

MINISTRY OF TRANSPORT

ORDER
No. 1252
of 13 August 2014

- ▶ **B on the approval of the minimum level of training of the Romanian seafarers and on the recognition system of the certificates of competency and certificates of proficiency**
- ▶ **M1 Order no. 740/2016 regarding supplementing of Minister of Transports Order no. 1252/2014 on the approval of the minimum level of training of the Romanian seafarers and on the recognition system of the certificates of competency and certificates of proficiency**
- ▶ **M2 Order no. 270 from 28 February 2018 regarding modification and supplementing of Transports Order no. 1252/2014 on the approval of the minimum level of training of the Romanian seafarers and on the recognition system of the certificates of competency and certificates of proficiency**
- ▶ **M3 Order no. 1504 regarding modification and supplementing of Transports Order no. 1252/2014 on the approval of the minimum level of training of the Romanian seafarers and on the recognition system of the certificates of competency and certificates of proficiency**

Taking into account the provisions of art. 2 of the Law no. 157/2005 for the ratification of the Treaty between Kingdom of Belgium, Czech Republic, Denmark, Germany, the Republic of Estonia, the Hellenic Republic, the Kingdom of Spain, the French Republic, Ireland, the Italian Republic, the Republic of Cyprus, the Republic of Latvia, Republic of Lithuania, the Grand Duchy of Luxembourg, the Republic of Hungary, the Republic of Malta, the Kingdom of Netherlands, Austria, Poland, the Portuguese Republic, Slovenia, Slovakia, Finland, Sweden, United Kingdom of Great Britain and Northern Ireland (European Union member states)

and the Republic of Bulgaria and Romania concerning the accession of Bulgaria and Romania to the European Union, signed by Romania in Luxembourg on 25 April 2005,

By virtue of the provisions of art. 12, letter f) of the Government Ordinance no. 19/1997 regarding transports, republished, with further amendments and additions, of art. 63 of the Government Ordinance no. 42/1997 regarding the maritime and inland waterway transport, republished, with further amendments and additions and of art. 5, paragraph (4) of the Government Decision no. 24/2013 regarding the organization and functioning of the Ministry of Transports, with further amendments and additions,

the Minister of Transports, issues the following order:

Purpose

Art. 1 – The present order establishes:

- i)** the minimum level of training of the Romanian seafarers;
- ii)** the system of issuing of the certificates of competency, certificates of proficiency and endorsements for the Romanian seafarers;
- iii)** the recognition system of the certificates of competency, certificates of proficiency and GMDSS radio – operator certificates.

Definitions

Art. 2 - The terms used in the present order and in its annexes have the following meaning:

- i)** *approved* - approved by the Romanian Naval Authority in accordance with the legal provisions;
- ii)** *the Agency* - the European Maritime Safety Agency- EMSA, established by Regulation (CE) No 1406/2002, further on referred to as EMSA;

- iii)** *Romanian Naval Authority* – central specialized body, in the field of safety of navigation and ships security, subordinated to the Ministry, further on referred to as RNA, to which has been delegated competencies in order to accomplish the provisions of the present order;
- iv)** *endorsement/certificate of proficiency* - a document issued by the RNA in accordance with the provisions of the present order confirming or recognizing an endorsement, certificate of competency, certificate of proficiency and certificate of GMDSS radio operator.
- v)** *function* - a group of tasks, duties and responsibilities, as specified in the STCW Code, necessary for ship operation, safety of life at sea or protection of the marine environment;
- vi)** *radio duties* - watch keeping, the radio equipment maintenance and repairs in accordance with the Radio Regulations, the SOLAS Convention as amended and the relevant recommendations of the International Maritime Organization;
- vii)** *the competent authority in the radio field* – the National Authority for Management and Regulation in Communications, public autonomous body in the radio field and the informational technology, further on referred to as ANCOM;
- viii)** *training centre* – the Romanian Centre for the Training and the Improvement for the Naval Transport Personnel – RCTINTP, public body subordinated to the Ministry of Transport, further on referred to as RCTINTP;
- ix)** *endorsement/certificate of competency* - a document issued by the RNA in accordance with the provisions of the present order, for the certified personnel, which entitles the holder thereof to perform the service in the function involved and to fulfil the tasks according to the level of responsibility specified therein;
- x)** *certificate of proficiency* - a document issued by the RNA in accordance with the provisions of the present order, for the ratings personnel, which entitles the holder thereof to perform the service in the function involved and to fulfil the tasks according to the level of responsibility specified therein;
 - i)** *certificate of proficiency* - a document issued by the CERONAV, in accordance with the provisions of the present order, for the maritime seafarers, stating that the relevant requirements of the training program, have been accomplished.
- xi)** *Documentary evidence* – a document, other than the certificate of competency or endorsement, used for establishing the fulfilment of the relevant requirements of the present order;
- xii)** *company* - company - the owner of the ship or any other organization or person such as the operator or the bareboat charterer who has assumed the responsibility for operation of the ship from the ship-owner and who has agreed to take over all the duties and responsibilities imposed on the company by the present order;
- xiii)** *conventions, regulations and codes:*

- (i) *STCW Convention* - the International Convention on Standards of Training, Certification and Watch keeping for Seafarers, adopted at London on 7 July 1978 (STCW 1978), to which Romania has adhered through the Law no.107/1992;
 - (ii) *STCW Code* - the Seafarers' Training, Certification and Watch keeping Code (STCW), as adopted by Resolution 2 of the Final Document of 1995 Conference, as modified;
 - (iii) *The SOLAS Convention* – the International Convention for the Safety of Life at Sea 1974 (SOLAS), to which Romania has adhered through the State Council Decree no.80/1979;
 - (iv) *radio regulations* - the revised radio regulations, according to the annex or considered as part of the annex of the International Convention regarding telecommunications, as modified;
 - (v) *ISPS Code* - The International Ship and Port Facility Security Code, adopted at 12 December 2002, through Resolution no. 2 of the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea (SOLAS Convention), as modified, which Romania accepted through Government Emergency Ordinance no. 80/2003.
 - (vi) ► M2 The IGF Code – the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels, as defined in SOLAS Regulation II-1/2.29
 - (vii) ► M3 Polar Code - Code for Ships Operating in Polar Waters, as defined in SOLAS Regulation XIV/1.1
- xiv) *approved education and training* - all the courses organized by a specialized educational entity, of professional forming or training approved by RNA which entitle the graduates to participate at the examination in order to obtain the appropriate documents;
 - xv) *month* - a calendar month or 30 days made up of periods of less than one month;
 - xvi) *Ministry* - the Ministry of Transports, state authority in the field of naval and inland waterways transport, further on referred to as Ministry, which elaborates and promotes normative acts and specific rules applicable to maritime and inland waterways transport, pursues their enforcement and ensures the fulfilment of the state obligations arising from the international agreements and conventions to which Romania is a party;
 - xvii) *ship flying the Romanian flag* – the ship which obtained the right to fly the Romanian flag according to the legal provisions;
 - xviii) *ship flying the flag of a third state* – the ship which is not flying the Romanian flag or the flag of a European Union state;

- xix)** *seagoing ship* – the ship, other than that which navigate exclusively in inland waters or in waters within, or closely adjacent to, sheltered waters or areas where port regulations apply;
- i) *passenger ship* – the ship, as defined in International Convention for the Safety of Life at Sea from 1974(SOLAS), as modified;
 - ii) *fishing vessel* - a vessel used for catching fish or other living resources of the sea;
 - iii) *chemical tanker* - the ship constructed or adapted and used for the carriage in bulk of any liquid product listed in Chapter 17 of the International Bulk Chemical Code (IBC Code), which Romania has accepted through the Law no. 72/2003;
 - iv) *liquefied-gas tanker* - the ship constructed or adapted and used for the carriage in bulk of any liquefied gas or other product listed in Chapter 19 of the International Code for the construction and equipment of ships carrying the liquefied gases in bulk (IGC Code), which Romania has accepted through the Law no. 71/2003;
 - v) *oil-tanker* - the ship constructed and used for the carriage of petroleum and petroleum products in bulk;
 - vi) *ro-ro passenger ship* - the passenger ship with ro-ro cargo spaces or special-category spaces as defined in the SOLAS Convention, as modified;
- ş)** *personnel serving on board a ship* – any person who is employed or engaged or works in any capacity on board a vessel, trained and certified at least in accordance with the provisions of Annex no. 1 and Annex no. 4 of the present order;
- i) *master* - the person having command of a ship;
 - ii) *officer* - a member of the crew, other than the master, designated according to national legislation or, in the absence of such designation, by collective agreement or custom;
 - iii) *chief mate* - the officer next in rank to the master upon whom the command of the ship will fall in the event of the incapacity of the master;
 - iv) *deck officer* - an officer qualified in accordance with the provisions of the chapter II of the Annex no. I of the present order;
 - v) *assistant deck officer* - a person under training to become an deck officer;
 - vi) *chief engineer officer* - the main engineer officer responsible for the mechanical propulsion, the operation and maintenance of the mechanical and electrical installations of the ship;
 - vii) *second engineer officer* - the engineer officer next in rank to the chief engineer officer upon whom the responsibility for the mechanical propulsion, the operation and maintenance of the mechanical and electrical installations of the ship will fall in the event of the incapacity of the maritime chief engineer officer;

- viii)** *engineer officer* - an officer qualified in accordance with the provisions of chapter III of the Annex no. I of the present order;
- ix)** *assistant engineer officer* - the person under training to become an engineer officer;
- x)** *electro – technical officer* - an officer qualified in accordance with the provisions of chapter III of the Annex no. I of the present order;
- xi)** *assistant electro – technical officer* - the person under training to become an electro - technical officer;
- xii)** *ship security officer* – the person on board the ship who reports directly to the master, designated by the company as responsible for the ship security, including the implementation and updating the ship security plan and for the contact with the company security officer and with the designated officers for the security of the port facility;
- xiii)** *security - related tasks* - all tasks and duties related to the safety on board ship, in accordance with the definition in the chapter XI/2 of the International Convention for the Safety of Life at Sea (SOLAS), as modified, and the International Ship and Port Facility Security Code (ISPS Code);
- xiv)** *rating* - a member of the ship's crew other than the master or an officer;
- xv)** *deck rating* – crew member, qualified in accordance with the provisions of chapter II of the Annex no. I of the present order;
- xvi)** *engine rating* - crew member, qualified in accordance with the provisions of chapter III of the Annex no. I of the present order;
- xvii)** *ship electrician* - crew member, qualified in accordance with the provisions of chapter III of the Annex no. I of the present order;
- xviii)** *radio operator* - a person holding an appropriate certificate recognized by the competent authorities in the radio communication field;
- xix)** *certified personnel* – crew member, certified in accordance with the provisions of chapter II, III, and IV of STCW Convention for master and officer capacity;
 - t)** *GMDSS radio operator* - a person qualified in accordance with the provisions of chapter IV of the Annex no. I of the present order, holding an appropriate certificate for operation in the GMDSS system (Global Maritime Distress and Safety System) issued by ANCOM in accordance with the Radio Regulation provisions as defined at letter m), point (iv) and endorsed by RNA or an appropriate certificate issued by another state;
 - †)** *propulsion power* - the total maximum continuous rated output power in kilowatts of all of a ship's main propulsion machinery which appears on the ship's certificate of national registry or other official document;
 - u)** *recognition* - the acceptance by the RNA of a certificate of competency or a certificate of proficiency, issued by a member state of a European Union or by a third state;

- v) *seagoing service* - service on board a ship relevant to the issue or the reconfirmation of a certificate of competency or a certificate of proficiency;
 - w) *third country* - any state which is not a European Union member state;
 - x) *near-coastal voyages* – a voyage in the vicinity of the maritime coasts of Romania, but no more than 24Mm from the board lines.
- M3 y) polar waters - arctic waters and/or Antarctica area, as defined in SOLAS regulations XIV/1.2 and XIX/1.4

Scope

Art.3 – The provisions of the present order shall apply to the Romanian seafarers serving on board of seagoing ships flying the Romanian flag, with the exception of:

- i) warships, ships owned or operated by the Romanian state and engaged only on government non-commercial services;
- ii) fishing vessels,
- iii) pleasure yachts not engaged in trade;
- iv) wooden ships of primitive build.

Training and certification

Art. 4 - (1) RNA shall ensure that maritime Romanian seafarers serving on board ships as referred to in art.3, are trained at least in accordance with the requirements of the STCW Convention, as laid down in Annex no. I and Annex no. 4 of the present order, and to hold certificates of competency as defined in art. 2 letter i), or certificates of proficiency as defined in art. 2 letter j) and/or relevant documents, as defined in art. 2, letter k).

(2) RNA shall take the measures necessary to ensure that those crew members that must be certified in accordance with Regulation III/10.4 of the SOLAS Convention are trained and certificated in accordance with the present order.

Certificates of competency, certificates of proficiency and endorsements

Art. 5 - (1) RNA issues certificates of competency, certificates of proficiency and endorsements, only if the requirements of the present order are fulfilled.

(2) The certificates of proficiency issued by RNA are drawing up both in the Romanian language and in the English language in accordance with paragraph 3, Regulation I/2, of the STCW Convention.

(3) The certificates of competency and the certificates of proficiency are issued only after the authenticity and the validity of the relevant documents has been verified

and in accordance with the provisions of the present order, their validity is of maximum 5 years.

(4) RNA issues endorsements for those who have certificate of competency, certificate of proficiency, GMDSS radio – operator certificate, for the capacities mentioned in Annex no. 1.

(5) The endorsements mentioned at paragraph (4) are issued only by RNA, as individually documents, as they are drawn up in paragraph 2, section A – I/2 of STCW Code.

►M2 **(6)** RNA shall issue endorsements, as they are drawn up in paragraph 3, section A-I/2 of STCW Code for the recognition of a certificate of competency, certificate of proficiency, GMDSS radio - operator certificate or certificate of proficiency issued in accordance with the provisions of Regulation V/1-1, Regulation V/1-2 and Regulation V/3 of the STCW Convention after the authenticity and validity of the necessary supporting documents has been verified and in accordance with the procedure laid down in article 20 of the present order.

►M2 **(7)** The endorsements that prove the issuing of a certificate of competency, certificate of proficiency, and endorsements that prove the issuing of a certificate of proficiency, in accordance with Regulation V/1 – 1, Regulation V/1-2 and Regulation V/3, of Annex no. 1, will be issued by RNA only if they comply with all the requirements of STCW Convention.

(8) The endorsements referred to in paragraphs (4), (6) and (7) shall have an unique number of identification, shall be drawn up both in the Romanian language and in the English language and shall have the same validity or shall be withdrawn, suspended or cancelled as the endorsed documents but not later than five years of their date of issue.

(9) For the certificates of competency, certificates of proficiency and endorsements referred to in paragraphs (4) and (7), the 5 year period is counted from the graduate date of the oldest mandatory training course, mentioned in Annex no. 3.

(10) The endorsements referred to in paragraphs (4) shall be issued on the basis of:

a) a valid certificate of competency, certificate of proficiency issued by RNA and/or a valid GMDSS radio operator certificate issued by ANCOM;

b) a document attesting the accomplishment of the criteria regarding the health state as required by art.12 of the present order;

c) valid certificates attesting the graduated mandatory training courses in the field of maritime safety necessary for the issuing of the certificates of competency and certificates of proficiency;

d) an ID document.

(11) The endorsements referred to in paragraphs (6) shall be issued on the basis of:

a) a valid certificate of competency, certificate of proficiency or a valid GMDSS radio operator certificate (in case this is an individual document) issued by the competent authority of another state;

b) an ID document;

c) a valid psychological – medical certificate;

(12) Under the provisions of art. 20, paragraph (5), the certificates of competency and endorsements required by the present order must be kept in original form on board the ship on which the holder is serving.

(13) The model, form and content of documents in this order, must contain at least the minimum necessary information required, in Roman characters and Arabic figures, taking into account the variations permitted under section A-I/2 of the STCW Code and shall be approved by Minister Order.

(14) The capacity in which the holder of a certificate of competency, certificate of proficiency is authorized to serve aboard shall be identified in the form of the holder endorsement in terms identical to those used in the safe-manning certificate issued by RNA.

(15) For certification, each candidate must prove in a satisfactory manner:

a) his/her identity;

b) that his/her age is not less than that prescribed in the regulations in Annex no. 1 and Annex no. 4 to this order, which are relevant for the required document;

c) that meets the standards for health status, specified in section A-I/9 of the STCW Code;

d) the completion of the seagoing service and any related mandatory training prescribed in the Annex no. 1 and Annex no.4 of the present order, for the document requested;

e) proof of the competences provided in the regulations of Annex no.1 and Annex no.4 of the present order, which refers to skills, functions and levels that are to be indicated in the endorsement. This paragraph shall not apply to the recognition of endorsements in accordance with regulation I/10 of the STCW Convention;

f) that holds a valid certificate of proficiency of the mandatory courses in the field of maritime safety required for the issuing of the certificates of competency and certificates of proficiency.

(16) The holder of a valid certificate of competency, certificate of proficiency can be issued, at its request, a certificate of competency, a lower certificate of proficiency, included on the direct promotion line.

(17) Certificate of competency, certificates of proficiency and equivalent functions according to the provisions of the STCW Convention, are set out in the Annex no. 2 of the present order.

►M3►M2 (18) RNA issues endorsements in accordance with the provisions of Regulation V/1-1, Regulation V/1-2, Regulation V/3, Regulation VI/2 and Regulation VI/5 and Regulation V/4 of STCW Convention on the basis of the valid proficiency certificates.

(19) RNA shall:

a) keep records of all certificates of competency, certificates of proficiency and endorsements of the maritime crew issued, expired, or which were reconfirmed, suspended, cancelled, reported lost or destroyed and of the dispensations issued;

b) ►M3►M2 to ensure that the information relating to the status of the certificates of competency, endorsements and dispensations is made available for other member states or other states parties to the STCW Convention and companies which request verification of the authenticity and validity of certificates of competency and/or endorsements issued for masters and officers in accordance with the provisions of Regulation V/1-1, Regulation V/1-2 and Regulation V/3 and Regulation V/4 of the Annex no. 1 of the present order, shall be submitted by maritime personnel serving on board a ship who wishes their recognition under Regulation I/10 of the STCW Convention, or employment on board ship.

(20) with effect from 1 January 2017, the information that must be provided in accordance with paragraph 1. (19) (b) shall be made available by electronic means.

(21) RNA shall provide to the European Commission the information mentioned in Annex no. 5 of the present order regarding the certificates of competency, endorsements which confirms the recognition of the endorsements, as well as, on a voluntary basis, the certificates of proficiency issued for the ratings in accordance with chapter II and III from the annex to the STCW Convention, only for statistical analysis and exclusively for the use of member states and the Commission in policy making.

Training requirements

Art. 6 - (1) The training required by art. 4 shall be in a approved form and appropriate to the theoretical knowledge and practical skills required by Annex no. 1 and Annex no. 4, of the present order in particular the use of life saving and firefighting equipment.

(2) The approval procedure of the training is established by the MTO no. 1354/2007 on setting minimum criteria to be met by suppliers of education, training or retraining in order to organize and conduct training and retraining, in order to obtain and maintain the validity of certificates of competency and certificates of proficiency of maritime personnel serving on board the ship.

(3) The mandatory courses organized by a specialized educational supplier or of professional forming, required for the obtaining of the certificates of competency, certificates of proficiency or endorsements shall ensure at least a minimum level of

acknowledge, of degree of understanding and practical skills in order to achieve the competences provided in chapters II, III, IV, V and VI of Part A of the STCW Code.

(4) The mandatory courses in the field of maritime safety provided in Annex no. 3 of the present order, take place only within CERONAV. The proof of completion of these courses is made by the certificates of proficiency.

(5) CERONAV may carry on these courses through education providers approved by RNA, based on protocol, assuming the responsibility to respect strictly the minimum requirements imposed upon their approval.

Principles governing near-coastal voyages

Art. 7 – (1) For the ships flying the flag of an European Union member state or of another Party to the STCW Convention engaged in near-coastal voyages, RNA shall not impose training, experience or certification requirements on maritime personnel serving on board of these ships more stringent requirements than for the maritime personnel serving on board ships flying the Romanian flag. In any case these requirements shall not be in excess of those of the present order for the ships not engaged on near-coastal voyages.

(2) RNA conclude protocols with the competent authorities of other member states or parties to the STCW Convention for ships flying the Romanian flag, under the provisions of the STCW Convention for coastal voyages, so they can navigate off the coast of these states, within the limits defined by these for coastal voyages, the protocol specifying the details of the commercial areas involved and other relevant provisions.

(3) For the ships flying the Romanian flag, regularly engaged on near-coastal voyages off the coast of another European Union Member State or of another state part to the STCW Convention, RNA shall monitor that the level of training, experience and certification for the maritime personnel serving on such ships to be at least equal with that of the state off the coast of which the ship is engaged, provided that they do not exceed the requirements of the present order for the ships not engaged on near-coastal voyages. The maritime personnel serving on a ship which extends its voyage beyond what is defined as a near - coastal voyage shall fulfil the appropriate requirements of the present order.

(4) For the ships flying the Romanian flag, regularly engaged on near-coastal voyages off the coast of a state which is not a state part to the STCW Convention, RNA may impose training, experience or certification requirements for the near-coastal voyages as referred in the present order if the voyages come off in a similarly area ascertained by the Romanian legislation for near-coastal voyages.

(5) Certificates of capacity, certificates of proficiency of maritime personnel serving on board a ship issued by a member state or of another state party to the STCW

Convention for coastal voyages within their defined limits can be approved by RNA to carry out the service within the framework of coastal voyages within the limits defined by this order, provided that the member state or party to the STCW Convention to conclude a protocol with RNA within the limits of its legal competence, specifying details of the commercial areas involved and other relevant conditions.

(6) Certificates of capacity, certificates of proficiency issued to the maritime personnel serving on board ships engaged in regular coastal voyages, allows their service up to 24 Mm measured from the base line.

(7) RNA shall communicate to the European Commission about the national legislation in respect of near-coastal voyages definition and the conditions of training experience and certification in accordance with the requirements for the near – coastal voyages mentioned in the Section A – I/3 of the STCW Code.

(8) RNA shall settle the limits for the near – coastal voyages in the endorsements issued in accordance with article 5.

Prevention of fraud and other unlawful practices

Art. 8 – (1) RNA, through an internal procedure, will implement the adequate measures for the prevention of fraud and other unlawful practices regarding the issued certificates of capacity, certificates of proficiency and endorsements and the application of the legal sanctions according to its competences.

(2) RNA identifies and combats the fraud and other unlawful practices and exchange information with the competent authorities of other member states and third part states related to the issuing of the maritime personnel serving on board ships' documents. RNA informs the other states and the European Commission about its contact data. RNA also communicates its contact data to any third part state with whom has concluded a recognition protocol in accordance with Regulation I/10 point 1.2 of the STCW Convention.

(3) At the request of the competent authorities as referred in paragraph (2), RNA shall provide written confirmation or denial of the authenticity of the certificates of competency, certificates of proficiency and endorsements, or any other national documents attested the training performed.

Penalties and disciplinary measures

Art. 9 (1) – RNA, through an internal procedure, will implement the appropriate measures for the impartial investigation of any ascertainment situation or reported incompetence, the acts or omissions on the part of the holders of certificates of competency, certificates of proficiency or endorsements issued by RNA, in connection with their performance of duties relating to these documents while they exercise their

specific duties requirements, that may pose a direct threat to safety of life or property at sea or to the marine environment. RNA shall define the internal procedure regarding the withdrawal, suspension or cancellation of such certificates of competency, certificates of proficiency or endorsements for the above mentioned reasons, as well as for the prevention of fraud.

(2) RNA, through an internal procedure, will implement the appropriate measures for the prevention of fraud and other unlawful practices regarding the certificates of competency, certificates of proficiency and endorsements.

(3) The non-compliance with the provisions of the present order is penalised according with the national legislation and in particular the next facts:

a) a company or a master has engaged a person not holding a certificate issued in accordance with the provisions of the present order;

b) a master has allowed to perform a function or a service to a person which not holds a required certificate, a valid dispensation or doesn't have the documentary proof required by art. 20, paragraph (5), function or service which should be perform by a person holding the appropriate document in accordance with the provisions of the present order;

c) a person performs a function or a service based on a document or a dispensation obtained by fraud or based on some faked documents.

(4) RNA cooperates with any European Union Member State or other state part to the STCW Convention which advises her of its intention to initiate proceedings under its jurisdiction about any company or maritime personnel serving on board a ship, under Romanian jurisdiction, which are responsible for non-compliance with the provisions of the paragraph (3).

Quality standards

Art. 10 – (1) RNA shall ensure that all approved training forms, assessment of competence activities and maritime personnel serving on board a ship certification as well as the confirmation and revalidation of certificates of competency and certificates of proficiency, are continuously monitored through a quality standards system, in order to ensure the achievement of defined objectives, including those concerning the qualifications and experience of teachers, instructors and assessors, in accordance with section A – I/8 of the STCW Code.

(2) RNA shall ensure that the education and training objectives as well as the related standards of competence to be achieved are clearly defined in the analytical programmes of the organized courses by the approved training forms, are at least in accordance with the provisions of the STCW Convention, IMO model courses and other approved standards and these objectives identify the levels of knowledge,

understanding and skills appropriate to the examinations and assessments required under the STCW Convention.

(3) RNA shall ensure that the fields of application of the quality standards having regard to the policies, systems, the periodical internal controls and analyses of quality-assurance established to ensure achievement of the defined objectives, cover the administration of the certification systems, all training and education courses and programmes, examinations and assessments carried out by RNA or approved training forms as well as the qualification and experience required to the instructors and assessors. The objectives and related quality standards may be specified separately for different courses and training programmes and shall cover the administration of the certification system.

(4) The Medical Department from the Ministry makes sure that the medical certification is permanently monitored through a quality standards system, in accordance with section A-I/8 of the STCW Code.

Art. 11 – (1) RNA and the authorized institutions for the approved training forms are periodically audited in the context of some independent evaluations of the administration of the certification system, the educational and training activities in order to achieve the level of knowledge, understanding, skills and assessment activities of competence.

(2) The evaluations provided in paragraph (1) shall be carried out of not more than five years periods and shall be performed by independent auditors not themselves involved in the activities concerned.

(3) The evaluations activities provided in paragraph (1) shall be carried out by physical or juridical persons selected by RNA, in accordance with the legal procedures.

(4) The independent evaluations as referred in paragraph (1) shall verify at least if:

a) all internal management control and monitoring measures and follow-up actions comply with planned arrangements and documental procedures and are effective in ensuring achievement of the defined objectives

b) the results of each independent evaluation are documented and brought to the attention of those responsible for the area evaluated;

c) timely action is taken to correct deficiencies.

d) all the applicable provisions from the STCW Convention and Code, with all the amendments, are included in the quality standards;

(5) The evaluated bodies shall transmit to the Ministry, through RNA, the audit reports in Romanian and English languages, in 90 days of the date of the evaluation.

(6) In 180 days from the reports receiving date, RNA shall communicate these reports to the European Commission and to the IMO General Secretariat, in accordance with the format specified in Section A – I/7 of the STCW Code.

Medical standards

Art. 12 - (1) The procedures for the issuing of a medical certificate in accordance with the present article and with section A-I/9 of the STCW Code, taking into account, where appropriate, section B-I/9 of the STCW Code are laid down by the MTO no. 1260/1390/2013 for the approval of Application Norms for medical and psychological examination of personnel involved in the safety of transport and the examination periodicity and Order no. 1259/1392/2013 regarding the approval of the establishment, organization and functioning of the medical and psychological commissions for the safety of transport which issues medical and/or psychological skills notices for the safety of transport capacities, as well as the members of such committees.

(2) The Medical Department within the Ministry will keep a record of persons responsible for assessing the health of seafarers, doctors accredited by the Ministry according to the national legislation, for medical examination in accordance with the provisions of Section AI / 9 of the STCW Code.

(3) The maritime personnel serving on board a ship, holding a certificate of competency, certificate a proficiency, or any document attesting a qualification required on board, shall hold a valid medical certificate issued in accordance with the present article and with section A-I/9 of the STCW Code.

(4) Every candidate for certification shall:

- a) be not less than 16 years of age;
- b) provide satisfactory proof of his/her identity; and
- c) meet the applicable medical fitness standards established by the Ministry.

(5) Medical certificates shall remain valid for a maximum period of two years unless the candidate for the medical certification is under the age of 18, in which case the maximum period of validity shall be one year.

(6) If the period of validity of a medical certificate expires in the course of a voyage, RNA may allow the maritime personnel serving on board the ship to remain on board, until the next port of call where a medical practitioner recognized by the competent authority is available, provided that:

- a) the period shall not exceed three months; and
- b) the respective maritime personnel on board the ship to hold an expired medical certificate;

Revalidation of certificates of competency and certificates of proficiency

Art. 13 - (1) ►M3►M2 All the holders of the certificates of competency and certificates of proficiency, and radio – operators holding a certificate issued or recognised as referred in the Annex no. I of the present order other than Regulation

V/3 or Chapter VI and Annex no. 4 of the present order, who is serving at sea or intends to return to sea after a period ashore shall, in order to continue to be qualified for seagoing service, are required at intervals not exceeding five years:

a) to meet the standards of medical fitness and age provided in article 12;

b) to attest the continued professional competence as follows:

(i) ► M2 have carried out a seagoing service on board ships for at least 12 month in the last 5 years on appropriate capacity in the document; On holder request the seagoing service will be valid also for revalidation of the certificate of competency/proficiency held, on the direct line of promotion.;

or

(ii) have completed an assessment test for specific competency capacity in the document; or

(iii) have completed an approved course of revalidation of specific competency capacity in the document, as referred at the points 1.4 and 2 of section A-I/11 of STCW Code.

c) the maritime personnel on board the ship provided in Annex no. 1, shall hold valid certificates of proficiency of the approved mandatory courses.

(2) The extension of the validity of the documents as provided in paragraph (1) shall be done for periods of up to five years from the date of request, but not more than 5 years after the graduation of the oldest compulsory course reconfirmation term, as provided in Annex 3.

(3) Every master and officer shall, for continuing seagoing service on board tankers, meet the requirements in paragraph 1 of this regulation and be required, at intervals not exceeding five years, to prove the continuous professional competence for tankers in accordance with point 3 of section A-I/11, of the STCW Code.

► M3 (3¹) Every master and officer shall, for continuing seagoing service on board ships sailing in polar waters, meet the requirements in paragraph (1) and be required, at intervals not exceeding five years, to prove the continuous professional competence for ships sailing in polar waters in accordance with paragraph 4, section A-1/11 of the STCW Code and by the successful completion of approved relevant training.

(4) Every master, officer, GMDSS radio operator or certificate of proficiency holder for which special training requirements have been agreed, for continuing seagoing service on board ships shall successfully complete approved relevant training.

(5) Holders of certificates of competency and certificates of proficiency issued before the entry into force of this Order, shall graduate until 31 December 2016 an update course followed by an appropriate assessment in accordance with the standards of competence specified in column 1 of the appropriate tables in Section -II / 1, A-II / 2, A-II / 3, A-III / 1, A-III / 2, A-III / 3, A-III / 6 and A-III / 7 of the STCW Code as amended;

(6) The provisions above are also applied for the gradulators of the approved training forms, whose analytical programmes haven't been updated in accordance with the provisions of STCW Convention, as amended.

(7) Within monitoring activity of the approved training forms, RNA shall follow the conformity with the requirements of the paragraph (4) and (5). RNA, in collaboration with those involved, producing or supporting the development of mandatory courses and structure of reconfirmation, as provided for in section A-I/11 of the STCW Code.

(8) For the purpose of updating the knowledge of the masters, officers and radio operators, RNA shall notify the companies regarding the national and international regulations changes concerning the safety of life at sea and the protection of the marine environment and shall ensure that through the inspections procedures the texts containing these changes are made available by the companies, to ships entitled to fly the Romanian flag, taking into account the provisions of the art. 15 paragraph (3) letter (b) and of article 19.

(9) The mandatory courses provided in Annex no. 3, which must be reconfirmed up to 5 years, may be performed through a set of structural courses necessary for the acknowledgement's update.

(10) The graduation certificates issued prior to the entry into force of the present order and which not require a reconfirmation will be replaced by CERONAV with graduation certificates with no validity.

► M2 (11) For certificates of competency revalidation issued or recognised in conformity with the provisions of Annex no. 1 and Annex no. 4, RNA may grant a derogation from compulsory seagoing service for maximum 5%.

Use of simulators

Art. 14 – By the approved procedure of the training forms, RNA shall ensure that the minimum performance requirements for the simulators set out in the section A-I/12 of the STCW Code and in any other relevant section of the Part A of the STCW Code, are respected for:

- (a) all mandatory simulator-based training forms;
- (b) any assessment of competence required by Part A of the STCW Code which is carried out by means of a simulator;
- (c) any demonstration of continued proficiency necessary to the certificate revalidation, required by Part A of the STCW Code, by means of a simulator.

Responsibilities of companies

Art. 15 – (1) All companies operating ships flying Romanian flag shall assign the maritime personnel on board of their ships, only in the following conditions:

(a) the maritime personnel on board of these ships hold an appropriate certificate issued in accordance with the provisions of the present order;

(b) the ships are manned with the maritime personnel on board, in accordance with the applicable safe-manning certificate;

(c) the documentation and data relevant to all the maritime personnel employed on its ships are maintained, readily accessible and include, without being limited to, documentation and data on their experience, training, medical fitness and competence in assigned duties;

(d) on their employment, the maritime personnel on board the ship is familiarised with their specific duties and with all ship arrangements, installations, equipment, procedures, and ship characteristics that are relevant to their routine or emergency duties;

(e) the ship's crew can effectively coordinate their activities in an emergency situation and in performing functions vital to safety or to the prevention or limitation of pollution.

f) the maritime personnel serving on board of any of their ships has benefit of acknowledgement training and updating courses, in accordance with the provisions of the present order.

g) at any moment, on board their ships is being assured an efficient spoken communication, in accordance with points 3 and 4 of chapter V of the Regulation 14 of the SOLAS Convention, as amended.

(2) Companies, masters and crew members shall each have responsibility for ensuring that the obligations set out in this order are given full and complete effect and that the necessary measures are taken to ensure that each crew member can make a knowledgeable contribution to the safe operation of the ship.

(3) The company shall provide written instructions to the master of each ship flying Romanian flag, setting out the policies and the procedures to be followed to ensure that all the maritime personnel newly employed on board the ship is given a reasonable opportunity to become familiar with the shipboard equipment, operating procedures and other arrangements needed for the proper performance of their duties, before being assigned to those duties. Such policies and procedures shall include:

a) the allocation of a reasonable period of time during which each newly employed maritime personnel on board the ship, will have an opportunity to become acquainted with:

(i) the specific equipment using or operating; and

(ii) the procedures and measures of ship-specific watch keeping, safety, environmental protection and emergency procedures, that the maritime personnel on board the ship needs to know, in order to perform the assigned duties properly;

(b) the designation of a well - trained crew member who will be responsible for ensuring that each newly employed maritime personnel on board the ship is given an opportunity to receive essential information in a language he understands.

(4) The companies make sure that masters, officers and the rest of the maritime personnel serving on board the ship to which has been assigned specific duties and responsibilities on board ro – ro passenger ships, has benefit of a familiarization training in order to obtain the appropriate skills for the capacity to be performed which are going to be undertaken, taking into account the recommendations stipulated in Section B-I/14 of STCW Code.

► **M3** (5) The companies shall make sure that masters and officers serving on board passenger ships finished the familiarization training in order to obtain the necessary skills for the capacities, tasks and responsibilities to be performed, taking into account the recommendations stipulated in paragraph 3, section B-1/14 of the STCW Code.

Art. 16 – (1) For the purpose of preventing fatigue RNA shall follow through the inspections procedures:

a) the fulfilment of the legal provisions regarding the rest period for watch keeping personnel and for those responsible for safety, security and pollution prevention, in accordance with paragraph (2) – (11);

b) that the watch keeping service is arranged so as that the efficiency of watch keeping maritime personnel on board the ship is not impaired by fatigue;

c) that the tasks are arranged so as the first watch at the start of a voyage and subsequent relieving watches are sufficiently rested and otherwise fit for duty.

(2) Taking into account the fatigue risk of the maritime personnel serving on board the ship, all the persons which are designated as watch keeping responsible officers or as watch keeping ratings and those whose duties are related to safety, security and pollution prevention must benefit of a resting period of at least:

a) 10 hours of rest in any 24-hour period;

b) 77 hours of rest in any 7 days period;

(3) The hours of rest may be divided into no more than two periods, one of which shall be at least six hours long and the period between the resting time, shall not exceed 14 hours.

(4) The requirements for the resting periods, stipulated in paragraphs (2) and (3), may not be applied in case of an emergency or in other exceptional operational conditions. The crew's checking exercises and fire – fighting and evacuation training, as well as the exercises provided by the national legislation, and by international

legislative instruments, are performed so as the fatigue and the disturbance of the resting periods and to be reduced.

(5) The table with the working programme of the watch keeping personnel must be displayed on board in easy accessible places. The lists are done in a standard format, in the working language and in English.

(6) When a person of the crew is called on post, like in the case when an engine department remained unsupervised, that person benefits of a compensatory resting period, if the normal resting period is disturbed by calls on post.

(7) The evidence of the daily resting hours of the maritime personnel serving on board the ship must be kept in a standard format, in the working language and in English, in order to permit the monitoring and checking of conformity with the present article. The maritime personnel serving on board the ship receives a copy of the recordings related to him, signed by both the master or by a person he authorizes and by the maritime personnel serving on board the ship.

(8) Without prejudicing the norms provided at paragraphs (2) – (7), a ship's master has the right to ask a person of the ship's crew to perform as many working hours are necessary for the immediate safety of the ship, the persons on board, of cargo or with the purpose of giving assistance to other ships or persons in distress at sea. Consequently, the master may suspend the resting hours programme and may request a person of the crew to perform as many working hours are necessary until the reestablishment of the normal situation. As soon as it is possible, after the reestablishment of the normal situation, the master assures that all the maritime personnel on board the ship which has performed an activity during the resting period, benefits of an appropriate resting period.

(9) Respecting the general principles of the protection of workers' health and safety and in accordance with Directive 1999/63/EC, through national laws, regulations or procedures, may be authorized or registered collective agreements which allow exceptions from the mandatory resting hours mentioned at paragraph (2) letter (b) and paragraph (3), with the condition that the resting period shall not be shorter than 70 hours in 7 days period and to respect the limits set at paragraph (10) and paragraph (11). Such exceptions respect, as much as possible, the imposed standards, but may also take into consideration periods of more frequent or longer leave or granting of compensatory leave for watch keeping maritime personnel or the maritime personnel working on board ship on short voyages. Where possible, exceptions take into account the recommendations regarding prevention of fatigue laid down in Section B-VIII / 1 of the STCW Code. There are not allowed exceptions to the minimum hours of rest provided in paragraph (2) letter a) of this Article.

(10) The exceptions mentioned at paragraph (9) regarding the weekly resting period provided at paragraph (2) letter (b) cannot be granted for more than two

consecutive weeks. The periods between two exception periods shall not be shorter than twice the period of exception.

(11) Within some possible exceptions from paragraph (3), mentioned at paragraph (9), the minimum resting hours in any 24 hours period laid down at paragraph (2) letter (a) can be divided in at least three resting periods, one of them being of at least for 6 hours and none of them being shorter than one hour. The periods between the consecutive resting periods cannot exceed 14 hours. The exceptions cannot cover two 24 hours periods in 7 days.

(12) During the performing of the duties assigned, related to safety, security and marine environmental protection, the maritime personnel on board the ship is not allowed to use alcohol and drugs.

Dispensation

Art. 17 – (1) In circumstances of exceptional necessity, a post became vacant on board ship flying Romanian flag, only if it is strictly necessary and no other measure can be adopted, RNA can issue a dispensation to a person that doesn't hold an appropriate certificate, but is adequately qualified to fill the irrespective post, provided that the life and property at sea as well as the marine environment are not in danger. This dispensation can be granted for the shortest possible period not exceeding six months.

(2) Except of the provisions setup in paragraph (1), a dispensation shall be granted to the GMDSS radio operator as provided by the relevant Radio Regulations.

(3) RNA shall not grant dispensations for master or chief engineer officer, except the circumstances of force majeure and only for the shortest possible period.

(4) RNA can grant a dispensation in accordance with paragraph (1), only to a person properly certificated to fill the post immediately below and who has performed a seagoing service on board ships on the capacity for which is certificate for at least 24 month.

(5) Where certification of the post below is not required, a dispensation may be issued to a person whose qualification and experience are, in RNA opinion, of a clear equivalence to the requirements for the post to be filled, provided that, if such a person doesn't hold an appropriate certificate, he or she shall be required to pass a test accepted by RNA as demonstrating that such a dispensation may safely be issued.

(6) RNA shall ensure that through the inspections procedures that the post for which the dispensation was granted is filled by the holder of an appropriate certificate as soon as possible.

(7) In January of each year, RNA shall inform to the General Secretary of the International Maritime Organisation, the total numbers of dispensations granted in the previous year, for each capacity that required an appropriate certificate and for the seagoing ships flying the Romanian flag.

RNA responsibilities regarding training and assessment

Art. 18 – (1) By the approved procedure of the training forms as referred in art. 6 and monitoring, RNA shall ensure that:

a) all approved training and assessment forms of maritime personnel on board ships are:

(i) structured in accordance with the analytical programmes, including such methods and media of delivery, procedures and course material as are necessary to achieve the prescribed standard of competence and set up in the present order;

(ii) organized, monitored, evaluated and supported by persons qualified in accordance with letters (d) - (f);

b) persons conducting in-service training or assessment on board ship do so only when such training or assessment will not adversely affect the normal operation of the ship and they can dedicate their time and attention to training or assessment;

c) experts, teachers, instructors, coordinators and assessors are properly qualified for the particular types and levels of education, of training and assessment of competences either on board or ashore;

d) any expert, teacher or instructor conducting in-service training of a maritime personnel, either on board or ashore, in order to obtain a certificate:

(i) knows the training programme and understands the specific training objectives for the particular type of training being conducted;

(ii) is qualified in the field for which training is being conducted, and

(iii) if conducting training using a simulator:

- is instructed and certified in training techniques involving the use of simulators; and

- has gained practical operational experience on the type of simulator being used;

e) any person of the in-service training of a maritime personnel on board a ship with the intention to obtain a certificate, has a full understanding of the training programme and the specific objectives for each type of training being conducted;

f) any assessor of the competence of a maritime personnel on board a ship, with the intention to obtain a certificate:

(i) has an appropriate level of knowledge and understanding of the competence to be assessed;

(ii) is qualified in the task for which the assessment is being made;

(iii) is certified in assessment methods and practices;

(iv) has gained practical assessment experience; and

- (v) is trained, certified and has experience in the assessment technics on the particular type of simulator, if the assessment involves the use of simulators;
- (2) Ministry specialized personnel may be part of the evaluation committee for the certificates of competency and certificates of proficiency.

On-board communication

Art. 19 – RNA shall ensure through the inspections procedures that:

a) without prejudice to the provisions set up in letters b) and d), on board all ships flying the Romanian flag, there are at all times means in place for effective oral communication relating to safety between all members of the ship's crew, particularly with regard to the correct and timely reception and understanding of messages and instructions;

b) on board all passenger ships flying the Romanian flag and also on board all passenger ships, no matter their flags, starting and/or finishing a voyage in a Romanian port or a European Union member state port, in order to ensure effective crew performance in safety matters, a working language is established and recorded in the ship's log-book. The company or the master, as appropriate, shall determine the appropriate working language. Each crew member shall be required to understand and, where appropriate, give orders and instructions and report back in that language. If the working language is not an official language of the flag state, all plans and lists that must be posted shall include translations into the working language;

c) on board passenger ships, the maritime personnel on board the ship nominated on muster lists to assist passengers in emergency situations are readily identifiable and have communication skills that are sufficient for that purpose. The skills communication assessment is doing taking into account an appropriate and adequate combination of any of the following factors:

- (i) the language or languages appropriate to the principal nationalities of passengers carried on a particular route;
- (ii) the likelihood that an ability to use elementary English vocabulary in order to provide a minimum instructions necessary to a passenger in need of assistance whether or not the passenger and crew member share a common language;
- iii) the possible need to communicate by some other means such as: by demonstration, hand signals, or calling attention to the location of instructions, muster stations, life-saving devices or evacuation routes.
- iv) the extent to which complete safety instructions have been provided to passengers in their native language or languages;

v) the languages in which emergency announcements may be broadcast during an emergency or drill to convey critical guidance to passengers and to facilitate crew members in assisting passengers;

d) on board oil tankers, chemical tankers and liquefied gas tankers flying the Romanian flag, the master, officers and rating are able to communicate with each other in the common working language;

e) there are adequate means for communication between the ship and the shore-based authorities. These communications shall be conducted in accordance with the provisions of the Chapter V, Regulation 14, paragraph 4, of the SOLAS Convention;

f) when carrying out port State control – PSC, under Directive 95/21/EC, the PSC inspectors shall check that the ships flying the flag of a third State comply with the provisions of the present Article.

Recognition of the certificates of competency and certificates of proficiency

Art. 20 – (1) RNA shall recognise the documents issued in accordance with the provision of Directive 2008/106/EC by an competent authority of an European Union member state.

► **M2 (2)** The masters, officers, GMDSS radio-operators or holding appropriate certificates and/or those in compliance with Regulations V/1 – 1, V/1-2 and V/3 issued by a competent authority of a third state part to STCW Convention, may service on board ships flying Romanian flag, subject to hold the recognition of those certificates, issued by RNA. The recognition is based on a protocol concluded between RNA and the competent authority of the state issuing the certificates.

(3) The recognition protocol may be concluded without any other previous evaluation, if the third state has been assessed by the European Commission and is on the list published in the Official Journal of the European Union, C series, or a recognition decision has been published by the European Commission in the Official Journal of the European Union.

(4) If the third state is not on the list published in the Official Journal of the European Union, C series, and there isn't any recognition decision published by the European Commission in the Official Journal of the European Union, RNA shall proceed as follows:

a) shall forward to the European Commission a recognition request of the respective third state, stating the reason of this request;

(b) if within 18 months, the European Commission not decide about this request, RNA may decide the unilaterally recognition of the certificates issued by the competent authority of the respective state, valid decision until the European Commission shall communicate its decision.

c) RNA may decide, in respect of the ships flying the Romanian flag to recognize these certificates issued by third states assessed by the European Commission, taking into account the dispositions of Annex II of the Directive 2008/106/EC, as modified by the Directive 2012/35/EU, points 4 and 5.

(5) Notwithstanding art. 5 paragraph (6), if circumstances require, RNA may allow a person, holding documents issued by a competent authority of a third state with whom RNA has not a recognition protocol, to serve on board ship flying Romanian flag in a capacity other than GMDSS radio operator, except as provided by the Radio Regulation provisions, for a period not exceeding three months, if holding an appropriate and valid certificate issued and endorsed as required by the third state. Documentary proof shall be kept readily available by the respective person, proving that the recognition application has been submitted to the RNA.

(6) The recognition of the certificates of capacity and certificates of proficiency shall be limited to the ability, capacity and competency levels mentioned therein and to be accompanied by an endorsement which confirms the recognition.

(7) The refusal to grant the endorsement confirming the recognition of certificates, certificates of capacity, certificates of proficiency or lack of response to such recognition may be appealed in accordance with national legislation and procedures in force.

(8) RNA shall ensure that maritime personnel on board a ship who present for recognition the documents issued under Regulation II / 2, II / 3, III / 2 or III / 3 of Annex no. 1 of this order, at managerial level, as defined in the STCW Code should promote a knowledge assessment test regarding the relevant Romanian maritime legislation for the performing of service on board ships flying the Romanian flag or promote an approved course.

(9) Notwithstanding the criteria specified in annex II of Directive 2008/106/EC, as amended by Directive 2012/35/EU, where the RNA considers that a recognised third state no longer complies with the requirements of the STCW Convention, it shall inform the Commission immediately, giving substantiated reasons.

(10) If the RNA intends to repeal the approval of all certificates issued by a third state, it shall immediately inform the European Commission and the other member states of its intention, giving the reasons for the cancellations.

(11) The RNA shall notify the third country that recognition protocol will be cancelled as a measure of the implementation of the decision regarding the recognition withdrawal adopted by the European Commission.

(12) The endorsements confirming the recognition of documents issued in accordance with paragraph (3) of this article, before the date of the decision to repeal the recognition of a third State, shall remain valid. However, the holders of such an

endorsement cannot claim one recognising a higher qualification, only if it is based exclusively on the additional experience gained within the boarding stage.

Sanctions. Suspension and cancelling

Art. 21 - (1) Failure to comply with the provisions of this order shall be sanctioned in accordance with the provisions of national legislation in force.

(2) Certificates of competency, certificates of proficiency and endorsements, may be suspended for committing a criminal offence or offences in the shipping field and port activities or forging of documents issued by the RNA, in order to carry out certain tasks on board ships.

(3) The suspension of maritime personnel serving on board ships documents is available through the RNA's decision, based on the claim agent's proposal, for a period from 1 month up to 12 months, depending on the severity of the offence, or in the case of repeated actions.

(4) Suspension of maritime personnel serving on board ships documents can be made and based on a decision of the courts of other EU member states.

(5) The decision of suspension shall be recorded in the transcript of the maritime personnel serving on board ships as additional penalty, and those documents will be kept within RNA for the period referred to in the suspension decision and shall be returned to the holder after the expiry of this period.

(6) The persons to whom the documents have been suspended under paragraph (2) cannot use, during the suspension period, another certificate of competency, certificate of proficiency issued in accordance with the provisions relating to the obtaining, reconfirming or recognition of such documents.

(7) Cancellation of documents referred to in paragraph (2) can be done by RNA's General Director Decision based on a final court's decision.

(8) Within 5 days from the decision notification to suspend or cancel their documents, the person concerned shall be required to hand over these documents to the RNA.

Port State control

Art. 22 - (1) Howsoever of the flag its flies, the ships which are in Romanian ports, with the exception of those ships set out in the Article 3, shall be subject to port State control by the RNA officers, to verify that all the maritime personnel serving on board who shall hold a certificate of competency, certificate of proficiency and some supporting documents according to the STCW Convention, are so certified or hold appropriate dispensations.

(2) When exercising port State control - PSC under this present order, RNA shall ensure that all relevant provisions and procedures laid down in Directive 95/21/EC are applied.

Port State control procedures

Art. 23 - (1) Without prejudice to Directive 95/21/EC, port State control – PSC, pursuant to Article 24 shall be limited to:

a) verification that every maritime personnel serving on board who is required to hold an appropriate certificate of competency, certificate of proficiency in accordance with the STCW Convention holds such a document or a valid dispensation or provides documentary proof that an application for an endorsement attesting recognition has been submitted to the authorities of the flag State.

b) verification that the number of the maritime personnel serving on board a ship as well as their certificates are in accordance with the ship's safe-manning certificate issued by the competent authority of the flag State.

(2) The ability of the ship's maritime personnel serving on board to respect watch keeping standards as required by the STCW Convention shall be assessed in accordance with Part A of the STCW Code if there are clear grounds for believing that such standards are not being respected of any of the following reasons:

a) the ship has been involved in a collision, grounding or stranding;

b) there has been a discharge of substances from the ship when under way, at anchor or at berth which is illegal under any international convention;

c) the ship has been manoeuvred in an erratic or unsafe manner whereby routing measures adopted by the IMO, or safe navigation practices and procedures have not been followed;

d) the ship is being operated in such a manner as to pose a danger to persons, property or the environment;

e) a certificate has been fraudulently obtained or the holder of a certificate is not the person to whom that certificate was originally issued;

f) the ship is flying the flag of a country which has not ratified the STCW Convention, or has a master, officer or rating holding a certificate issued by a third state which has not ratified the STCW Convention.

(3) Notwithstanding verification of the certificate, assessment under paragraph 2 may require the maritime personnel on board a ship to demonstrate the relevant competence at the place of capacity. Such an assessment may include verification that operational requirements regarding the watch keeping standards have been met and that there is a proper response to emergency situations within the maritime personnel's level of competence.

Detention

Art. 24 - Without prejudice to Directive 95/21/EC, regarding port state control, the following deficiencies, determined by the PSC officer that they pose a danger to persons, property or the environment, shall be the grounds under which RNA may detain a ship in accordance with the provisions of the present order, so as:

a) the maritime personnel serving on board a ship does not hold appropriate certificates, valid dispensations or not provide documentary proof that an application for an endorsement attesting recognition has been submitted to the authorities of the ship flag State;

b) unconformities with the applicable safe-manning requirements issued by the ship flag State;

c) improper organising of watch keeping service on deck or engine in accordance with the requirements specified for the ship by the flag State;

d) absence in a watch of a person qualified to operate the equipment essential to safe navigation, radio communications safety or the prevention of marine pollution,

e) the incapacity to demonstrate the maritime personnel's professional competency for the assigned duties for the ship's safety and the prevention of pollution of the marine environment;

f) inability to provide for the first watch at the commencement of a voyage and for subsequent relieving watches maritime personnel who is sufficiently rested and fit for duty.

Information used for statistical purposes

Art. 25 – (1) RNA transmits to the European Commission the information listed in Annex 5 of the present order, exclusively for statistical analysis. Such information cannot be used for administrative, legal or verification purposes and are exclusively for the use of member states and the European Commission in the policy process.

(2) RNA transmits to the European Commission, every year, the information provided in paragraph (1) in electronic format, and includes the information registered until 31 December of the previous year. RNA maintains full rights of ownership of information in raw data format. Processed statistics based on such information are made available to the public in accordance with the provisions regarding the transparency and protection of information from the article 4 of Regulation (EC) no. 1406/2002.

(3) In order to ensure the protection of personal data, RNA will encode all the information indicated in Annex 5 of this order, by using a computer program provided or approved by the European Commission before its submissions.

(4) RNA shall ensure that the measures regarding the collection, transmission, storage, analysis and distribution of such information are developed in a manner that permits statistical analysis.

Finals and transitional provisions

Art. 26 - (1) Until 31 December 2016, RNA shall continue to transmit, to recognise and to confirm certificates of competency and certificates of proficiency for the maritime personnel serving on board a ship, which started before 1 July 2013, an approved seagoing service or an approved training, in accordance with the provisions of Directive 2008/106/EC as they were before 03 January 2013.

(2) Until 31 December 2016, RNA will renew and reconfirm the certificates of competency and certificates of proficiency and endorsements in accordance with the provisions of Directive 2008/106/EC as they were before 03 January 2013.

Art. 27 - (1) The checking methods and assessment criteria of competency for each issued certificate shall be approved by RNA through “The methodology of organisation and development of the assessment examinations of competency in order to issue certificates of competency and certificates of proficiency and endorsements to the maritime personnel serving on board a ship, maritime – port personnel and inland waterways”.

Art. 28 – The certificates of competency, certificates of proficiency issued for the maritime personnel serving on board the ship, others than the ones specified in the STCW Convention and which are not provided in the present order, shall remain valid until the expiry date, after that being converted to the new documents.

► **M3 Art. 28¹** – Until 1 July 2020, the seafarers who started an approved seagoing service in the polar waters before 1 of July 2018, must be able to prove that they meet the certification requirements regarding the basic training for the ships operating in the polar waters through the successful completion of an approved relevant training and comply with the training guidelines established by the Organisation for the ships operating in the polar waters, as stipulated in Section B-V/g of the STCW Code.

► **M3 Art. 28²** – Until 1 July 2020, the seafarers who started an approved seagoing service in the polar waters before 1 of July 2018, must be able to prove that they meet the certification requirements regarding the advanced training for the ships operating in the polar waters through the successful completion of an approved relevant training and comply with the training guidelines established by the Organisation for the ships operating in the polar waters, as stipulated in Section B-V/g of the STCW Code and

completing an approved seagoing service on board a ship operating in the polar waters or an equivalent approved seagoing service, comply with tasks in the deck department at a managerial level, for at least two months in the last five years.

Art. 29 – RNA shall transmit the provisions of the present order to all the competent authorities of member states and third part states which don't appear on the list published by the European Commission in the Official Journal of European Union and with whom RNA has conclude a recognition protocol.

Art. 30 – The Ministry of Transport transmits to the European Commission the text of the present order, as well as the texts of the main provisions of national law which they adopt in the field covered by Directive 2005/45/EC and Directive 2008/106/EC amended by Directive 2012/35/EU.

Art. 31 – The Ministry of Transport and RNA shall carry out the provision of the present order.

Art. 32 – Annexes no. 1 – 5 are part of the present order.

Entry into force

Art. 33 – The present order shall enter into force within 30 days following that of its publication in the Official Monitor of Romania, Part I.

Art. 34 - At the date of entering into force of the present order, the Order of the Ministry of Transports no. 1627/2006 on the approval of the minimum level of training of the Romanian seafarers and on the recognition system of the certificates of competency and certificates of proficiency, published in the Official Monitor of Romania Part I, no. 917 of 10 November 2006, in its updated consolidated version and The Ministry of Transport, Constructions and Tourism no. 214/2007 for the approval of the minimum criteria of training and retraining of maritime personnel serving on board a ship and maritime – port personnel not covered by the STCW Convention, published in the Official Monitor of Romania, Part I, no. 123 of February 20, 2007, as amended, is repealed.

The present order transposes:

(1) the provisions of article 3, paragraph 2,3 and 5 of Directive of the European Parliament and Council 2005/45/EC of 7 September 2005 regarding the mutual recognition of seafarers issued by the member states and for the amendment of Directive 2001/25/EC, published in the Official Journal of European Union, L series no. 255 of 30 September 2005.

(2) Directive of the European Parliament and Council 2008/106/EC of 19 November 2008 regarding the minimum level of training of the seafarers, published in the Official Journal of European Union, L series no. 323 of 3 December 2008, as

amended by Directive of the European Parliament and Council 2012/35/EC of 21 November 2012 and for the amendment of Directive 2008/106/EC regarding the minimum level of training of seafarers, published in the Official Journal of European Union, L series no. 343 of 14 December 2012.

MINISTER

IOAN RUS

Annex no.1

STANDARDS OF TRAINING AND CERTIFICATION IN ACCORDANCE WITH THE PROVISIONS OF STCW CONVENTION, AS PROVIDED IN ARTICLE 4 OF THE PRESENT ORDER

CHAPTER 1 General provisions

1. Regulations of this Annex are supplemented by the mandatory provisions contained in Part A of the STCW Code, except for the provisions of chapter VIII, Rule VIII / 2.

Any reference to a requirement in a regulation also constitutes a reference to the corresponding section of part A of the STCW Code.

2. Part A of the STCW Code includes competency standards candidates shall meet in order to obtain and reconfirm their endorsements, certificates of proficiency, in accordance with the provisions regarding certification as in chapter II, III and IV.

Skills specified in standards of competency are assigned by seven (7) tasks:

1. Navigation;
2. Cargo handling and stowage;
3. Ship maneuvering and assistance to persons on board;
4. Naval engineering;
5. Electrical, electronic and control systems engineering;
6. Maintenance and repair;
7. Radio;

and by 3 (three) levels of responsibilities:

1. Managerial level;
2. Operational level;
3. Support level.

Functions and levels of responsibility are identified by using subtitles in the tables of standards of competency as in Chapter II, III and IV, Part A of the STCW Code.

CHAPTER II

Master and maritime personnel on board a ship in the deck department

Regulation II/1

Mandatory minimum requirements for certification of officers in charge of a navigational watch on maritime ships of 500 gross tonnage or more

Deck officer

1. Every officer in charge of a navigational watch serving on a seagoing ship of 500 gross tonnage or more shall hold a certificate of competency.
2. Every candidate for the maritime deck officers' certificate of competency on a seagoing ship of 500 gross tonnage or more shall:
 - 2.1. be not less than 18 years of age; *and*
 - 2.2. have approved seagoing service of not less than 12 months as part of an approved training program which includes onboard training that meets the requirements of section A-II/1 of the STCW Code and is documented in an approved training record book, or otherwise have approved seagoing service of not less than 36 months in the deck department; *and*
 - 2.3. have performed, during the required seagoing service, bridge watch keeping duties under the supervision of the master or a qualified officer for a period of not less than six months; *and*
 - 2.4. have met the applicable requirements of the regulations in chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulations; *and*
 - 2.5. have completed with diploma approved education and training in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary to meet the standard of competences specified in column 1 of the corresponding tables of Section A-II / 1 of the STCW Code; *and*
 - 2.6. have certified by examination standards of competency specified in column 1 of the table corresponding Section A-II / 1 of the STCW Code; *and*

2.7. have met the standard of competence specified in section A-VI /1, paragraph 2, Section A-VI/2, paragraphs 1 to 4, Section A-VI / 3 paragraphs 1 to 4 and Section A-VI / 4, paragraphs 1 to 3 of the STCW Code.

Regulation II/2

Mandatory minimum requirements for certification of masters and chief mates on ships of 500 gross tonnage or more

Chief mate on ships of 3,000 gross tonnage or more

1. Every person who acts as chief mate on a seagoing ship of 3,000 gross tonnage or more shall hold an appropriate certificate of competency.
2. Every candidate for the chief mate certificate of competency on a seagoing ship of 3,000 gross tonnage or more shall:
 - 2.1. hold deck officer certificate of capacity on ships of 500 gross tonnage or more;
 - 2.2. have approved seagoing service on ships of 3,000 gross tonnage or more, as a deck officer, not less than 24 months of which at least 12 months during the last five years, and graduated with diploma an approved education and training of a maritime educational institution and in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary to meet the standard of competences specified in column 1 of the appropriate tables in Section A-II / 2 of the STCW Code; *and*
 - 2.3. have completed approved education and training and have certified by examination competences as chief mate on ships of 3,000 gross tonnage or more , specified in in column 1 of the appropriate tables in Section A-II / 2 of the STCW Code; *or*
 - 2.4. have held chief mate certificate of competency on a seagoing ship of between 500 and 3,000 gross tonnage; *and*
 - 2.5. have a seagoing service in the capacity of chief mate on ships of between 500 – 3,000 gross tonnage of not less than 12 months during the last 5 years; *and*
 - 2.6. have completed approved education and training as chief mate on maritime ships of 3,000 gross tonnage or more and have to certify by examination competences specified in section A-II/2 of the STCW Code.

Master on ships of 3,000 gross tonnage or more

1. Every person who acts as master on a seagoing ship of 3,000 gross tonnage or more shall hold an appropriate certificate of competency.
2. Every candidate for master certificate of competency on a seagoing ship of 3,000 gross tonnage or more shall:
 - 2.1. hold chief mate certificate of competency on ships of 3,000 gross tonnage or more; *and*
 - 2.2. have served as chief mate and have approved seagoing service on ships of 3,000 gross tonnage or more, not less than 24 months of which 12 months during the last five years; *and*
 - 2.3. have completed approved education and training and have to certify by examination competences for master on ships of 3,000 gross tonnage or more, specified in in column 1 of the appropriate tables in Section A-II / 2 of the STCW Code; *or*
 - 2.4. have held the master certificate of competency on a seagoing ship of between 500 - 3,000 gross tonnage; *and*
 - 2.5. have served as a master on ships of between 500 – 3,000 gross tonnage of not less than 12 months in the last 5 years; *and*
 - 2.6. have completed approved education and training and have to certify by examination competences for master on maritime ships of 3,000 gross tonnage or more specified in section A-II/2 of the STCW Code.

Chief mates on ships of between 500 – 3000 gross tonnage

1. Every person who acts as chief mate on a seagoing ship of between 500 -3,000 gross tonnage shall hold an appropriate certificate of competency.
2. Every candidate for chief mate certificate of competency on a seagoing ship of between 500 - 3,000 gross tonnage or more shall:
 - 2.1. meet the requirements of a deck officer on maritime ships of 500 gross tonnage or more; *and*
 - 2.2. have approved seagoing service serving as chief mate of not less than 24 months of which at least 12 months during the last five years on ships of between 500 - 3,000 gross tonnage and have completed an approved education and training certified by a maritime educational institution, during which have achieved the requirements and competences specified in column 1 of the appropriate tables in Section A-II / 2 of the STCW Code; *and*

2.3. have completed approved education and training serving as chief on maritime ships of between 500 - 3,000 gross tonnage and have to certified by examination competences specified in column 1 of the appropriate tables in Section A-II/2 of the STCW Code.

Master on ships of between 500 – 3,000 gross tonnage

1. Every person who acts as master on a seagoing ship of 3,000 gross tonnage or more shall hold an appropriate certificate of competency.

2. Every candidate for master certificate of competency on a seagoing ship of 3,000 gross tonnage or more shall:

2.1. hold the chief mate certificate of competency on a maritime ships of between 500 and 3000 gross tonnage and have a seagoing service as chief mate on seagoing ships of between 500 – 3,000 gross tonnage of at least 24 months, of which at least 12 months during the last five years; *and*

2.2. have completed approved education and training as master on maritime ships of between 500 - 3,000 gross tonnage and have to certified by examination competences specified in section A-II/2 of the STCW Code.

Regulation II/3

Mandatory minimum requirements for certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage

Ships not engaged on near-coastal voyages

1. Every person who acts as an officer in charge of a navigational watch serving as deck officer on a seagoing ship of less than 500 gross tonnage, not engaged on near-coastal voyages shall hold an appropriate certificate of competency.

2. Every person who acts as a master serving on a seagoing ship of less than 500 gross tonnage, not engaged on near—coastal voyages shall hold an appropriate certificate of competency for service as master on maritime ships of between 500 and 3,000 gross tonnage.

Ships engaged on near-coastal voyages

Deck officer on ships engaged in near-coastal voyages

3. Every person who acts as an officer in charge of a navigational watch, serving on a seagoing ship of less than 500 gross tonnage, engaged in near-coastal voyages shall hold an appropriate certificate of competency.

4. Every candidate for certification as an officer in charge of a navigational watch on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall:

4.1. be not less than 18 years of age; *and*

4.2. have completed an approved seagoing service in the deck department of not less than 3 years, of which at least 12 months during the last five years; *and*

4.3. have met the applicable requirements of the regulations in chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulations; *and*

4.4. have graduated with diploma an approved education and training in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring competences specified in column 1 of the appropriate tables in Section A-II / 3 of the STCW Code for officers in charge of a navigational watch on seagoing ships of less than 500 gross tonnage engaged on coastal voyages; and have certified by examination the competence specified in section A-II/ 3 of the STCW Code; *and*

4.5. have met the standard of competences specified in section A-VI / 1, paragraph 2, Section A-VI / 2, paragraphs 1 to 4, Section A-VI / 3 paragraphs 1 to 4 and Section A-VI / 4, paragraphs 1-3 of the Code STCW.

Master on ships engaged in near-coastal voyages

5. Every person who acts as a master on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall hold a certificate of competency.

6. Every candidate for certification as a master on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall:

6.1. be not less than 20 years of age; *and*

6.2. have completed an approved seagoing service on seagoing ships of less than 500 gross tonnage engaged on near-coastal voyages, as officer of not less than 24 months, of which at least 12 months during the last five years or hold a valid certificate of competency/ certificate of proficiency as a maritime – port captain; *and*

6.3. have graduated an approved training, organized in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring

competences specified in column 1 of the appropriate tables in Section A-II / 2 of the STCW Code; *and*

6.4. have certified by examination the competences specified in column 1 of the appropriate tables in Section A-II/3 of the STCW Code; *and*

6.5. have met the standard of competences specified in section A-VI/1, paragraph 2, Section A-VI / 2, paragraphs 1 to 4, Section A-VI / 3 paragraphs 1 to 4 and Section A-VI/4, paragraphs 1 to 3 of the Code STCW.

7. Every deck officer holding a certificate of competency on seagoing ships of 500 gross tonnage or more, having a seagoing service of not less than 24 months, of which 12 months during the last five years, could obtain ex officio the master certificate of competency on seagoing ships of less than 500 gross tonnage engaged on near-coastal voyages, if had met requirements of article 6.5.of the present rule.

Regulation II/4

Mandatory minimum requirements for certification of ratings forming part of a navigational watch

Maritime helmsman

1. Every rating forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more, other than ratings under training and ratings whose duties while on watch are of an unskilled nature, shall be duly certificated to perform such duties.

2. In order to obtain a maritime helmsmen certificate of proficiency every candidate shall:

2.1. be not less than 16 years of age; *and*

2.2.1. have completed an approved seagoing service, have served in a relevant capacity in the deck department on seagoing ships for a period of not less than 6 months in the last 5 years, have graduated an approved education and training, organized by CERONAV in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring competences specified in column 1 of the appropriate tables in Section A-II /4 of the STCW Code; *or*

2.2.2. graduate two years of an approved education and training of a marine university educational institution, or have graduated three semesters of an approved education and training, have completed a seagoing service of minimum three months on board of seagoing ships, seagoing service which is authorized by an approved training record book; *or*

2.2.3. have graduated an approved training course which includes an approved seagoing service period on ships of not less than three months; *and*

2.3. certify by examination the competence specified in column 1 of the appropriate tables in Section A-II/4 of the STCW Code.

3. Seagoing service, training and experience required by subparagraphs 2.2.1, 2.2.2. and 2.2.3. have to be associated with navigational watch keeping functions and have to involve the performance of duties carried out under the direct supervision of the master, the officer in charge of the navigational watch or a qualified rating.

Regulation II/5

Maritime chief helmsman

1. Every rating forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more, shall hold a certificate of proficiency to perform such duties.

2. Every candidate in order to obtain a maritime chief helmsmen certificate of proficiency shall:

2.1. be not less than 18 years of age; *and*

2.2. have met the same certification requirements as every rating forming part of a navigational watch; *and*

2.3.1. be qualified to serve as every rating forming part of a navigational watch, have a seagoing service as maritime helmsman, maritime boatswain or maritime deck officer of at least 12 months, in the last 5 years; *or*

2.3.2. hold a valid maritime-port captain certificate of competency/certificate of proficiency; *and*

2.4. have graduated an approved education and training course, in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring competences specified in column 1 of the appropriate tables in Section A-II /5 of the STCW Code; *or*

2.5. have certified by examination competences specified in column 1 of the appropriate tables in Section A-II/4 of the STCW Code.

► **M1 3.** Seafarers holding valid certificates as helmsman and served in this capacity on board of maritime vessels for a period of not less than 12 months during 3rd of January 2008 until 1st of January 2012, can obtain by default the certificate as maritime chief helmsman.

CHAPTER III

Engine department

Regulation III/1

Mandatory minimum requirements for certification of officers in charge of an engineering watch in a manned engine-room or designated duty engineers in a periodically unmanned engine-room

Maritime engineer officer

1. Every officer in charge of an engineering watch in a manned engine-room or designated duty engineer officer in a periodically unmanned engine-room on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall hold an appropriate certificate of capacity.

2. Every candidate in order to obtain a maritime engineer officer certificate of competency shall:

2.1. be not less than 18 years of age; *and*

2.2.1. have an approved seagoing service on seagoing ships of not less than 12 months as assistant deck officer, as part of an approved training program, including on board training, in accordance with the requirements of Section A-III/1 of the STCW Code, program confirmed in an approved training record book; two months of this seagoing service could be equalized with teaching activities in approved education and training labs; *or*

2.2.2. have an approved seagoing service on seagoing ships of at least 36 months, in the engine department; *and*

2.3. have completed during the on board service functions involving engineering watch in a manned engine-room under the direct supervision of a chief engineer or an engineer officer, for a period of not less than 6 months; *and*

2.4. have graduated an approved education and training course, in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring competences specified in column 1 of the appropriate tables in Section A-III /1

of the STCW Code and have certified by examination competences specified in column 1 of the appropriate tables in Section A-III/1 of the STCW Code; *and*

2.5. have met competences specified in column 1 of the appropriate tables in Section A-VI/1, paragraph 2, SECTION A- VI/2, paragraphs 1 to 4, Section A- VI/3 paragraphs 1 to 4 and Section A-VI/4 paragraphs 1 to 3 of the STCW Code.

Regulation III/2

Mandatory minimum requirements for certification of chief engineer officers and second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more

Second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more

1. Every person who acts as second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more shall hold a certificate of competency.
2. Every candidate for certification as second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more shall meet the following requirements:
 - 2.1. hold an engineer officer certificate of competency on ships powered by main propulsion machinery of 750 kW propulsion power or more; *and*
 - 2.2. have an approved seagoing service on ships powered by main propulsion machinery of 3,000 kW propulsion power or more as chief engineer officers, not less than 12 months, during the last five years and have graduated with diploma an approved education and training, of a marine university educational institution, in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring competences specified in column 1 of the appropriate tables in Section A-III /2 of the STCW Code; *and*
 - 2.3. completed an approved education and training course and have to certify by examination competences specified in column 1 of the appropriate tables in Section A-III/2 of the STCW Code.

Chief engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more

1. Every person who acts as a chief engineer officer on ships powered by main propulsion machinery of 3,000 kW propulsion power or more shall hold a certificate of competency.

2. Every candidate for certification as a chief engineer officer on ships powered by main propulsion machinery of 3,000 kW propulsion power or more shall meet the following requirements:
 - 2.1. hold a second engineer officer certificate of competency on ships powered by main propulsion machinery of 750 kW propulsion power or more; *and*
 - 2.2. have an approved seagoing service on ships powered by main propulsion machinery of 3,000 kW propulsion power or more as second engineer officer not less than 2 years, of which at least 12 months during the last five years; *and*
 - 2.3. have completed an approved education and training course and have certified by examination competences specified in column 1 of the appropriate tables in Section A-III/2 of the STCW Code in a position of responsibility while qualified to serve as second engineer officer; *or*
 - 2.4. hold the chief engineer certificate of competency on ships powered by main propulsion machinery of 750 kW and 3,000 kW propulsion power; *and*
 - 2.5. have an approved seagoing service on ships powered by main propulsion machinery of 750 kW and 3,000 kW propulsion power of not less than 12 months, in the last 5 years; *and*
 - 2.6. have completed an approved education and training course and have certified by examination competences specified in column 1 of the appropriate tables in Section A-III/2 of the STCW Code, in a position of responsibility while qualified to serve as chief engineer on ships powered by main propulsion machinery of 3,000 kW propulsion power or more.

Regulation III/3

Mandatory minimum requirements for certification of chief engineer officers and second engineer officers on ships powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power

Second engineer officers on ships powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power

1. Every person who acts as second engineer officer on ships powered by main propulsion machinery of 750 Kw and 3,000 kW propulsion power or more shall hold a certificate of competency.

2. Every candidate for certification as second engineer officer on ships powered by main propulsion machinery of 750 Kw and 3,000 kW propulsion power or more shall meet the following requirements:

2.1. hold an engineer officer certificate of competency on ships powered by main propulsion machinery of 750 kW propulsion power or more; *and*

2.2. have an approved seagoing service on ships powered by main propulsion machinery of 3,000 kW propulsion power or more as second engineer officer of not less than 24 months, of which at least 12 months during the last five years and have graduated with diploma an approved education and training course of a marine university educational institution, in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring competences stipulated in column 1 of the appropriate tables in Section A-III /3 of the STCW Code; *and*

2.3. have completed an approved education and training course and have certified by examination competences specified in column 1 of the appropriate tables in Section A-III/2 of the STCW Code.

Chief engineer officer on ships powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power

1. Every person who acts as a chief engineer officer on ships powered by main propulsion machinery of 750 Kw and 3,000 kW propulsion power or more shall hold a certificate of competency.

2. Every candidate for certification as a chief engineer officer on ships powered by main propulsion machinery of 750 Kw and 3,000 kW propulsion power or more shall meet the following requirements:

2.1. hold a second engineer officer certificate of competency on ships powered by main propulsion machinery of 750 kW propulsion power or more; *and*

2.2. have an approved seagoing service on ships powered by main propulsion machinery of 750 Kw and 3,000 kW propulsion power as second engineer officer of not less than 24 months, of which at least 12 months during the last five years; and

2.3. have complete an approved education and training course and have certified by examination competences specified in column 1 of the appropriate tables in Section A-III/3 of the STCW Code.

3. Every engineer officer qualified to serve as second engineer officer on ships powered by main propulsion machinery of 3,000 kW propulsion power or more,

may serve as chief engineer officer on ships powered by main propulsion machinery of less than 3,000 kW propulsion power, providing that he has an approved seagoing service of not less than 12 months and have been served as an engineer officer in a position of responsibility and the certificate is so endorsed.

Regulation III/4

Mandatory minimum requirements for certification of ratings forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

Motorman

1. Every rating forming part of an engine-room watch or designated to perform duties in a periodically unmanned engine-room on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more, other than ratings under training and ratings whose duties are of an unskilled nature, shall be duly certificated to perform such duties.
2. Every candidate for certification as motorman shall meet the following requirements:
 - 2.1. be not less than 16 years of age; *and*
 - 2.2.1 have completed an approved seagoing service, have served in a relevant capacity in the engine department on seagoing ships which includes training activities for a period of not less than 12 months in the last 5 years and have graduated an approved education and training course, organized by CERONAV in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring competences stipulated in column 1 of the appropriate tables in Section A-III /4 of the STCW Code; *or*
 - 2.2.2. have completed an approved education and training course in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring competences stipulated in column 1 of the appropriate tables in Section A-III /4 of the STCW Code and have included an approved seagoing service on seagoing ships of at least 2 months, which is confirmed in an approved training record book; *or*
 - 2.2.3. have graduated two years of an approved education and training of a marine university educational institution, or have graduated three semesters of an approved education and training, have completed a seagoing service of

- minimum two months on board of seagoing ships, which is authorized by an approved training record book; *and*
- 2.3. have certified by examination competences specified in column 1 of the appropriate tables in Section A-III/4 of the STCW Code.
3. The seagoing service, training and experience required by sub-paragraphs 2.2.1 and 2.2.2. and 2.2.3. shall be associated with navigational watch keeping functions in the engine department and involve the performance of duties carried out under the direct supervision of a chief engineer, the officer in charge of the navigational watch in the engine department or a qualified rating.

Regulation III/5

Able seafarer engine

1. Every rating forming part of an engine-room watch or designated to perform duties in a periodically unmanned engine-room on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more, shall be duly certificated to perform such duties.
2. Every candidate for certification as able seafarer engine shall meet the following requirements:
 - 2.1. be not less than 18 years of age; *and*
 - 2.2. ► M2 hold the motorman or fitter certificate of proficiency and have been served as motorman on seagoing ships or served in a relevant capacity in the engine department on seagoing ships of not less than 12 months, of which 6 months in the last 5 years and have graduated an approved education and training course, organized by CERONAV in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring competences specified in column 1 of the appropriate tables in Section A-III /5 of the STCW Code; *and*
 - 2.3. have certified by examination the competence specified in column 1 of the appropriate tables in Section A-III/5 of the STCW Code; *and*
- M1 2¹. Seafarers holding a valid certificate as motorman and served in this capacity on board of maritime vessels for a period of not less than 12 months during 3rd of january 2008 until 1st of january 2012, can obtain by default the certificate as able seafarer engine.
3. RNA considers that every seafarer holding a maritime-port chief engineer certificate of capacity/certificate of proficiency and have served on board of maritime-port ships, for a period of not less than 12 months during the last five years, meets the requirements of this order.

Regulation III/6

Mandatory minimum requirements for certification of electro-technical officers

1. Every electro-technical officer performing duties on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more should hold a certificate of capacity.
2. Every candidate for certification as electro-technical officer shall meet the following requirements:
 - 2.1. be not less than 18 years of age; *and*
 - 2.2. have graduated with diploma an approved education and training course, in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring competences stipulated in column 1 of the appropriate tables in Section A-III /6 of the STCW Code; *and*
 - 2.3. have completed approved education and training as part of an approved training program including training on board, serving as a cadet maritime electrical officer, in order to meet the requirements specified in column 1 of the appropriate tables in Section A-III /6 of the STCW Code, program authorized by an approved training record book or, otherwise to have completed a practical training course in a specialized workshop, combined with an approved seagoing service of not less than three years, of which at least 30 months serving on a seagoing service in the engine department; *and*
 - 2.4. have completed on board service during the seagoing service on maritime ships for a period of not less than 6 months, as part of an approved training program that meets the requirements specified in column 1 of the appropriate tables in Section A-III /6 of the STCW Code, under the direct supervision of a chief engineer or electrical officer; *and*
 - 2.5. have completed an approved education and training and have certified by examination competences specified in column 1 of the appropriate tables in Section A-III/6 of the STCW Code; *and*
 - 2.6. have certified competences specified in column 1 of the appropriate tables in Section A-VI/2, paragraphs 1 to 4, Section A- VI/3, paragraphs 1 to 4, Section A- VI/4 paragraphs 1 to 3 of the STCW Code.

3. RNA considers that every electro-technical officers that have served on board of seagoing ships in a similar position, prior to entering in force of this regulation, for a period of not less than 12 months during the last five years, and have complied with the requirements stipulated in column 1 of the appropriate tables in Section A-III /6 of the STCW Code, have met the requirements of this order.

Regulation III/7

Mandatory minimum requirements for certification of electro-technical ratings

1. Every candidate for certification as a ship electrician performing duties on a seagoing ships powered by main propulsion machinery of 750 kW propulsion power or more should hold a certificate of proficiency, in order to carry out these functions.
2. Every candidate for certification as ship electrician shall meet the following requirements:
 - 2.1. be not less than 18 years of age; *and*
 - 2.2.1. have graduated two years of an approved education and training, have graduated the university in the field of electrical engineering, and have completed an approved on board service on seagoing ships, of not less than 3 months; *or*
 - 2.2.2. have graduated an approved education and training course, organized by CERONAV, that have had to include an approved seagoing service period on seagoing ships not less than 6 months; *or*
 - 2.2.3. have completed an approved specialized education and training as electric, electrical, electronic or energy sections and have completed an approved seagoing service on seagoing ships of not less than three months and have graduated an approved specialized/accommodation training course in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring competences stipulated in column 1 of the appropriate tables in Section A-III /7 of the STCW Code; *and*
 - 2.3. have certified by examination competences specified in column 1 of the appropriate tables in Section A-III/7 of the STCW Code.

CHAPTER IV

Radio communication and radio personnel

Mandatory provisions relating to radio watch keeping are set forth in the Radio Regulations and in the International Convention for the Safety of Life at Sea, 1974, as

amended. Provisions for radio maintenance are set forth in SOLAS Convention, as amended, and the guidelines adopted by the International Maritime Organization.

Regulation IV/1
Application

1. Except as provided in point 2, the provisions of this chapter apply to radio personnel on ships operating in the global maritime distress and safety system (GMDSS) as prescribed by the International Convention for the Safety of Life at Sea, as amended.
2. Radio personnel on ships not required to comply with the provisions of the GMDSS in chapter IV of the SOLAS Convention are not required to meet the provisions of this chapter. However, Radio personnel on these ships are, nevertheless, required to comply with the Radio Regulations. The Member States shall ensure that the appropriate certificates as prescribed by the Radio Regulations are issued to or recognized in respect of such radio personnel.

Regulation IV/2
Mandatory minimum requirements for certification of
GMDSS radio personnel

1. Every person performing radio duties on a ship required to participate in the GMDSS shall hold an appropriate certificate related to the GMDSS, issued in accordance with the provisions of the Radio Regulations.
2. Every candidate for certification as a GMDSS radio operator shall meet the following requirements:
 - 2.1. be not less than 18 years of age; *and*
 - 2.2. have completed approved education and training in order to achieve the minimum level of knowledge, level of understanding and practical skills necessary for acquiring competences specified in column 1 of the appropriate tables in Section A-IV /2 of the STCW Code; *and*
 - 2.3. hold a valid GMDSS radio operator certificate of proficiency, issued by ANCOM.

CHAPTER V

Special training requirements for personnel on certain types of ships

Regulation V/1 -1

Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on oil and chemical tankers

1. Officers and ratings assigning specific duties and responsibilities related to cargo or cargo equipment on oil or chemical tankers shall hold an endorsement in basic training for oil and chemical tanker cargo operations.
2. Every person for a certificate, as provided at point 1, in basic training for oil and chemical tanker cargo operations shall have completed basic training in accordance with provisions of section A-VI/1 of the STCW Code and shall have completed:
 - 2.1. at least three months of approved seagoing service on oil or chemical tankers and meet the standard of competence specified in section A-V/1-1, paragraph 1 of the STCW Code; *or*
 - 2.2. an approved basic training for oil and chemical tanker cargo operations and have met standard of competence specified in section A-V/1-1, paragraph 1 of the STCW Code.
3. Masters, chief engineer officers, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging, care in transit, handling of cargo, tank cleaning or other cargo-related operations on oil tankers shall hold an endorsement in advanced training for oil tanker cargo operations.
4. Every person for the endorsement provided at point 3., in advanced training for oil tanker cargo operations shall:
 - 4.1. meet the requirements for certification in basic training for oil and chemical tanker cargo operations; *and*
 - 4.2.1. meet the requirements for certification in basic training for oil and chemical tanker cargo operations, have at least three months of approved seagoing service on oil tankers, *or*

4.2.2. at least one month of approved onboard training on oil tankers, in a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in section B-V/1; *and*

4.2.3. have completed approved advanced training for oil tanker cargo operations and meet the standard of competence specified in section A-V/1-1, paragraph 2 of the STCW Code.

5. Masters, chief engineer officers, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging, care in transit, handling of cargo, tank cleaning or other cargo-related operations on chemical tankers shall hold a certificate in advanced training for chemical tanker cargo operations.

6. Every person for a certificate, as provided at point 5, in advanced training for chemical tanker cargo operations shall:

6.1. have complied with the requirements for certification in basic training for oil and chemical tanker cargo operations; *and*

6.2.1. have met the requirements for certification in basic training for oil and chemical tanker cargo operations, have not less than three months of approved seagoing service on chemical tankers; *or*

6.2.2. have carried out at least one month of approved onboard training on chemical tankers, in a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in section B-V/1; *and*

6.3. have completed approved advanced training for chemical tanker cargo operations and meet the standard of competence specified in section A-V/1-1, paragraph 3 of the STCW Code.

7. RNA shall ensure that certificates of proficiency are issued to seafarers, who are qualified in accordance with paragraphs 2, 4 or 6, as appropriate.

8. Seafarers serving on oil and chemical tankers shall prove periodically, during a period of not exceeding 5 years, with evidences that they have met the necessary standards of competences in order to reconfirm their endorsements.

The continuing professional competency of seafarers exercising duties on board of oil or chemical tankers are established by:

8.1. approved seagoing service on oil or chemical tankers and accomplishments of appropriate duties in accordance with their endorsements, of not less than 3 months, within the last five years; *or*

8.2. graduation of approved training course for oil tanker cargo operations, and meeting standards of competence in compliance with their endorsements, specified in section A-V/1-1, paragraph 2 of the STCW Code.

Regulation V/1-2

Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on liquefied gas tankers

1. Officers and ratings assigning specific duties and responsibilities related to cargo or cargo equipment on liquefied gas tankers shall hold an endorsement issued on basis of a graduation certificate in basic training course for liquefied gas tanker cargo operations.

2. Every person who applies for a certificate, provided at point 1, in basic training for liquefied gas tanker cargo operations shall have completed basic training in accordance with provisions of section A-VI/1 of the STCW Code and shall have met the following requirements:

2.1. have at least three months of approved seagoing service on liquefied gas tankers and meet the standard of competence specified in section A-V/1-2, paragraph 1 of the STCW Code; *or*

2.2. have completed an approved basic training for liquefied gas tanker cargo operations and meet the standard of competence specified in section A-V/1-2, paragraph 1 of the STCW Code.

3. Masters, chief engineer officers, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging, care in transit, handling of cargo, tank cleaning or other cargo-related operations on liquefied gas tankers shall hold an endorsement in advanced training course for liquefied gas tanker cargo operations.

4. Every person for a certificate provided at point 3, in advanced training for liquefied gas tanker cargo operations shall:

4.1. have met the requirements for certification in basic training for liquefied gas tanker cargo operations; *and*

4.2.1. have been qualified for certification in basic training for liquefied gas tanker cargo operations, have at least three months of approved seagoing service on liquefied gas tankers, *or*

4.2.2. have at least one month of approved onboard training on liquefied gas tankers, in a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in section B-V/1; *and*

4.3. have completed approved advanced training for liquefied gas tanker cargo operations and meet the standard of competence specified in section A-V/1-2, paragraph 2 of the STCW Code.

5. RNA shall ensure that certificates of proficiency are issued to seafarers, who are qualified in accordance with points 2 or 4, as appropriate.

6. Seafarers serving on liquefied gas tankers shall prove periodically, during a period of not exceeding 5 years, with evidences that they have reached necessary standards of competences in order to reconfirm their endorsements.

The continuing professional competency of seafarers exercising duties on board of liquefied gas tankers are established by:

6.1. approved seagoing service on liquefied gas tankers and accomplishments of appropriate duties in accordance with their endorsements, of not less than 3 months, within the last five years; *or*

6.2. graduation of approved training course for liquefied gas tankers cargo operations, and meeting standards of competence in compliance with their endorsements, specified in section A-V/1-2, paragraph 2 of the STCW Code.

►M3 SUBCHAPTER 3: Regulation V/2 - Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on passenger ships

1. This regulation applies to masters, officers, ratings and other personnel serving on board passenger ships engaged on international voyages. These requirements also apply to personnel serving on passenger ships engaged on domestic voyages.

2. Prior to being assigned shipboard duties on board of passenger ships, all the personnel serving on board a passenger ship must comply with the requirements stipulated at paragraph 1, section A-VI/1 of the STCW Code.

3. Masters, officers, ratings and other personnel serving on board passenger ships must complete the training familiarization requested by paragraph 5 – 9, in accordance with their competence, tasks and responsibilities.

4. Masters, officers and other personnel who must be trained in accordance with paragraphs 7-9 shall, during a period not exceeding five years, complete an adequate approved training course.
5. Personnel serving on board passenger ships must complete the emergency situations familiarization on board passenger ships in accordance with their competence, skills and responsibilities, as stipulated in paragraph 1, section A – V/2 of the STCW Code.
6. Personnel providing direct service to passengers in passenger spaces on board passenger ships shall have completed the safety training specified in section A-V/2, paragraph 2 of the STCW Code.
7. Masters, officers and ratings with the competences stipulated in the chapters II and III and other personnel with assigned crew responsibilities in assisting passengers in emergency situations on board passenger ships, must complete an approved training course in management of human communities on board the passenger ship, as stipulated in paragraph 3, section A-V/2 of the STCW Code.
8. Masters, officers and ratings with the competences stipulated in the chapters II and III and other personnel with assigned crew responsibilities in assisting passengers in emergency situations on board passenger ships, must complete an approved training course in management of crisis situations and human behavior, as specified in paragraph 4, section A-V/2 of STCW Code.
9. Masters, chief engineer officers, chief mates, second engineer officers and every person assigned immediate responsibility for embarking and disembarking passengers, loading, discharging or securing cargo, or closing hull openings on board of ro-ro passenger ships shall have completed approved training in passenger safety, cargo safety and hull integrity as specified in section A-V/2, paragraph 4 of the STCW Code.
10. RNA shall ensure that every person qualified in accordance with the provisions of the present regulation receives an adequate graduating certificate for the attended training course.

► M2 Regulation V/3

Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on ships subject to the IGF Code

1. Officers or any other person responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board ships subject to the IGF Code shall hold a certificate in basic training for service on ships subject to the IGF Code.
2. Every candidate for a certificate in basic training for service on ships subject to the IGF Code shall have completed a basic training as specified in section A-V/3, paragraph 1 of the STCW Code and he shall met the following requirement:
 - had completed an approved basic training for service on ships subject to the IGF Code.
3. For the seafarers responsible for designated safety duties associated with the care, use or emergency response to the fuel on board ships subject to the IGF Code who hold certificates issued in accordance with the provisions of Regulation V/1-2, points 1 and 3 of the present annex, still valid, RNA considers that they have met the requirements stated in the present annex at point 2 and it will issue a certification in accordance with point 1.
4. Masters, engine officers and any person with immediate responsibility for the care and use of fuels on ships subject to the IGF Code shall hold a certificate issued on the basis of an advanced training graduation certificate for service on ships subject to the IGF Code.
5. Every candidate for the certificate provided at point 4, for service on ships subject to the IGF Code should have completed an advanced training as stipulated in section A-V/3, paragraph 2 of the STCW Code and shall met all the requirements mentioned below:
 - 5.1. holds the certificate attesting the basic training for service on ships subject to the IGF Code;
 - 5.2. have completed an approved advanced training for service on ships subject to the IGF Code;
 - 5.3. have completed at least one month of approved seagoing service that includes a minimum of three bunkering operations on board ships subject to the IGF Code. Two of the three bunkering operations may be replaced by the approved simulator training on bunkering operations as part of the training of sub – point 5.2.
6. For the masters, engine officers and any person with immediate responsibility for the care and use of fuels on ships subject to the IGF Code, who hold certificates for service on liquefied gas tankers according to Regulation V/1-2, point 1 of the present annex, RNA considers that they have met the requirements stipulated in section A-V/3, paragraph 2 of the

STCW Code and will issue an advanced training certificate for the ships subject to the IGF Code, provided that they met the following requirements:

6.1 met the requirements from point 3, and

6.2 met the bunkering requirements from sub – point 5.3 or have participated in conducting three cargo operations on board the liquefied gas tankers; and
6.3 completed at least 3 months in the last 5 years of approved seagoing service on board ships subject to the IGF Code or have completed at least 3 months in the last 5 years of approved seagoing service on board ships carrying as cargo, fuels covered by the IGF Code or on board ships using gases or low flashpoint fuel as fuel.

7. RNA shall ensure that an endorsement is issued to seafarers, who are qualified in accordance with points 1 and 4, as appropriate.
8. Seafarers who have shipboard duties on board ships subject to the IGF Code, shall, at intervals not exceeding five years, provide evidence of having achieved the required standards of competence required for the revalidation of the held certificates. The continued professional competence for the seafarers who have ship board duties on board ships subject to the IGF Code, is established by:
 - 8.1 meeting the requirements stipulated at points 2 and 4; or
 - 8.2 completion of an approved training for cargo operations on board ships subject to the IGF Code.

► M3 Regulation V/4 - Mandatory minimum requirements for the training and qualifications of masters and deck officers on ships operating in polar waters

1. Masters, chief mates and watchkeeping officers on ships operating in polar waters must have an endorsement issued on the basis of the graduation certificate of the familiarization approved training course for the ships operating in the polar waters, in accordance with the requirements of the Polar Code.
2. Every candidate for a certificate stipulated at paragraph 1, shall have completed an approved basic training for ships operating in polar waters and comply with the competence requirements stipulated at paragraph 1, section A-V/4 of STCW Code.
3. Masters and chief mates on ships operating in polar waters must have an endorsement issued on the basis of the graduation certificate of an advanced approved training course for the ships operating in the polar waters, in accordance with the requirements of the Polar Code.

4. Every candidate for a certificate stipulated at paragraph 3 must:
 - 4.1 comply with the requirements for the basic certification for ships operating in polar waters.
 - 4.2 completed at least 2 months of approved seagoing service on deck department, at managerial level or during watchkeeping service at operational level on ships operating in polar waters or another equivalent approved seagoing service.
 - 4.3 have finished the approved advanced training course for the ships operating in polar waters and to comply with the competence requirements stipulated in paragraph 2, section A-V/4 of the STCW Code.
- 5.

CHAPTER VI

Emergency, occupational safety, security, medical care and survival functions

Regulation VI/1

Mandatory minimum requirements for safety familiarization, basic training and instruction for all seafarers

1. Seafarers shall receive safety familiarization and basic training or instruction in accordance with section A-VI/1 of the STCW Code and shall meet the appropriate standard of competence specified therein.
2. Where basic training is not included in the qualification for the certificate to be issued, a certificate of proficiency shall be issued, indicating that the holder has attended the course in basic training. The graduation certificate shall be issued by an approved training educational institute specialized in basic training and security.

Seafarers qualified in accordance with section A-VI/1 of the STCW Code shall prove periodically, not exceeding 5 years, with evidences that they have achieved necessary standards of competences in order to reconfirm their endorsements.

Regulation VI/2

Mandatory minimum requirements for the issue of the endorsements for using survival crafts and rescue boats, other than fast rescue boats and the endorsement for using fast rescue boats

1. Every candidate who applies for an endorsement in survival craft and rescue boats other than fast rescue boats shall:
 - 1.1. be not less than 18 years of age; *and*
 - 1.2. have attended an approved training course for “Proficiency in survival crafts and rescue boats other than fast rescue boats”, confirming competences for the use of survival crafts and rescue boats other than fast rescue boats, specified in section A-V/2, paragraph 4 of the STCW Code; *and*
 - 1.3. have at least six months of approved seagoing service; *and*
 - 1.4. have met standards of competence for using survival crafts and rescue boats, other than fast rescue boats, set out in section A-VI/2, paragraphs 1 to 4 of the STCW Code.
2. Every candidate who applies for an endorsement in fast rescue boats shall:
 - 2.1. be the holder of an endorsement in survival craft and rescue boats other than fast rescue boats; *and*
 - 2.2. have attended an approved training course for “Competence in using fast rescue boats”, confirming competences for the use of survival crafts, specified in section A-VI/2, paragraphs 7-10 of the STCW Code.
3. Seafarers qualified in accordance with section A-VI/1 of the STCW Code shall prove periodically, not exceeding 5 years, with evidences that they have reached necessary standards of competences in order to reconfirm their endorsements.

Regulation VI/3

Mandatory minimum requirements for training in advanced prevention and fire fighting

1. Seafarers designated to control fire-fighting operations shall have attended an advanced training and education “Training in advanced fire prevention and firefighting”, with particular emphasis on organization, tactics and command, in accordance with the provisions of section A-VI/3, paragraphs 1 to 4 of the STCW Code and shall meet the standard of competence specified therein.

2. Where training in advanced firefighting techniques is not included in the qualifications for the document to be issued, a graduation certificate shall be issued indicating that the holder has attended a course of training in advanced firefighting techniques.

3. Seafarers qualified in accordance with section A-VI/3 of the STCW Code shall prove periodically, not exceeding 5 years, with evidences that they have maintained standards of competences in order to reconfirm their endorsements.

Regulation VI/4

Mandatory minimum requirements relating to medical first aid and medical care

1. Seafarers designated to provide medical first aid on board ship shall have attended a training course in "medical first aid" and meet the standards of competence in medical first aid specified in section A-VI/4, paragraphs 1 to 3 of the STCW Code.

2. Seafarers designated to take charge of medical care on board ship shall meet the training course in "medical care" on board ships specified in section A-VI/4, paragraphs 4 to 6 of the STCW Code.

3. Where training in medical first aid or medical care is not included in the qualifications for the document to be issued, a graduation certificate shall be issued indicating that the holder has attended a course of training in medical first aid or in medical care. The graduation certificate shall be issued by an approved training educational institute.

Regulation VI/5

Mandatory minimum requirements for the issue of endorsements for officers in charge with ship security

1. Every candidate who applies for an endorsement for officer in charge with ship security shall:

- 1.1. have approved seagoing service of not less than 12 months and have acquired knowledge of ship operations; *and*

- 1.2. have attended a training and education course - “Training for officers in charge with ship security”; *and*
 - 1.3. have met the standards of competences for ship security officer endorsements, set out in section A-VI/5, paragraphs 1 to 4 of the STCW Code.
2. RNA shall ensure that every person found qualified under the provisions of this regulation shall be endowed with a graduation certificate, issued by an approved training educational institute.

Regulation VI/6

Mandatory minimum requirements for security-related training and instruction for all seafarers

1. Seafarers shall receive security-related familiarization and security-awareness training or instruction in accordance with section A-VI/6, paragraphs 1 to 4 of the STCW Code and shall meet the appropriate standard of competence specified therein.
2. Where security awareness is not included in the qualification for the certificate to be issued, a certificate of proficiency shall be issued indicating that the holder has attended a course in security awareness training.
 2. Graduation certificates for officers in charge with ship security, issued prior to entering in force of the Ministry of Transport Order no. 1252/2014, cover all security-related familiarization and security-awareness requirements.
 3. Graduation certificates for officers in charge with ship security, issued prior to entering in force of the Ministry of Transport Order no. 1252/2014, shall be replaced by CERONAV with non-valid graduation certificates.

Seafarers with designated security duties

4. Seafarers with designated security duties shall meet the standard of competence specified in section A-VI/6, paragraphs 6 to 8 of the STCW Code.
5. Where training in designated security duties is not included in the qualifications for the certificate to be issued, a graduation certificate shall be issued indicating that the holder has attended a training course for designated security duties.

Annex no. 2

CERTIFICATES OF COMPETENCY, CERTIFICATES OF PROFICIENCY AND THE EQUIVALENT CAPACITIES

1. Deck department certificates of competency

Certificates of competency	Equivalent STCW Capacity	Area restriction	Gross tonnage restriction	The STCW Regulation	Regulation Annex no. 1
Deck officer		unlimited	unlimited	II/1	II/1

	Officer in charge of a navigational watch	coastal	TB < 500	II/3	II/3
Chief mate	Chief mate	unlimited	unlimited	II/2	II/2
		unlimited	500 < TB < 3000	II/2	II/2
Master	Master	unlimited	unlimited	II/2	II/2
		unlimited	500 < TB < 3000	II/2	II/2
		coastal	TB < 500	II/3	II/3

2. Deck department certificates of proficiency

Certificates of proficiency	Equivalent STCW Capacity	Area restriction	Gross tonnage restriction	The STCW Regulation	Regulation Annex no. 1
Maritime helmsman	Rating forming part of a navigational watch	unlimited	unlimited	II/4	II/4
Able seafarer deck	Rating as able seafarer deck	unlimited	unlimited	II/5	II/5
Ordinary seamen	-	unlimited	unlimited	-	-
Maritime boatswain	-	unlimited	unlimited	-	-
First maritime boat driver	-	Roadstead, harbor area and along the coast at a distance not exceeding 6nm	unlimited	-	-
Maritime-port deck officer	-	Roadstead and harbor area	TB < 3000	-	-
Maritime-port captain	-	Roadstead and harbor area	TB < 3.000	-	-
Cadet maritime deck officer	-	unlimited	unlimited	-	-

3. Engine department certificates of competency

Certificates of competency	Equivalent STCW Capacity	Area restriction	Limitation Engine propulsion power (kW)	The STCW Regulation	Regulation Annex no. 1
Engineer Officer	Officer in charge of an engineering watch	unlimited	unlimited	III/1	III/1
Second engineer officer	Second engineer officer	unlimited	unlimited	III/2	III/2
		unlimited	750 <kW<3000	III/3	III/3
Chief Engineer	Chief Engineer	unlimited	unlimited	III/2	III/2
		unlimited	750 <kW<3000	III/3	III/3
Electro-technical officer	Electro-technical officer	unlimited	unlimited	III/6	III/6

4. Certificates of proficiency for engine department

Certificate of proficiency	Equivalent STCW Capacity	Restricted area	Limitation Engine propulsion power (kW)	The STCW Regulation	Regulation Annex no. 1
Motorman	Rating forming part of an engineering watch	unlimited	unlimited	III/4	III/4
Able seafarer engine	Rating forming part of an engineering watch	unlimited	unlimited	III/5	III/5
Ship electrician	Electro-technical rating	unlimited	unlimited	III/7	III/7
Fitter	-	unlimited	unlimited	-	-
Pumpman	-	unlimited	unlimited	-	-
Cadet maritime engineer officer	-	unlimited	unlimited	-	-
Cadet maritime electrical officer	-	unlimited	unlimited	-	-
Maritime-port engineer	-	Roadstead and harbor area	kW < 3000	-	-

Maritime-port chief engineer	-	Roadstead and harbor area	kW < 3000	-	-
Maritime-port electrical officer	-	Roadstead and harbor area	unlimited	-	-

5. GMDSS operator's certificates

GMDSS certificate	Equivalent STCW Capacity	Restricted area	The STCW Regulation	Regulation Annex no. 1
GMDSS- General Operator's Certificate	GMDSS-GOC	unlimited	IV/2	IV/2
GMDSS-Restricted Operator's Certificate	GMDSS-ROC	A1 Area (VHF-30 / 35 covering miles from shore)		

Annex no. 3

MANDATORY TRAINING COURSES IN TERMS OF MARITIME SAFETY

I. Deck department certificates of competency

1. Master/chief mate

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
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1.	Operational use of ECDIS	A-II/1, A-II/2	No
2.	Human behavior and deck department leadership through bridge team management	A-II/1, A-II/2	No
3.	GMDSS-GOC (ROC for coastal navigation) and reporting in accordance with ship reporting system principles and routing procedures for ship traffic	A-IV/2	5 years
4.	Basic maritime safety program	A-VI/1, para. 1-2	5 years
5.	Proficiency in survival craft and rescue boats other than fast rescue boats	A-VI/2, para. 1-4	5 years
6.	Advanced fire prevention and fire fighting	A-VI/3, para. 1-4	5 years
7.	Medical care	A-VI/4, para. 4-6	No
8.	Safety familiarization/ Ship Security Officer	A-VI/6, para. 1-4/ A-VI/5	No

2. Deck officer

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
1.	Human behavior and deck department leadership through bridge team management	A-II/1, A-II/2	No
2.	Operational use of ECDIS	A-II/1, A-II/2	No
3.	GMDSS-GOC (ROC for coastal navigation) and reporting in accordance with ship reporting system principles and routing procedures for ship traffic	A-IV/2	5 years
4.	Basic maritime safety program	A-VI/1, para. 1-2	5 years
5.	Proficiency in survival craft and rescue boats other than fast rescue boats	A-VI/2, para. 1-4	5 years
6.	Advanced fire prevention and fire fighting	A-VI/3 para. 1-4	5 years
7.	Medical care	A-VI/4 para. 1-3	No
8.	Safety familiarization/ Ship Security Officer	A-VI/6, para.1-4/ A-VI/5	No

II. Engine department certificates of competency

1. Chief engineer/second engineer officer

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
1.	Human behavior and deck department leadership through bridge team management	A-III/1, A-III/2	No
2.	Safety familiarization/ Ship Security Officer	A-VI/6, para. 1-4/ A-VI/5	No
3.	Basic maritime safety program	A-VI/1, para. 1-2.	5 years
4.	Proficiency in survival craft and rescue boats other than fast rescue boats	A-VI/2, para. 1-4	5 years
5.	Advanced fire prevention and fire fighting	A-VI/3, para. 1-4	5 years
6.	Medical care	A-VI/4, para. 4-6	No

2. Engineer officer/electrical officer

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
1.	Human behavior and deck department leadership through bridge team management	A-III/1, A-III/2	No
2.	Safety familiarization/ Ship Security Officer	A-VI/6, para. 1-4/ A-VI/5	No
3.	Basic maritime safety program	A-VI/1, para. 1-2.	5 years
4.	Proficiency in survival craft and rescue boats other than fast rescue boats	A-VI/2, para. 1-4	5 years
6.	Advanced fire prevention and fire fighting	A-VI/3, para. 1-4	5 years
7.	Medical care	A-VI/4, para. 1-3	No

III. Certificates of proficiency, deck/engine/electrical departments

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
1.	Basic maritime safety program	A-VI/1, para. 1-2	5 years
2.	Safety familiarization	A-VI/6, para. 1-4	No
3.	Maritime English. Phraseological glossary	A-II/4, A-III/4	No

IV. Maritime –port certificates of proficiency, deck/engine/electrical departments

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
1.	Basic maritime safety program	A-VI/1, para. 1-2	No
2.	GMDSS-GOC (ROC for coastal navigation) and reporting in accordance with ship reporting system principles and routing procedures for ship traffic	A-IV/2	No

V. GMDSS radio operator

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
1.	Basic maritime safety program	A-VI/1, para. 1-2	5 years
2.	Safety familiarization	A-VI/6, para. 1-4	No

VI. Auxiliary personnel (uncertified)

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
1.	Basic maritime safety program	A-VI/1,	5 years

		para. 1-2	
2.	Safety familiarization	A-VI/6, para. 1-4	No
3.	Phraseological glossary	A-II/4	No

VII. Mandatory courses for personnel with designated duties on board a ship

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
1.	Proficiency in fast survival rescue boats	A-VI/2, para. 5-8	5 years
2.	Medical care	A-VI/4, para. 4-6	No
3.	Ship Security Officer	A-VI/5	No

VIII. Mandatory courses for on board embarked personnel with special features

A. Oil, chemical and liquefied - gas tankers

1. Personnel serving on board a ship

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
1.	Basic training for oil and chemical tanker cargo operations	A-V/1-1, para. 1	5 years
2.	Basic training for liquefied - gas tankers cargo operations	A-V/1-2, para. 1	5 years
▶ <u>M2</u> 3.	Basic training for service on ships subject to the IGF Code	A-V/3, para 1	5 years

2. Master, chief engineers, officers, ratings with direct responsibilities

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
1.	Advanced training for oil tanker cargo operations	A-V/1-1, para. 2	5 years
2.	Advanced training for chemical tanker cargo operations	A-V/1-1, para. 3	5 years
3.	Advanced training for liquefied - gas tankers cargo operations	A-V/1-2, para. 2	5 years
▶ <u>M2</u> 4.	Advanced training for service on ships subject to the IGF Code	A-V/3, para 1	5 years

B. Passenger ships

Master, chief engineers, officers, ratings and other types of personnel

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
► <u>M</u> <u>3 1.</u>	Emergency situations familiarization on board passenger ships	A-V/2, para. 1	5 years
2.	Management of human communities on board passenger ships	A-V/2, para. 3	5 years
3.	Safety training for passenger ships	A-V/2, para. 2	5 years
4.	Management of crisis situations and human behaviour	A-V/2, para. 4	5 years
5.	Training for passengers safety, cargo safety and integrity	A-V/2, para. 5	5 years

C) Ships operating in polar waters

1. Master, officers

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
► <u>M</u> <u>3 1.</u>	Basic training on board ships operating in polar waters	A-V/4, para. 1	5 years

3. Master, chief mate

Crt. No.	Course title	Reference to the STCW Code	Reconfirmation period
► <u>M</u> <u>3 1.</u>	Advanced training on board ships operating in polar waters	A-V/4, para. 2	5 years

**MANDATORY MINIMUM REQUIREMENTS FOR CERTIFICATION OF
PERSONNEL SERVING ON BOARD A SHIP, OTHER THAN PERSONNEL
SET OUT IN THE STCW CONVENTION**

Art.1. - Cadet maritime officer

(1) Every person attending an approved education and training, in order to develop on board ship practical service shall hold a valid certificate of capacity for cadet maritime officer.

(2) The cadet maritime officer certificate of capacity is granted ex officio, at the request of institutions set out in para. (1) to every candidate that shall meet the following requirements:

2.1. be not less than 18 years of age; *and*

2.2. have graduated first year of an approved university education and training or have graduated two semesters of an approved education and training.

2.3. have graduated a basic maritime safety program corresponding for certificates of capacity for deck/engine/electrical department.

2.4. have graduated a safety familiarization course.

Art.2.- Maritime boatswain

(1) Every candidate for a maritime boatswain certificate of proficiency by examination shall meet the following requirements:

1.1. hold a valid maritime helmsman certificate of proficiency and have an approved seagoing service in this position of 24 months, of which at least 12 months during the last five years; *or*

1.2. have graduated a Navy Foremen-Officers Military School, having a degree in deck department and a seagoing service on military ships of 24 months, of which at least 12 months during the last five years.

(2) Every candidate for holding ex officio a maritime boatswain certificate of capacity shall meet the following requirements:

2.1. hold a valid maritime-port captain certificate of proficiency, or a valid maritime-port deck officer certificate of competency, or a valid deck officer certificate of competency, or a valid maritime pilot certificate of competency; *or*

2.2. hold a valid inland waterways boatswain, or a valid first maritime boat driver, or have graduated with diploma a university educational institution, with a degree in maritime navigation.

Art.3. – First maritime boat driver

(1) Every candidate for first maritime boat driver certificate of capacity shall be not less than 18 years of age.

(2) Every candidate, in order to obtain a first maritime boat driver certificate of capacity by examination, shall meet the following requirements:

2.1. hold a valid maritime boatswain certificate of proficiency, or a valid maritime helmsman certificate of proficiency,

or

2.2. hold a valid inland waterways boatswain certificate of proficiency, or a valid B category inland waterways helmsman certificate of proficiency, and have an approved seagoing service in this position of 12 months during the last five years;

or

2.3. hold a valid seaman certificate of proficiency and have an approved seagoing service in this position of not less than 24 months, of which at least 12 months in the last five years and have graduated an approved education and training.

(3) Every candidate holding a valid inland waterways motorboat skipper shall hold by sustaining equivalency examination a valid first maritime boat driver certificate of proficiency.

(4) Every candidate for holding ex officio a first maritime boat driver certificate of proficiency shall hold a valid maritime-port captain certificate of proficiency, or a valid A category inland waterways master certificate of competency, or a valid deck officer certificate of proficiency, or a valid maritime-port deck officer certificate of capacity.

Art.4. – Fitter

(1) Every candidate for holding a fitter certificate of proficiency shall be not less than 18 years of age.

(2) Every candidate for a first maritime boat driver certificate of proficiency, by examination shall meet the following requirements:

2.1. have graduated a vocational high school, a Trade School, or a postsecondary technical school with a degree in mechanical manufacturing or welding technology, having completed 48 months of seniority in the position for which was qualified and have graduated an approved education and training; *or*

2.2. have graduated a secondary educational school and have been qualified as a mechanical manufacturer, have been trained at workplace or approved institutions, having completed 60 months of seniority in the position for which was qualified and have graduated an approved education and training.

(3) Every candidate for holding ex officio fitter certificate of proficiency shall hold a valid motorman certificate of proficiency, or a valid inland waterways motorman certificate of proficiency;

Art.5. – Pump man

(1) Every candidate for holding pump man certificate of proficiency shall be not less than 18 years of age.

(2) Every candidate holding a valid fitter certificate of proficiency and having an approved seagoing service in this position of 48 months, of which at least 24 months on oil, chemical and liquefied gas tankers and having graduated an approved education and training shall obtain by examination a pump man certificate of proficiency.

(3) Every candidate for holding ex officio pump man certificate of proficiency shall meet the following requirements:

3.1. have a valid maritime-port engineer certificate of capacity and an approved seagoing service in this position of 12 months during the last five years on oil, chemical and liquefied gas tankers; *or*

3.2. have a valid motorman certificate of proficiency and an approved seagoing service in this position of 36 months of which at least 24 months on oil, chemical and liquefied gas tankers.

Art.6. – Maritime-port electrical officer

(1) Every candidate for holding a maritime-port electrical officer of proficiency shall be not less than 18 years of age.

(2) Every candidate for obtaining by examination a maritime-port electrical officer certificate of competency shall meet the following requirements:

2.1. have graduated a marine educational university with diploma and have completed an approved education and training, have an approved seagoing service of 6 months as cadet maritime electrical officer or maritime board electrician, program confirmed on an approved training record book; *or*

2.2. hold a valid maritime or inland waterways board electrician certificate of proficiency and have an approved seagoing service of 24 months, of which at least 12 months during the last five years.

(3) Every candidate for holding ex officio maritime - port electrical officer certificate of competency shall hold a valid maritime electrical officer certificate of competency or an inland waterways electrical officer certificate of competency.

Art.7. – Seaman

(1) Every candidate for holding a seaman certificate of proficiency shall be not less than 16 years of age.

(2) Every candidate for holding ex officio seaman certificate of proficiency shall meet the following requirements:

1.1. have graduated first year of an approved university education and training or have graduated two semesters of an approved education and training with a degree in maritime navigation and have an approved seagoing service in this position of 2 months, on board of maritime ships; *or*

2.2. hold a valid inland waterways helmsman certificate of proficiency or a valid inland waterways boatswain, or a valid river seaman certificate of proficiency, or a valid inland waterways motorboat skipper certificate of proficiency; *or*

2.3. have graduated a Navy Foremen-Officers Military School, with a degree in deck department;

2.4. have graduated an approved education and training course as a seaman and have an approved seagoing service in this position of 2 months, on board of maritime ships;

Art.8. – Maritime-port deck officer

(1) Every candidate for holding a seaman certificate of proficiency shall be not less than 18 years of age.

(2) Every candidate for obtaining a maritime-port deck officer certificate of capacity following examination shall meet the following requirements:

2.1. have graduated an approved education and training course, with a degree in maritime navigation;

and

2.2. have an approved seagoing service on maritime ships or maritime-port ships in a deck department position of not less than 6 months, program confirmed in an approved training record book;

or

2.3. hold a valid maritime helmsman certificate of proficiency or a valid maritime boatswain certificate of proficiency or a first maritime boat driver certificate of proficiency and have an approved seagoing service in this position of not less than 12 months.

(3) Every candidate holding a valid inland waterways helmsman certificate of proficiency or B category inland waterways master certificate of capacity and have an approved seagoing service in this position of not less than 12 months shall hold by sustaining equivalency examination a maritime-port deck officer certificate of capacity.

(4) Every candidate for holding ex officio maritime-port deck officer certificate of capacity shall hold a valid deck officer certificate of capacity, or an A category inland waterways master certificate of capacity.

Art.9 - Maritime-port captain

(1) Every candidate for obtaining a maritime-port captain certificate of capacity following examination shall meet the following requirements:

1.1. hold a valid deck officer certificate of capacity and have an approved seagoing service in this position of 12 months during the last five years; *or*

1.2. hold a valid maritime-port deck officer certificate of capacity; and have an approved seagoing service in this position of 24 months and an approved education and training;
or

1.3. hold a valid B category inland waterways master certificate of capacity.

(2) Every candidate for holding ex officio maritime-port captain certificate of capacity shall meet the following requirements:

2.1. hold a valid master certificate of capacity or a chief mate certificate of capacity; *or*

2.2. hold a valid inland waterways master certificate of capacity and has a an approved seagoing service in this position of 12 months during the last five years.

Art.10 – Maritime – port engineer officer

- (1) Every candidate for holding a maritime –port engineer officer certificate of capacity shall be not less than 18 years of age.
- (2) Every candidate for obtaining by examination a maritime – port engineer officer certificate of competency shall meet the following requirements:
 - 2.1. have graduated an approved education and training with diploma, having a degree in naval electro mechanics; have an approved seagoing service of 6 months in a position within the engine department, program confirmed on an approved training record book; *or*
 - 2.2. have graduated a valid motorman certificate of capacity and have an approved seagoing service of 6 months in this position.
- (3) Every candidate for holding ex officio maritime – port engineer officer certificate of capacity shall hold a valid maritime engineer officer certificate of capacity, or a valid mechanic inland waterways certificate of capacity.

Art.11 - Maritime-port chief engineer

- (1) Every candidate for obtaining a maritime-port chief engineer certificate of capacity following examination shall meet the following requirements:
 - 1.1. hold a valid maritime-port engineer certificate of capacity or a valid mechanic inland waterways certificate of capacity and have an approved seagoing service of 24 months in this position, and have graduated an approved education and training.
- (2) Every candidate for holding ex officio a maritime-port chief engineer certificate of capacity shall meet the following requirements:
 - 2.1. hold a valid second engineer officer certificate of capacity, or a valid inland waterways chief engineer certificate of capacity;
or
 - 2.2. hold a valid engineer officer certificate of capacity and have an approved seagoing service of 24 months in this position.

**TYPES OF INFORMATION THAT SHALL BE COMMUNICATED TO THE
COMMISSION
FOR STATISTICAL PURPOSES**

1. Types of information that shall be communicated to the European Commission in accordance with the provisions of art. 5, paragraph (19), letter c) are referring to certificates of competency, endorsements confirming their issue, dispensations and endorsements confirming recognition of certificates of competency issued by other states.

Marking with (*) indicates that information will be provided in an anonymized form, as stipulated in art. 25, paragraph (3).

Information to be communicated to the European Commission includes:

a) For certificates of competency and endorsements confirming their issue:

- unique identification number of the person, if available*;
- name*;
- date of birth;
- nationality;
- sex;
- register number*;
- EaI number;
- position (positions);
- date of issue or the most recent date of document reconfirmation;
- expiration date;
- certificate's status;
- limitations.

b) For endorsements confirming recognition of certificates of competency issued by other states:

- unique identification number of the person, if available*;
- name*;
- date of birth;
- nationality;
- sex;
- state that issues the original specimen;
- original number*;
- EaR number*;
- position (positions);
- date of issue or the most recent date of document reconfirmation;
- expiration date;

- certificate's status;
- limitations.

2. Following information regarding certificates of proficiency issued for ratings in accordance with chapter II and III of the STCW Code annex shall be voluntarily provided by RNA:

- name*;
- date of birth;
- nationality;
- sex;
- certificate of proficiency's number*;
- position (positions);
- date of issue or the most recent date of document reconfirmation;
- expiration date;
- certificate of proficiency's status.