 1) Annex F, MSN 1866 (Amendment 1) Annex D and MIN 643</p>	<p>Zero cost to UK industry (as zero courses are expected to be cancelled)</p>
<p>iii. <u>Amendments to the definition of seafarer</u> - i.e. Those who operate privately owned yachts not in commercial use of 24 metres and over to meet the training requirement for a UK Certificate of Competence - Contained in amended regulation 3 of the 2015 Regulations (amended by <i>the proposed amending Regulations</i>)</p>	<p>Zero cost to UK industry (as it is already best practice in the industry for vessels of 24m or over to have an appropriately qualified crew)</p>
<p>iv. <u>Optional Premium Oral exams</u> - Provision contained in the <i>Merchant Shipping (Fees) Regulations 2018 (as amended by the proposed amending Regulations)</i></p>	<p>Zero cost to UK industry</p>
<p>i. <u>Engineer Officer Small Vessel Certificate of Competency (CoC)</u> - Contained in MSN 1904 and MIN 642</p>	<p>Zero cost to industry + familiarisation costs</p>
<p>ii. <u>Modernising the UK seafarer training and certification system by allowing some simulator time in lieu of sea time</u> - Contained in MSN 1856 (Amendment 1)</p>	<p>Zero cost to industry + familiarisation costs</p>

Do you agree with these assumptions? (Please provide relevant detail and evidence)

8. Small and Micro Businesses Questions

Are you/ do you know of a small and/or micro business(es) who will be disproportionately affected by any of the measures outlined? (If so, please provide relevant detail and evidence)

9. Unintended consequences

Do you foresee any unintended consequences of the proposed amendments to the 2015 Regulations that have not been mentioned in this document? (If so, please provide any relevant insight and/or evidence)

Section 5.2

Do you have any additional comments to add to the response?

Please return completed response forms to STCW@mcga.gov.uk

Alternatively, responses may be posted to:

Maritime & Coastguard Agency
Bay 2/13
Spring place
105 Commercial Road
Southampton
SO15 1EG

Section 6: Conduct of this consultation

- 6.1. This consultation has been conducted in accordance with the Cabinet Office Consultation Principles.

Consultation principles

- 6.2. The Cabinet Office Consultation Principles can be found at:

[Consultation Principles 2018](#)

Feedback on conduct of consultation

- 6.3. If you have any comments regarding the conduct of this consultation, please contact the Consultation Co-ordinator at consultation.coordinator@mcga.gov.uk.
- 6.4. We are continually trying to improve the way in which we conduct consultations and appreciate your views. We would be grateful if you could complete and return the attached feedback form. These should be submitted to the Consultation Co-ordinator and are not affected by the deadline for this consultation.
- 6.5. If you require this consultation in an alternative format, please contact either the Consultation Co-ordinator or the named official conducting this consultation.

MCA CONSULTATION FEEDBACK FORM

1. Please indicate on which Consultation you are providing feedback:

.....

2a. Please indicate whether you are responding on behalf of:

- Yourself as an Individual
- A Trade Association
- A Company
- A Government Organisation
- A Trade Union
- Other
(please specify) _____

2b. If you are representing a company, please indicate the size of your company:

- Micro (1-9 employees)
- Small (10-49 employees)
- Medium (50-249 employees)
- Large (250+ employees)

2c. Please indicate whether you accessed this consultation package through:

- Post
- Email
- Website

3. Please rate the quality of this consultation regarding accuracy, good English and spelling:

- Very good
- Good
- Average
- Poor
- Very Poor

4. Please rate the format of the consultation presentation (layout, Annexes etc.):

- Very good
- Good
- Average
- Poor
- Very Poor

5. Please rate the consultation in terms of how clear and concise you felt it was:
- Very good
 - Good
 - Average
 - Poor
 - Very Poor
6. Did you feel that the consultation was conducted over a sufficient period of time?
- Yes
 - No
7. Were any representative groups, organisations or companies not consulted who you felt should have been?
- Yes
 - No
- If yes, who? _____

8. Please let us have any suggestions for improvement or other comments you wish to make about this consultation below:

Thank you for your time. Please return this form to:

Consultation Co-ordinator,
Maritime and Coastguard Agency,
Spring Place, Bay 3/26, 105 Commercial Road
Southampton SO15 1EG
Or e-mail it to: consultation.coordinator@mcga.gov.uk

If you are happy to supply your name in case we need to contact you to discuss your views further, please enter it below (this is optional, and your feedback will still be taken into account if you wish to remain anonymous):

Name _____

Tel. No. _____

Please note that the deadline for responses to the Consultation itself does not apply to the return of this form.

Annex A: The proposed amending Regulations (Statutory Instrument)

Please see the accompanying Annex A of the Consultation Package

Annex B: Course approval and re-assessment cost recovery examples

All the examples below assume the training provider provides the MCA with a high-quality desktop submission and a demonstrates a satisfactory set up for the surveyor site visit. However, if any submission is below the agreed standards, the MCA may need to charge for additional surveyor time to support the training provider to meet the required standards. Please refer to MSN 1865 (Amendment 1) Annex F for further information on what is expected.

It has been assumed that for a new training provider, the MCA will need to attend 100% of the course(s) to enable the MCA to assess the suitability of the training providers site(s) and the facilities. For example, for a training provider wishing to offer the four STCW Basic Safety Training courses, the MCA would need a week to assess the new provider: 40 hours * £147 = £5,880.

For a subsequent approval, the MCA will need to review approximately 50% of the course time, with the exception of the Navigational Aids and Equipment and Simulator Training (NAEST), Operation and Management level courses, which will require the MCA to attend for a week.

The below examples are based on UK training providers. Due to travel requirements and other additional burdens, overseas course approvals may incur further costs.

The following reapproval examples set out how the Maritime & Coastguard Agency's (MCA) course approval procedure could work based on the additional desk top assessments, MCA risk analysis and an onsite Quality Management System (QMS) check:

Example A – a UK nautical college (29 courses – including four STCW Updating courses):

The approved training provider may provide the following courses:

- Personal Survival Techniques (PST);
- Fire Prevention and Fire Fighting (FP&FF);
- Proficiency in Personal Safety and Social Responsibility (PSSR);
- Proficiency in Elementary First Aid;
- Advanced Fire Fighting (AFF);
- Proficiency in Medical First Aid (MFA);
- Proficiency in Survival Craft and Rescue Boats (other than Fast Rescue Boats) (PSC&RB);
- Proficiency in Medical Care;
- Updating Personal Survival Techniques (PST);
- Updating Fire Prevention and Fire Fighting (FP&FF);
- Updating Proficiency in Survival Craft and Rescue Boats (other than Fast Rescue Boats) (PSC&RB);
- Updating Advanced Fire Fighting (AFF);
- Medical Care Updating Training Requirements;
- Human Element Leadership and Management (HELM) – Operational and Management Levels;
- Electronic Chart Display and Information Systems (ECDIS) Simulator Training;
- Navigational Aids and Equipment Simulator Training (NAEST) – Operational and Management Levels;
- High Voltage Courses (HV) – Operational and Management Levels;
- Efficient Deck Hand (EDH),
- Approved Engine Course (AEC) I & II;
- Proficiency in Security Awareness;

- Proficiency for Seafarers with Designated Security Duties;
- Proficiency for Ship Security Officers (SSO);
- Advanced Oil Tanker Training;
- Advanced Chemical Tanker Training;
- Advanced Liquefied Gas Training.

The MCA assumes that it would cost a training provider approximately £15,000 every five years considering the following:

First reapproval (undertaken every five years):

- Lead surveyor (Deck) spends two weeks with the training provider witnessing (one Advanced Tanker course, all other STCW Advanced, EDH and ECDIS courses). Cost estimation: 80 hours * £147 = £11,760
- Lead surveyor (Engineer) spends three days with the training provider witnessing (HV – management and AEC I courses). Cost estimation: 24 hours * £147 = £3,528

Total estimated cost for this stage: £15,288

Mid-term (undertaken two and a half years from the last approval/reapproval):

- Lead surveyor spends one week with the training provider witnessing (passenger training and HELM – Management courses). Cost estimation: 40 hours * £147 = £5,880

Second reapproval (undertaken every five years):

- Lead surveyor spends two weeks with the training provider witnessing (STCW Advanced, EDH and ECDIS courses). Cost estimation: 80 hours * £147 = £11,760
- Lead surveyor (Engineer) spends three days with the training provider witnessing (HV – Management and AEC II courses). Cost estimation: 24 hours * £147 = £3,528

Total estimated cost for this stage: £15,288

Mid-term (undertaken two and a half years from the last approval/reapproval):

- Lead surveyor spends one week with the training provider witnessing (SSO and STCW Basic Training courses). 40 hours * £147 = £5,880

And so on, alternating what they witnessed at mid-term.

Example B – a UK offshore survival centre training provider (18 courses including – four STCW updating courses):

The approved training provider may provide the following courses:

- Personal Survival Techniques (PST);
- Fire Prevention and Fire Fighting (FP&FF);
- Proficiency in Personal Safety and Social Responsibility (PSSR);
- Proficiency in Elementary First Aid;
- Advanced Fire Fighting (AFF);
- Proficiency in Medical First Aid (MFA);

- Proficiency in Survival Craft and Rescue Boats (other than Fast Rescue Boats) (PSC&RB) – including restricted;
- Proficiency in Medical Care;
- Updating Personal Survival Techniques (PST);
- Updating Fire Prevention and Fire Fighting (FP&FF)
- Updating Proficiency in Survival Craft and Rescue Boats (other than Fast Rescue Boats) (PSC&RB);
- Updating Advanced Fire Fighting (AFF);
- Medical Care Updating Training Requirements;
- Human Element Leadership and Management (HELM) – Operational and Management Levels;
- Electronic Chart Display and Information Systems (ECDIS);
- Efficient Deck Hand (EDH).

First reapproval (undertaken every five years):

- Lead Surveyor spends two weeks with the training provider witnessing (STCW Advanced, EDH and ECDIS courses). 80 hours * £147 = £11,760

Mid-term (optional if UK, and undertaken two and a half years from the last approval/reapproval):

- Lead surveyor spends two – three days with the training provider witnessing (STCW Basic Training courses). 20 hours * £147 = £2,940

Second reapproval (undertaken every five years):

- Lead surveyor spends two weeks with the training provider witnessing (STCW Advanced, EDH and ECDIS courses). 80 hours * £147 = £11,760

Second mid-term (optional if UK, and undertaken two and a half years from the last approval/reapproval):

- Lead surveyor spends two – three days with the training provider witnessing (STCW Basic Training, SSO and HELM – Management courses). 20 hours * £147 = £2,940

And so on, alternating what they have witnessed at the mid-term.

Example C – a UK Yacht/Small Vessel Training Provider (14 approvals – including four STCW Updating courses)

The approved training provider may provide the following courses:

- Personal Survival Techniques (PST);
- Fire Prevention and Fire Fighting (FP&FF);
- Proficiency in Personal Safety and Social Responsibility (PSSR);
- Proficiency in Elementary First Aid;
- Advanced Fire Fighting (AFF);
- Proficiency in Medical First Aid (MFA);
- Proficiency in Survival Craft and Rescue Boats (other than Fast Rescue Boats) (PSC&RB) – including restricted;
- Proficiency in Medical Care;
- Updating Personal Survival Techniques (PST);
- Updating Fire Prevention and Fire Fighting (FP&FF);

- Updating Proficiency in Survival Craft and Rescue Boats (other than Fast Rescue Boats) (PSC&RB);
- Updating Advanced Fire Fighting (AFF);
- Medical Care Updating Training Requirements.

First reapproval (undertaken every five years):

- Lead surveyor spends one week with the training provider witnessing (STCW Advanced courses). 40 hours * £147 = £5,880

Mid-term (optional if UK, and undertaken two and a half years from the last approval/reapproval):

- Lead Surveyor spends two – three days witnessing (STCW Basic Training courses and, if applicable, any STCW Advanced course they could not witness at the last reapproval). 20 hours * £147 = £2,940

Second reapproval (undertaken every five years):

- Lead surveyor spends one week with the training provider witnessing (every STCW Advanced course). 40 hours * £147 = £5,880

Mid-term (optional if UK, and undertaken two and a half years from the last approval/reapproval):

- Lead surveyor spends two – three days witnessing (short courses including any STCW Advanced course they could not witness at the last reapproval). 20 hours * £147 = £2,940

And so on.

Example D – A UK Small Basic Safety Training Provider (4 STCW Basic Safety training courses – including 4 STCW Updating Courses):

The approved training provider may provide the following courses:

- Personal Survival Techniques (PST);
- Fire Prevention and Fire Fighting (FP&FF);
- Proficiency in Personal Safety and Social Responsibility (PSSR);
- Proficiency in Elementary First Aid;
- Updating Personal Survival Techniques PST;
- Updating Fire Prevention and Fire Fighting (FP&FF);
- Updating Advanced Fire Fighting (AFF);
- Updating Proficiency in Survival Craft and Rescue Boats (other than Fast Rescue Boats) (PSC&RB).

First reapproval (undertaken every five years):

- Lead surveyor (Deck or Engineer) spends two days with the training provider witnessing (STCW Personal Survival Techniques and Fire Fighting and Fire Prevention courses). 16 hours * £147 = £2,352

Mid-term – (optional if UK, and undertaken two and a half years from the last approval/reapproval)

- Lead Surveyor spends one day with the training provider witnessing (all STCW Basic Training courses and, if applicable, any Advanced course they could not witness at the last reapproval). Eight hours * £147 = £1,176

Second reapproval (undertaken every five years):

- Lead surveyor spends two days with the training provider witnessing (STCW Personal Survival Techniques and Fire Fighting and Fire Prevention courses). 16 hours * £147 = £2,352

Mid-term – (optional if UK, and undertaken two and a half years from the last approval/reapproval):

- Lead surveyor spends one day with the training provider witnessing (a course and checking the providers Quality Management Systems (QMS)). Eight hours * £147 = £1,176

And so on.

Annex C: Summary of amendments to the associated Marine Shipping Notices and Marine Information Notes

Title	New Document?	What has been amended and rationale
MSN 1856 – Training & Certification Guidance: UK Requirements for Master and Deck Officers	No	Sections 3 – 7 – The statement of written exams has been removed to enable alternative assessments in the future and to align the assessments with modern technologies, learning and assessment.
		Section 9.3 and Annex F – introducing alternatives to seagoing service: <ol style="list-style-type: none"> 1. Simulator time (initially up to one month and then if trial successful up to two months) 2. Categorised water (one month) Please see section 2 of the consultation document for further information.
		Section 10 – For the Ancillary Safety training courses, the acceptance of Indian and Pakistan training certificates has been removed due to the <u>agreement expiring</u> .
		Section 10.4 – Aligned Human Element and Leadership Management (HELM) approval process in line with MSN 1865 (Amendment 1) Annex F.
		Section 10.5 – Aligned the approval process of Navigation Aids and Equipment Simulator Training (NAEST) with MSN 1865 (Amendment 1) Annex F.
		Section 10.6 – Aligned the approval process for Efficient Deck Hand (EDH) with MSN 1865 (Amendment 1) Annex F.
		Section 10.8 – Medical Care Course amended to reflect UK departure from the EU.
		Section 11.3 – Amended ‘written’ examination requirements to allow for future MCA independent assessment and reflect technological changes and modernised methods.
		Section 14 – Amended to provide more information to candidates and to ensure the process is in line with the policy in MIN 653.
		Section 16 – Application procedure amended to allow for future changes to processing system. I.e., Candidates could submit full or partial documentation via email or an online portal to meet the requirements.
		Section 16, 17, 18 & 19 – Amended to allow for online oral examination processes and systems, partial or full, for candidates for a UK CoC.
		Section 11.1 – Linked to the new approval process set out in Annexes G to K. To ensure a good cadet experience and guide colleges through the approval and monitoring process.

		References to the oral examination syllabi changed to direct seafarers to the new oral exam MINs (653 and 654) which reflect the STCW Code. This will allow the syllabi to be updated, if required, to reflect changes to the STCW Code.
MSN 1857 – Training & Certification Guidance: UK Requirements for Engineer Officers and Engineer Operators	No	Section 9.3.1 – Amended to provide more information to candidates and to ensure the process is in line with the guidance in MIN 653.
		Section 3.4 – Amended to reflect the new LIA route issued by colleges for the experience seafarer route.
		References to the Oral Examination syllabi changed to direct seafarers to the new oral exam MINs (653 and 654) which reflect the STCW Code. This will allow the syllabi to be updated, if required, to reflect changes to the STCW Code.
		Sections 3-4 and 9-10 – The statement of written exams has been removed to enable alternative assessments in the future and to align the assessments with modern technologies, learning and assessment.
		Section 6 – For the Ancillary Safety training courses, the acceptance of Indian and Pakistan training certificates has been removed due to the agreement expiring.
		Section 6.5 – Aligned Human Element and Leadership Management (HELM) approval process in line with MSN 1865 (Amendment 1) Annex F.
		Section 6.6 – Aligned the approval process of High Voltage (HV) with MSN 1865 (Amendment 1) Annex F.
		Section 7 – Amended ‘written’ examination requirements to allow for future MCA independent assessment and reflect technological changes and modernised methods.
		Section 11 – Application procedure amended to allow for future changes to processing system, i.e. candidates could submit full or partial documentation to meet the requirements.
		Sections 11–14 – Amended to allow for online oral examination processes and systems, partial or full, for candidates for a UK CoC.
		Section 7.1 – Linked to the new approval process set out in Annexes D to H. To ensure a good cadet experience and guide colleges through the approval and monitoring process.
MSN 1858 – Training & Certification Guidance: UK Requirements for Deck Officers on Large Yachts (24m and over)	No	Section 3 –The statement of written exams has been removed to enable alternative assessments in the future and to align the assessments with modern technologies, learning and assessment.
		Section 3.3 – Clarification on the exemptions for the Yacht Training Record Book, in line with the previous published policy in MIN 521 .
		Section 5 – For the Ancillary Safety training courses, the acceptance of Indian and Pakistan

		<p>training certificates has been removed due to the agreement expiring.</p> <p>Sections 5.4 – 5.7 – Updated the certificate of Proficiency in Survival Craft and Rescue Boats (PSC&RB) (Restricted) guidance.</p> <p>Section 5.9 – Aligned the approval process for the Efficient Deck Hand (EDH) course with MSN 1865 (Amendment 1) Annex F.</p> <p>Section 5.10 – Aligned the approval process for the Human Element and Leadership and Management (HELM) course with MSN 1865 (Amendment 1) Annex F.</p> <p>Section 5.11 – Aligned the approval process for the Electronic Chart Display & Information System (ECDIS) course with MSN 1865 (Amendment 1) Annex F.</p> <p>Section 5.12 – The Medical Care Course has been amended to reflect the UK’s departure from the EU.</p> <p>Section 6.1 – Updated the approval process for yacht training providers as reflected in Annex C. This is to provide further guidance for training providers and ensure the quality of their delivered training. Please refer to section 2 of the consultation document for more information.</p> <p>Section 8 – The application procedure has been amended to allow for future changes to the processing system, i.e. candidates could submit, full or partial, documentation to meet the requirements.</p> <p>Sections 8-11 – Amended to allow online oral examination processes and systems, this may be in a partial or full capacity, for candidates for a UK CoC.</p> <p>Section 10 – Amended the examination requirements to allow for future MCA independent assessments, to reflect future technological changes and modernised methods of assessments that may be utilised.</p> <p>References to the oral examination syllabi have been changed to direct seafarers to the syllabi on gov.uk. These syllabi will be reviewed later this year and put into a MIN to reflect the STCW Code. This will allow the syllabi to be updated, if required, to reflect changes to the STCW Code.</p>
<p>MSN 1859 – Training & Certification Guidance: UK Requirements for Engineer Officers on Large Yachts (24m and over)</p>	<p>No</p>	<p>This MSN has been amended to note the closure of the Engineer Yacht Route from 1st July 2022 to allow for the new small vessel CoC Routes detailed in MSN 1904. It will still enable those with NOEs for the previous Yacht Engineer routes to obtain a CoC. Please refer to section 2 of the consultation document for more information on the new Engineer Officer Small Vessel route.</p> <p>Sections 2-3, and Annex D – The statement of written exams has been removed to enable alternative assessments in the future and to align the assessments with modern technologies, learning and assessment.</p>

		<p>Section 4 – The Alternative Route section has been updated and replaced by the process in MSN 1904, section 4.7 (Small Vessel Engineer).</p> <p>Section 6 – For the Ancillary Safety training courses, the acceptance of Indian and Pakistan training certificates has been removed due to the agreement expiring.</p> <p>Sections 6.2 – 6.5 – Updated the Certificate of Proficiency in Survival Craft and Rescue Boats (PSC&RB) (Restricted) guidance.</p> <p>Section 6.6 – Aligned the approval process for the Human Element and Leadership and Management (HELM) course with MSN 1865 (Amendment 1) Annex F.</p> <p>Section 6.7 – Aligned the approval process for the High Voltage (HV) course with MSN 1865 (Amendment 1) Annex F.</p> <p>Section 7 – Introduced the new approval process for yacht training providers as reflected in Annex D. This is to provide further guidance for training providers and ensure the quality of their delivered training. Please refer to section 2 of the consultation document for more information.</p> <p>Section 10 – The application procedure has been amended to allow for future changes to the processing system, i.e. candidates could submit, full or partial, documentation to meet the requirements.</p> <p>Sections 10-13 – Amended to allow online oral examination processes and systems, this may be in a partial or full capacity, for candidates for a UK CoC.</p> <p>Section 12 – Amended the examination requirements to allow for future MCA independent assessments, to reflect future technological changes and modernised methods of assessments that may be utilised.</p> <p>References to the Oral Examination syllabi have been changed to direct seafarers to the syllabi on gov.uk. These syllabi will be reviewed later this year and put into an MIN to reflect the STCW Code. This will allow the syllabi to be updated, if required, to reflect changes to the STCW Code.</p>
<p>MSN 1860 – Training & Certification Guidance: UK Requirements for Electro-technical Officers</p>	<p>No</p>	<p>Sections 3 and 5 – The statement of written exams has been removed to enable alternative assessments in the future and to align the assessments with modern technologies, learning and assessment.</p> <p>Section 5 – Amended the Senior Electro-Technical Officer (SETO) route. Removed the oral exam requirements to allow for an alternative examination to be moderated by the MCA.</p> <p>Section 7 – For the Ancillary Safety training courses, the acceptance of Indian and Pakistan training certificates has been removed due to the agreement expiring.</p>

		<p>Section 7.4 – Aligned the approval process for High Voltage (HV) course with MSN 1865 (Amendment 1) Annex F.</p> <p>Section 7.7 – Aligned the approval process for Human Element and Leadership Management (HELM) course with MSN 1865 (Amendment 1) Annex F.</p> <p>Section 8 – Introduced the new approval process for training providers as reflected in Annex B. This is to provide further guidance for training providers and ensure the quality of their delivered training. Please refer to section 2 of the consultation document for more information.</p> <p>Section 12 – Amended the examination requirements to allow for future MCA independent assessments and reflect technological changes and modernised methods of assessment.</p> <p>Section 10 – The application procedure has been amended to allow for future changes to the processing system, i.e. candidates could submit, full or partial, documentation to meet the requirements.</p> <p>Sections 10-13 – Amended to allow online oral examination processes and systems, this may be in partial or full capacity, for candidates for a UK CoC.</p> <p>References to the oral examination syllabi changed to direct seafarers to the new oral exam MINs (653 and 654) which reflect the STCW Code. This will allow the syllabi to be updated, if required, to reflect changes to the STCW Code.</p>
<p>MSN 1861 – Training & Certification Guidance: UK Procedure for the Revalidation of Certificates of Competency and Tanker Endorsement</p>	<p>No</p>	<p>The application procedure has been amended to allow for future changes to the processing system, i.e. candidates could submit, full or partial, documentation to meet the requirements.</p> <p>The statement for written exams has been removed to enable alternative assessments in the future to reflect the ability to modernise the processes and to enable the use of modern technologies, learning and assessment.</p> <p>The MSN has been amended to allow for online oral examination processes and systems, this may be in a partial or full capacity, for candidates for a UK CoC.</p>
<p>MSN 1862 – Seafarer Training and Certification Guidance: UK Requirements for Deck Ratings</p>	<p>No</p>	<p>Sections 2-5 – The application procedure has been amended to allow for future changes to the processing system, i.e. candidates could submit, full or partial, documentation to meet the requirements.</p> <p>Section 4 – Efficient Deck Hand (EDH) has been linked to MIN 643 to provide further information and options for entry on to the course.</p> <p>Section 9 – For the Ancillary Safety training courses, the acceptance of Indian and Pakistan training certificates has been removed due to the agreement expiring.</p>

		Sections 11 & 12 – Approval process for delegated issue of certificates. This provides more information for companies on how to issue a Navigational Watch Rating Certificate of Proficiency and/or a Yacht Rating Certificate of Proficiency. This also details how the MCA will approve and monitor these processes.
MSN 1863 – Training & Certification Guidance: UK Requirements for Engine Room Ratings	No	<p>Sections 2-3 – The application procedure has been amended to allow for future changes to the processing system, i.e. candidates could submit, full or partial, documentation to meet the requirements.</p> <p>Section 7 – For the Ancillary Safety training courses, the acceptance of Indian and Pakistan training certificates has been removed due to the agreement expiring.</p> <p>Section 9 – Approval process for delegated issue of certificates. This provides more information for companies on how to issue an Engine Room Watch Rating Certificate of Proficiency. This section also details how the MCA will approve and monitor this process.</p>
MSN 1864 – Training & Certification Guidance: UK Requirements for Radio Operators	No	<p>Section 2 – Removed the footnote regarding ‘first-class’ and ‘second-class’ radio certificates due to feedback that this information was incorrect.</p> <p>Removal of the references to AMERC. This is a delegated service by the MCA that due to procurement requirements should not specify one organisation.</p>
MSN 1865 – Seafarer Training and Certification Guidance: UK Requirements for Emergency, Occupational Safety, Security, Medical Care and Survival Functions	No	<p>Sections 5.2 – 5.3 – The Medical Care course has been amended to reflect the UK’s departure from the EU.</p> <p>Section 10 and Annex F – The MCA’s course approval process has been amended. This also provides further guidance for training providers and ensure the quality of their delivered training. Please see section 2 of the consultation document for more information.</p>
MSN 1866 – Training and certification requirements for seafarers on tankers, ships subject to the IGF Code, ships that operate in polar waters and passenger ships	No	<p>This MSN has been updated to include the new STCW requirements for IGF Code training (sections 9-12), Polar Code training (sections 13-16) and passenger ship familiarisation training (sections 17-19). Please refer to section 2 of the STCW consultation document for more information.</p> <p>Section 20 – Amended to reflect the requirements for training providers who issue IGF Code and Polar Code course certification.</p> <p>Section 20 and Annex D – The MCA’s course approval process has been amended. This is to provide further guidance for training providers and ensure the quality of their delivered training. Please refer to section 2 of the consultation document for more information.</p>

MSN 1867 – Training & Certification Guidance: UK Requirements for the recognition of non-UK Certification leading to the issue of a Flag State Endorsement (FSE)/Certificate of Equivalent Competency (CEC)	No	The terminology of 'Flag State Endorsement' has been introduced alongside Certificate of Equivalent Competency (CEC), to ensure standardisation with STCW terminology.
		Sections 4 – The application procedure has been amended to allow for future changes to the processing system, i.e. candidates could submit, full or partial, documentation to meet the requirements.
		Section 7 – Amended to reflect the UK's withdrawal from the EU. (Prevention of Fraud and Other Unlawful Practice).
MSN 1868 – Standards of Training, Certification & Watchkeeping Convention: UK Requirements for Safe Manning and Watchkeeping	No	This document has been updated to reflect the latest associated legislation and publications.
		The document was updated to reflect the correct legal stance on what companies must and should do when considering the Safe Manning of a vessel.
		Section 11 – This section was introduced to explain the exemption process and provide a link to the underpinning Statutory Instrument (S.I).
MSN 1904 – Training & Certification Guidance: UK Requirements for Engineer Officer Small Vessel Certificate of Competency	Yes	This document is the new Engineer Officer Small Vessel MSN. This replaces the Engineer Yacht route noted in MSN 1858. This document will provide a training and certification structure to enable a progressive career path for those in the industry to achieve Small Vessel engineer qualifications while ensuring competency. Please see section 2 of the consultation document for further information.
MIN 642 – Engineer Officer Small Vessel Certificate of Competency Guidance	Yes	This MIN outlines guidance for the certification structure, examination and training requirements for engineer officers wanting to work on Fishing Vessels, Yachts, Tugs, Workboats, Standby, Seismic Survey, Oceanographic Research Vessels and Government Patrol Vessels. This is also known as the 'Small Vessel Route'. It should be read with MSN 1904 and includes further details on exemptions for training requirements and College Action Plans.
MIN 643 – Maritime and Coastguard Agency (MCA) Short Course Approval Process Guidance	Yes	This MIN provides further guidance for MCA approved training providers on the amended short course approval process and course requirements. It should be read in conjunction with MSN 1865 (Amendment 1) Annex F and MSN 1866 (Amendment 1) Annex D.
MIN 511 – the Alternative Route for Qualified Engineers and Engineering Graduates to Obtain an Engineer Officer of the Watch (EOOW) Unlimited	No	This updated MIN details the 'Alternative Route', which allows Engineering Graduates, Engineering Higher National Diploma (HND)/Higher National Certificate (HNC) holders or those with suitable engineering apprenticeship (NVQ level 3 or above) to have their qualifications assessed by an MCA-approved nautical college for entry onto the UK Engineering Officer of the Watch training

Certificate of Competency		programme. It should be read with MSN 1857 (Amendment 1).
Generic changes to all MSNs and MINs of the 2020 Amendment Package		All MSN and MIN documents have been formatted and edited to follow a consistent style.
		All MSNs and MINs have been updated to include the correct date references, time frames and allowances.
		All MSNs and MINs include references to the amended STCW Tables, Sections and Paragraphs.
		All MSNs and MINs reference the amended Regulations, the <i>Merchant Shipping (Standards of Training, Certification and Watchkeeping) Regulations 2015</i> , as amended by the <i>Merchant Shipping (Standards of Training, Certification and Watchkeeping) (Amendment) Regulations 2021</i> .
		All MSNs and MINs have been updated to refer to the most up to date and relevant webpages, Statutory Instruments, other MSNs/MINs/MGNs, International Codes and direct links as footnotes.
		All references in the MSNs to external organisations, where the MCA has delegated services, have been removed and moved to MINs. Due to procurement requirements MSNs should not specify one organisation.

Annex D: Merchant Shipping Notice 1856 (Amendment 1)
Annex E: Merchant Shipping Notice 1857 (Amendment 1)
Annex F: Merchant Shipping Notice 1858 (Amendment 1)
Annex G: Merchant Shipping Notice 1859 (Amendment 1)
Annex H: Merchant Shipping Notice 1860 (Amendment 1)
Annex I: Merchant Shipping Notice 1861 (Amendment 1)
Annex J: Merchant Shipping Notice 1862 (Amendment 1)
Annex K: Merchant Shipping Notice 1863 (Amendment 1)
Annex L: Merchant Shipping Notice 1864 (Amendment 1)
Annex M: Merchant Shipping Notice 1865 (Amendment 1)
Annex N: Merchant Shipping Notice 1866 (Amendment 1)
Annex O: Merchant Shipping Notice 1867 (Amendment 1)
Annex P: Merchant Shipping Notice 1868 (Amendment 1)
Annex Q: Merchant Shipping Notice 1904 (Amendment 1)
Annex R: Marine Information Note 643
Annex S: Marine Information Note 642
Annex T: Marine Information Note 511 (Amendment 1)