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MERCHANT SHIPPING ACT, NO. 27, 2007

**MERCHANT SHIPPING (STANDARDS OF TRAINING, CERTIFICATION AND
WATCHKEEPING FOR SEAFARERS) REGULATIONS, 2025**



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S. I. No. 22 of 2025

MERCHANT SHIPPING ACT, NO. 27, 2007THE MERCHANT SHIPPING (STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING) REGULATIONS, 2025

[25th Day of October, 2025]

In exercise of the powers conferred on me by sections 216 and 434 of the Merchant Shipping Act, No. 27, 2007 and all other powers enabling me in that behalf, I, Adegboyega Oyetola, Honourable Minister, Marine and Blue Economy, make the following Regulations—

PART I—PRELIMINARY PROVISIONS

1. The objectives of these Regulations are to give effect to the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, and the Seafarers' Training, Certification and Watchkeeping Code, as amended, to— Objectives

(a) promote safety and security of life and property at sea, and the protection of the marine environment by establishing training and competence standards for seafarers;

(b) ensure that seafarers possess the necessary competencies and skills to prevent accidents, respond to emergencies, protect life and property at sea, and carry out their duties safely and effectively on board ships;

(c) promote environmental consciousness and sustainability through training and certification requirements for pollution prevention, proper handling of hazardous materials, and adherence to international regulations for protecting the marine environment;

(d) establish a globally recognised seafarers' education, training and certification framework that enables the smooth movement of seafarers across national borders and ensures that seafarers from different countries possess a consistent level of competence and proficiency; and

(e) enhance seafarers' professionalism and career prospects by establishing standards for their education, training, and certification, providing a career pathway and enabling career advancement for seafarers and access to better opportunities in the maritime industry.

2.—(1) These Regulations apply to seafarers serving on board ships registered in a Party. Application

(2) These Regulations shall not apply to seafarers serving on board—

(a) warships, naval auxiliaries or other ships owned or operated by a State and engaged only in governmental non-commercial service, provided that the Agency shall, to the extent reasonable and practicable and without impairing the operations or operational capabilities of such Nigerian owned or operated ships, take appropriate measures to ensure that persons serving on board such ships meet the requirements of these Regulations;

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- (b) fishing vessels;
- (c) pleasure yachts not engaged in trade; or
- (d) wooden ships of primitive build.

Certificates

3.—(1) In accordance with Article VI of the STCW Convention, Certificates for masters, officers or ratings shall be issued to those candidates who, to the satisfaction of the Agency, meet the requirements for service, age, medical fitness, training, qualification and examinations in accordance with the appropriate provisions in these Regulations.

(2) Certificates for masters and officers issued in compliance with this regulation shall be endorsed by the Agency in the form as prescribed in regulation 6 of these Regulations, and where the language used is not English, the endorsement shall include a translation into that language.

Dispensation

4.—(1) In circumstances of exceptional necessity, and if the Agency is of the opinion that no danger to persons, property or the environment will occur, the Agency may in accordance with Article VIII of the Convention, issue a dispensation permitting a specified seafarer to serve in a specified ship for a specified period not exceeding six months in a capacity, other than that of the radio officer or radiotelephone operator, except as provided by the relevant Radio Regulations, for which the seafarer does not hold the appropriate certificate, provided that the person so permitted, shall be adequately qualified to fill the vacant post in a safe manner, to the satisfaction of the Agency.

(2) A dispensation shall not be granted to a master or chief engineer officer except in circumstances of force majeure and it shall only be for the shortest possible period.

(3) Any dispensation granted for a post shall be granted only to a person properly certificated to fill the post immediately below, and where certification of the post below is not required by these Regulations, a dispensation may be granted to a person whose qualification and experience are, in the opinion of the Agency, of a clear equivalence to the requirements for the post to be filled, provided that, if such a person holds no appropriate certificate, the person shall be required to pass a test accepted by the Agency as demonstrating that such a dispensation may safely be granted, and the Agency shall ensure that the post in question is filled by the holder of an appropriate certificate as soon as possible.

(4) The Agency shall, as soon as possible after 1 January of each year, send a report to the Secretary-General giving information on the total number of dispensations in respect of each capacity for which a certificate is required that has been issued during the preceding year to seagoing ships, together with information as to the numbers of those ships above and below 1,600 gross register tons respectively.

(5) Notwithstanding the provisions of sub-regulation (4) of this regulation, the Agency shall forward a "NIL" report to the IMO where it has not issued any dispensation.

5.—(1) Nothing in these Regulations shall prevent the Agency from retaining or adopting other educational and training arrangements, including those involving seagoing service and shipboard organisation especially adapted to technical developments and to special types of ships and trades, provided that the level of seagoing service, knowledge and efficiency as regards navigational and technical handling of ship and cargo ensures a degree of safety at sea and has a preventive effect as regards pollution at least equivalent to the requirements of these Regulations.

(2) Where the Agency adopts other educational and training arrangements as provided under subregulation (1) of this regulation, the Agency shall report the details of such arrangements as early as practicable to the Secretary-General.

PART II—GENERAL PROVISIONS RELATING TO THE STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS

6.—(1) Certificates of competency shall be issued only by the Agency, following verification of the authenticity and validity of any necessary documentary evidence.

Certificates
and
endorsements
(1/2)

(2) Certificates issued in accordance with the provisions of regulations 30 and 31 of these Regulations to masters and officers shall only be issued by the Agency.

(3) Certificates issued in accordance with these Regulations shall be in English Language.

(4) The Agency may, with respect to radio operators—

(a) include the additional knowledge required by the relevant regulations in the examination for the issue of a certificate complying with the Radio Regulations; or

(b) issue a separate certificate indicating that the holder has the additional knowledge required by the relevant regulations.

(5) The endorsement required by regulation 3(2) of these Regulations to attest the issue of a certificate shall only be issued if all the requirements of these Regulations have been complied with.

(6) The Agency may incorporate endorsements in the format of the certificates being issued as provided for in Section A-I/2 of the STCW Code, and if so incorporated, the form used shall be that set forth in paragraph 1 of Section A-I/2 of the STCW Code, and if issued otherwise, the form of endorsements used shall be that set forth in paragraph 2 of Section A-I/2 of the STCW Code.

(7) Where the Agency recognises under regulation 10 of these Regulations, a—

(a) Certificate of Competency; or

(b) Certificate of Proficiency issued to masters and officers in accordance with the provisions of regulations 30 and 31 of these Regulations,

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the Agency shall endorse such certificate to attest its recognition only after ensuring the authenticity and validity of the certificate.

(8) The endorsement in subregulation (7) of this regulation, shall only be issued where all requirements of these Regulations have been complied with, and the form of the endorsement shall be as set forth in paragraph 3 of Section A-I/2 of the STCW Code.

(9) The endorsements referred to in subregulations (5) to (8) of this regulation—

(a) may be issued as separate documents;

(b) shall be issued only by the Agency;

(c) shall each be assigned a unique number, except that endorsements attesting the issue of a certificate may be assigned the same number as the certificate concerned, provided that number is unique; and

(d) shall expire as soon as the certificate endorsed expires or is withdrawn, suspended or cancelled by the Agency, and in any case, not more than five years after their date of issue.

(10) The capacity in which the holder of a certificate is authorised to serve shall be identified in the form of endorsement in terms identical to those used in the applicable safe manning requirements of the Agency.

(11) The Agency may use a format different from the format given in section A-I/2 of the STCW Code, provided that, as a minimum, the required information is provided in Roman characters and Arabic figures, taking into account the variations permitted under section A-I/2 of the STCW Code.

(12) Subject to the provisions of regulation 10(5) of these Regulations, any certificate required by these Regulations shall be kept available in its original form on board the ship on which the holder is serving.

(13) The Agency shall ensure that certificates are issued only to candidates who comply with the requirements of this regulation.

(14) Candidates for certification shall provide satisfactory proof—

(a) of their identity;

(b) that their age is not less than that prescribed in the Regulation relevant to the certificate applied for;

(c) that they meet the standards of medical fitness specified in section A-I/9 of the STCW Code;

(d) of having completed the seagoing service and any related compulsory training required by these Regulations for the certificate applied for; and

(e) that they meet the standards of competence prescribed by these Regulations for the capacities, functions and levels that are to be identified in the endorsement to the certificate.

(15) The Agency shall maintain a register or registers of all certificates and endorsements for masters, officers, and, as applicable, ratings which are issued, have expired or have been revalidated, suspended, cancelled or reported lost or destroyed and of dispensations issued.

(16) The Agency shall make available information on the status of such Certificates of Competency, endorsements and dispensations to other Parties and companies which request verification of the authenticity and validity of certificates produced to them by seafarers seeking recognition of their certificates under regulation 10 of these Regulations, or employment on board ship.

(17) As of 1 January 2017, the information on the status of information required to be available in accordance with the provisions of subregulation (16) of this regulation shall be made available, in English language, through electronic means.

7. The Agency shall ensure that—

Training and assessment
(I/6)

(a) the training and assessment of seafarers, as required under these Regulations, are administered, supervised and monitored in accordance with the provisions of Section A-I/6 of the STCW Code; and

(b) those responsible for the training and assessment of competence of seafarers, as required under these Regulations, are appropriately qualified in accordance with the provisions of Section A-I/6 of the STCW Code for the type and level of training or assessment involved.

8.—(1) The Agency shall ensure that—

Quality standards
(I/8)

(a) all training, assessment of competence, certification, including medical certification, endorsement and revalidation activities carried out by non-governmental agencies or entities under its authority are continuously monitored through a quality standards system to ensure achievement of defined objectives, including those concerning the qualifications and experience of instructors and assessors are in accordance with the provisions of Section A-I/8 of the STCW Code; and

(b) where governmental agencies or entities perform such activities, there shall be a quality standards system.

(2) The Agency shall also ensure that an evaluation is periodically undertaken, in accordance with the provisions of Section A-I/8 of the STCW Code, by qualified persons who are not themselves involved in the activities concerned.

(3) The evaluation referred to under subregulation (2) of this regulation shall include all changes to relevant national laws, regulations and procedures in compliance with the amendments to the STCW Convention and STCW Code, with dates of entry into force later than the date information was communicated to the Secretary-General.

(4) The Agency shall communicate a report containing the results of the evaluation required by subregulation (2) of this regulation to the Secretary-General in accordance with the format specified in Section A-I/7 of the STCW Code.

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Medical standards (I/9)

9.—(1) The Agency shall establish standards of medical fitness for seafarers and procedures for the issue of a medical certificate in accordance with the provisions of this regulation and of Section A-I/9 of the STCW Code.

(2) The Agency shall ensure that those responsible for assessing the medical fitness of seafarers are medical practitioners recognised by it for the purpose of seafarer medical examinations, in accordance with the provisions of Section A-I/9 of the STCW Code.

(3) Every seafarer holding a certificate issued under the provisions of these Regulations, who is serving at sea, shall also hold a valid medical certificate issued in accordance with the provisions of this regulation and of Section A-I/9 of the STCW Code.

(4) Every candidate for certification shall—

(a) not be less than 16 years of age;

(b) provide satisfactory proof of identity; and

(c) meet the applicable medical fitness standards established by the Agency.

(5) Medical certificates shall remain valid for a maximum period of two years unless the seafarer 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, then the medical certificate shall continue in force until the next port of call where a medical practitioner recognised by the Agency is available, provided that the period shall not exceed three months.

(7) In urgent cases, the Agency may permit a seafarer to work without a valid medical certificate until the next port of call where a medical practitioner recognised by the Agency is available, provided that, the—

(a) period of such permission does not exceed three months; and

(b) seafarer concerned is in possession of an expired medical certificate of recent date.

Recognition of certificates (I/10)

10.—(1) The Agency shall ensure that the provisions of this regulation are complied with, in order to recognise, by endorsement in accordance with the provisions of regulation 6 (7) and (8) of these Regulations, a certificate issued by or under the authority of another Party to a master, officer or radio operator and that—

(a) the Agency has confirmed, through an evaluation of that Party, which may include inspection of facilities and procedures, that the requirements of these Regulations regarding standards of competence, training and certification and quality standards are fully complied with; and

(b) an undertaking is agreed with the Party concerned that prompt notification will be given of any significant change in the arrangements for training and certification provided in compliance with these Regulations.

(2) The Agency shall establish measures to ensure that seafarers who present for recognition, certificates issued under the provisions of regulation 16, 21 or 22, or issued under regulation 41 of these Regulations at the management level, have an appropriate knowledge of the Agency's legislations relevant to the functions they are permitted to perform, including the Nigerian Maritime Administration and Safety Agency Act, Merchant Shipping Act, and other relevant laws and Regulations, as may be applicable.

(3) Information provided and measures agreed upon under this regulation shall be communicated to the Secretary-General in conformity with the requirements of regulation 46 of these Regulations.

(4) Certificates issued by or under the authority of a non-Party shall not be recognised.

(5) Notwithstanding the requirements of regulation 6 (7) and (8) of these Regulations, the Agency may, if circumstances require, and subject to the provisions of subregulation (1) of this regulation, allow a seafarer to serve for a period not exceeding three months on board a ship entitled to fly the Nigerian flag, while holding an appropriate and valid certificate issued and endorsed as required by another Party for use on board that Party's ships but which has not yet been endorsed so as to render it appropriate for service on board ships entitled to fly the Nigerian flag.

(6) Where the Agency allows a seafarer to serve on board a ship entitled to fly the Nigerian flag in accordance with the provisions of subregulation (5) of this regulation, the Agency shall ensure that documentary proof that application for an endorsement has been submitted to the Agency is readily available.

(7) Certificates and endorsements issued by the Agency under the provisions of this regulation in recognition of, or attesting the recognition of, a certificate issued by another Party shall not be used as the basis for further recognition by another Administration.

11.—(1) Every master, officer and radio operator holding a certificate issued or recognised under any Part of these Regulations, other than regulation 33 or Part VII of these Regulations, who is serving at sea or intends to return to sea after a period ashore, shall, in order to continue to qualify for seagoing service, be required, at intervals not exceeding five years, to—

Revalidation
of
certificates
(1/11)

(a) meet the standards of medical fitness prescribed under regulation 9 of these Regulations; and

(b) establish continued professional competence in accordance with the provisions of Section A-I/11 of the STCW Code.

(2) Every master, officer and radio operator shall, for continuing seagoing service on board ships for which special training requirements have been internationally agreed upon, successfully complete approved relevant training.

(3) Every master and officer shall, for continuing seagoing service on board tankers, meet the requirements in subregulation (1) of this regulation and

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be required, at intervals not exceeding five years, to establish continued professional competence for tankers in accordance with the provisions of Section A-I/11, paragraph 3 of the STCW Code.

(4) Every master or officer shall, for continuing seagoing service on board ships operating in polar waters, meet the requirements in subregulation (1) of this regulation and be required, at intervals not exceeding five years, to establish continued professional competence for ships operating in polar waters in accordance with the provisions of Section A-I/11, paragraph 4 of the STCW Code.

(5) The Agency shall compare the standards of competence which it required of candidates for certificates issued before 31 December 2025 with those specified for the appropriate certificate in Part A of the STCW Code and shall determine the need for requiring the holders of such certificates to undergo appropriate refresher and updating training or assessment.

(6) The Agency shall, in consultation with those concerned, formulate or promote the formulation of a structure of refresher and updating courses as provided for in Section A-I/11 of the STCW Code.

(7) The Agency shall, for the purpose of updating the knowledge of masters, officers and radio operators, ensure that the texts of recent changes in national and international regulations concerning the safety of life at sea, security and the protection of the marine environment are made available to ships entitled to fly the Nigerian flag.

Use of
simulators
(I/12)

12. The performance standards and other provisions set forth in Section A-I/12 of the STCW Code and such other requirements as are prescribed in part A of the STCW Code for any certificate concerned shall be complied with in respect of—

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

Conduct of
trials (I/13)

13.—(1) Nothing in these Regulations shall prevent the Agency from authorising ships entitled to fly the Nigerian flag to participate in trials.

(2) For the purpose of this regulation, *trial* means an experiment or series of experiments, conducted over a limited period, which may involve the use of automated or integrated systems in order to evaluate alternative methods of performing specific duties or satisfying particular arrangements prescribed by these Regulations, which would provide at least the same degree of safety, security and pollution prevention as provided by these Regulations.

(3) Where the Agency authorises ships to participate in trials, it shall be satisfied that such trials are conducted in a manner that provides at least the same

degree of safety, security and pollution prevention as provided in these Regulations, and such trials shall be conducted in accordance with guidelines adopted by the IMO.

(4) The Agency shall report details of such trials to the IMO as early as practicable but not less than six months before the date on which the trials are scheduled to commence, and the IMO shall circulate such particulars to all Parties.

(5) The Agency shall report the results of trials authorised under subregulation (1) of this regulation, and any recommendations it may have regarding those results to the IMO, which shall circulate such results and recommendations to all Parties.

(6) Where any Party has any objection relating to particular trials authorised in accordance with this regulation, the Party shall communicate such objection to the IMO as early as practicable, and the IMO shall circulate details of the objection to all Parties.

(7) Where the Agency authorises a trial, it shall respect objections received from other Parties relating to such trial by directing ships entitled to fly the Nigerian flag not to engage in a trial while navigating in the waters of a coastal State which has communicated its objection to the IMO.

(8) Where the Agency concludes, on the basis of a trial, that a particular system will provide at least the same degree of safety, security and pollution prevention as provided in these Regulations, the Agency may authorise ships entitled to fly the Nigerian flag to continue to operate with such a system indefinitely, subject to the following requirements—

(a) the Agency shall, after results of the trial have been submitted in accordance with the provisions of subregulation (5) of this regulation, provide details of any such authorisation, including identification of the specific ships which may be subject to the authorisation, to the IMO, which will circulate this information to all Parties;

(b) any operations authorised under this subregulation shall be conducted in accordance with any guidelines developed by the IMO, to the same extent as they apply during a trial;

(c) such operations shall respect any objections received from other Parties in accordance with the provisions of subregulation (7) of this regulation, to the extent such objections have not been withdrawn; and

(d) an operation authorised under this subregulation shall only be permitted pending a determination by the Maritime Safety Committee as to whether an amendment to the STCW Convention would be appropriate, and, if so, whether the operation should be suspended or permitted to continue before the amendment enters into force.

(9) The Maritime Safety Committee shall establish a date for the consideration of the trial results and for the appropriate determinations at the request of any Party.

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Responsibilities of companies (I/14)

14.—(1) The Agency shall, in accordance with the provisions of Section A-I/14 of the STCW Code, hold companies responsible for the assignment of seafarers for service on their ships in accordance with the provisions of these Regulations, and shall require every such company to ensure that—

(a) each seafarer assigned to any of its ships holds an appropriate certificate in accordance with the provisions of these Regulations and as established by the Agency;

(b) its ships are manned in compliance with the applicable safe manning requirements of the Agency;

(c) seafarers assigned to any of its ships have received refresher and updating training as required by these Regulations;

(d) documentation and data relevant to all seafarers employed on its ships are maintained and readily accessible, and include, without being limited to, documentation and data on their experience, training, medical fitness and competency in assigned duties;

(e) seafarers, on being assigned to any of its ships, are 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;

(f) the ship's complement can effectively coordinate their activities in an emergency situation and in performing functions vital to safety, security and to the prevention or mitigation of pollution; and

(g) at all times on board its ships there shall be effective oral communication in accordance with Chapter V, Regulation 14, paragraphs 3 and 4 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended.

PART III—MASTER AND DECK DEPARTMENT

Mandatory minimum requirements for certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more (II/1)

15.—(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 certification shall—

(a) not be less than 18 years of age;

(b) have approved seagoing service of not less than 12 months as part of an approved training programme 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;

(c) have performed, during the required seagoing service, bridge watchkeeping duties under the supervision of the master or a qualified officer for a period of not less than six months;

(d) meet the applicable requirements of Part V of these Regulations, as appropriate, for performing designated radio duties in accordance with the Radio Regulations;

(e) have completed approved education and training and meet the standard of competence specified in Section A-II/1 of the STCW Code; and

(f) meet 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.

16.—(1) Every master and chief mate on a seagoing ship of 3,000 gross tonnage or more shall hold a Certificate of Competency.

(2) Every candidate for certification as master and chief mate on a seagoing ship of 3,000 gross tonnage or more shall—

(a) meet the requirements for certification as an officer in charge of a navigational watch on ships of 500 gross tonnage or more and have approved seagoing service in that capacity—

(i) for certification as chief mate, not less than 12 months, and

(ii) for certification as master, not less than 36 months; however, this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as chief mate; and

(b) have completed approved education and training and meet the standard of competence specified in Section A-II/2 of the STCW Code for masters and chief mates on ships of 3,000 gross tonnage or more.

(3) Every master and chief mate on a seagoing ship of between 500 and 3,000 gross tonnage shall hold a Certificate of Competency.

(4) Every candidate for certification as master and chief mate on a seagoing ship of between 500 and 3,000 gross tonnage shall—

(a) for certification as chief mate, meet the requirements of an officer in charge of a navigational watch on ships of 500 gross tonnage or more;

(b) for certification as master, meet the requirements of an officer in charge of a navigational watch on ships of 500 gross tonnage or more and have approved seagoing service of not less than 36 months in that capacity; however, this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as chief mate; and

(c) have completed approved training and meet the standard of competence specified in Section A-II/2 of the STCW Code for masters and chief mates on ships of between 500 and 3,000 gross tonnage.

Mandatory minimum requirements for certification of masters and chief mates on ships of 500 gross tonnage or more (II/2)
Master and chief mate on ships of 3,000 gross tonnage or more

Master and chief mate on ships of between 500 and 3,000 gross tonnage

B 1356

Mandatory minimum requirements for certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage (II/3)

Ships not engaged on near-coastal voyages

Ships engaged on near-coastal voyages

Officer in charge of a navigational watch

17.—(1) Every officer in charge of a navigational watch serving on a seagoing ship of less than 500 gross tonnage not engaged on near-coastal voyages shall hold a Certificate of Competency for ships of 500 gross tonnage or more.

(2) Every master serving on a seagoing ship of less than 500 gross tonnage not engaged on near-coastal voyages shall hold a Certificate of Competency for service as master on ships of between 500 and 3,000 gross tonnage.

(3) Every officer in charge of a navigational watch on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall hold a Certificate of Competency.

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

(a) not be less than 18 years of age;

(b) have completed—

(i) special training, including an adequate period of appropriate seagoing service as required by the Agency, or

(ii) approved seagoing service in the deck department of not less than 36 months;

(c) meet the applicable requirements of Part V of these Regulations, as appropriate, for performing designated radio duties in accordance with the Radio Regulations;

(d) have completed approved education and training and meet the standard of competence specified in Section A-II/3 of the STCW Code for officers in charge of a navigational watch on ships of less than 500 gross tonnage engaged on near-coastal voyages; and

(e) meet 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.

Master

(5) Every master serving 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 master on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall—

(a) not be less than 20 years of age;

(b) have approved seagoing service of not less than 12 months as officer in charge of a navigational watch;

(c) have completed approved education and training and meet the standard of competence specified in Section A-II/3 of the STCW Code for masters on ships of less than 500 gross tonnage engaged on near-coastal voyages; and

(d) meet 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.

(7) If the Agency considers that a ship's size and the conditions of its voyage are such as to render the application of the full requirements of this regulation and Section A-II/3 of the STCW Code unreasonable or impracticable, it may to that extent, exempt the master and the officer in charge of a navigational watch on such a ship or class of ships from some of the requirements, bearing in mind the safety of all ships which may be operating in the same waters.

Exemptions

18.—(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.

Mandatory minimum requirements for certification of ratings forming part of a navigational watch (II/4)

(2) Every candidate for certification shall—

(a) not be less than 16 years of age;

(b) have completed—

(i) approved seagoing service including not less than six months of training and experience, or

(ii) special training, either pre-sea or on board ship, including an approved period of seagoing service which shall not be less than two months; and

(c) meet the standard of competence specified in Section A-II/4 of the STCW Code.

(3) The seagoing service, training and experience required under subregulations (2)(b)(i) and (2)(b)(ii) of this regulation shall be associated with navigational watchkeeping functions and 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.

19.—(1) Every able seafarer deck serving on a seagoing ship of 500 gross tonnage or more shall be duly certificated.

Mandatory minimum requirements for certification of ratings as able seafarer deck (II/5)

(2) Every candidate for certification shall—

(a) not be less than 18 years of age;

(b) meet the requirements for certification as a rating forming part of a navigational watch;

(c) while qualified to serve as a rating forming part of a navigational watch, have approved seagoing service in the deck department of—

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- (i) not less than 18 months, or
- (ii) not less than 12 months and have completed approved training; and
- (d) meet the standard of competence specified in Section A-II/5 of the STCW Code.

PART IV—ENGINE DEPARTMENT

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 (III/1)

20.—(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 a Certificate of Competency.

(2) Every candidate for certification shall—

- (a) not be less than 18 years of age;
- (b) have completed combined workshop skills training and an approved seagoing service of not less than 12 months as part of an approved training programme which includes onboard training that meets the requirements of Section A-III/1 of the STCW Code, and is documented in an approved training record book, or otherwise have completed combined workshop skills training and an approved seagoing service of not less than 36 months of which not less than 30 months shall be seagoing service in the engine department;
- (c) have performed, during the required seagoing service, engine-room watchkeeping duties under the supervision of the chief engineer officer or a qualified engineer officer for a period of not less than six months;
- (d) have completed approved education and training, and meet the standard of competence specified in Section A-III/1 of the STCW Code; and
- (e) meet 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.

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 (III/2)

21.—(1) Every chief engineer officer and second engineer officer on a seagoing ship powered by main propulsion machinery of 3,000 kW propulsion power or more shall hold a Certificate of Competency.

(2) Every candidate for certification shall—

- (a) meet the requirements for certification as an officer in charge of an engineering watch on seagoing ships powered by main propulsion machinery of 750 kW propulsion power or more, and have approved seagoing service in that capacity—
 - (i) for certification as second engineer officer, have not less than 12 months as qualified engineer officer, and
 - (ii) for certification as chief engineer officer, have not less than 36 months, however, this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as second engineer officer; and

(b) have completed approved education and training and meet the standard of competence specified in Section A-III/2 of the STCW Code.

22.—(1) Every chief engineer officer and second engineer officer on a seagoing ship powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power shall hold a Certificate of Competency.

(2) Every candidate for certification shall—

(a) meet the requirements for certification as an officer in charge of an engineering watch and—

(i) for certification as second engineer officer, have not less than 12 months of approved seagoing service as assistant engineer officer or engineer officer, and

(ii) for certification as chief engineer officer, have not less than 24 months of approved seagoing service of which not less than 12 months shall be served while qualified to serve as second engineer officer; and

(b) have completed approved education and training and meet the standard of competence specified in Section A-III/3 of the STCW Code.

(3) Every engineer officer who is 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, provided the certificate is so endorsed.

23.—(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 shall—

(a) not be less than 16 years of age;

(b) have completed—

(i) approved seagoing service including not less than six months of training and experience, or

(ii) special training, either pre-sea or on board ship, including an approved period of seagoing service which shall not be less than two months; and

(c) meet the standard of competence specified in Section A-III/4 of the STCW Code.

(3) The seagoing service, training and experience required under subregulation (2)(b) of this regulation shall be associated with engine-room watchkeeping functions and involve the performance of duties carried out under the direct supervision of a qualified engineer officer or a qualified rating.

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 (III/3)

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 (III/4)

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Mandatory minimum requirements for certification of ratings as able seafarer engine in a manned engine-room or designated to perform duties in a periodically unmanned engine-room (III/5)

24.—(1) Every able seafarer engine serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be duly certificated.

(2) Every candidate for certification shall—

(a) not be less than 18 years of age;

(b) meet the requirements for certification as a rating forming part of a watch in a manned engine room or designated to perform duties in a periodically unmanned engine-room;

(c) while qualified to serve as a rating forming part of an engineering watch, have approved seagoing service in the engine department of—

(i) not less than 12 months, or

(ii) not less than 6 months and have completed approved training; and

(d) meet the standard of competence specified in Section A-III/5 of the STCW Code.

Mandatory minimum requirements for certification of electro-technical officers (III/6)

25.—(1) Every electro-technical officer serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall hold a Certificate of Competency.

(2) Every candidate for certification shall—

(a) not be less than 18 years of age;

(b) have completed not less than 12 months of combined workshop skills training and approved seagoing service of which not less than 6 months shall be seagoing service as part of an approved training programme which meets the requirements of Section A-III/6 of the STCW Code, and is documented in an approved training record book, or otherwise not less than 36 months of combined workshop skills training and approved seagoing service of which not less than 30 months shall be seagoing service in the engine department;

(c) have completed approved education and training and meet the standard of competence specified in section A-III/6 of the STCW Code; and

(d) meet 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.

Mandatory minimum requirements for certification of electro-technical ratings (III/7)

26.—(1) Every electro-technical rating serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be duly certificated.

(2) Every candidate for certification shall—

(a) not be less than 18 years of age;

(b) have—

(i) completed approved seagoing service including not less than 12 months training and experience, or

(ii) completed approved training, including an approved period of seagoing service which shall not be less than 6 months, or

(iii) qualifications that meet the technical competences in table A-III/7 and an approved period of seagoing service, which shall not be less than 3 months; and

(c) meet the standard of competence specified in Section A-III/7 of the STCW Code.

PART V—RADIOCOMMUNICATION AND RADIO OPERATORS

27.—(1) Mandatory provisions relating to radio watchkeeping are set forth in the Radio Regulations and in the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended.

General Provisions relating to Radio Communication and Radio Operators

(2) Provisions for radio maintenance are set forth in the International Convention for the Safety of Life at Sea, 1974, as amended, and the guidelines relating to Radio Maintenance adopted by the IMO.

28.—(1) Except as provided in subregulation (2) of this regulation, the provisions of Part V of these Regulations shall apply to radio operators 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, 1974, as amended.

Application (IV//1)

(2) Radio operators 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 Part V of these Regulations.

(3) The radio operators referred to in subregulation (2) of this regulation shall comply with the Radio Regulations, and the Agency shall ensure that the appropriate certificates as prescribed by the Radio Regulations are issued to or recognised in respect of such radio operators.

29.—(1) Every person in charge of or performing radio duties on a ship required to participate in the GMDSS shall hold an appropriate certificate related to the GMDSS, issued or recognised by the Agency under the provisions of the Radio Regulations.

Mandatory minimum requirements for certification of GMDSS radio operators (IV/2)

(2) In addition, every candidate for certification of competency under this regulation for service on a ship, which is required by the International Convention for the Safety of Life at Sea, 1974, as amended, to have a radio installation, shall—

(a) not be less than 18 years of age; and

(b) have completed approved education and training and meet the standard of competence specified in Section A-IV/2 of the STCW Code.

PART VI—SPECIAL TRAINING REQUIREMENTS FOR PERSONNEL
ON CERTAIN TYPES OF SHIPS

Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on oil and chemical tankers (V/1-1)

30.—(1) Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on oil or chemical tankers shall hold a certificate in basic training for oil and chemical tanker cargo operations.

(2) Every candidate for a certificate in basic training for oil and chemical tanker cargo operations shall have completed basic training in accordance with the provisions of Section A-VI/1 of the STCW Code and shall have completed—

(a) 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

(b) an approved basic training for oil and chemical tanker cargo operations and meet the 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 a certificate in advanced training for oil tanker cargo operations.

(4) Every candidate for a certificate in advanced training for oil tanker cargo operations shall—

(a) meet the requirements for certification in basic training for oil and chemical tanker cargo operations; and

(b) while qualified for certification in basic training for oil and chemical tanker cargo operations, have—

(i) at least three months of approved seagoing service on oil tankers, or

(ii) 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 of the STCW Code; and

(iii) 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 candidate for a certificate in advanced training for chemical tanker cargo operations shall—

(a) meet the requirements for certification in basic training for oil and chemical tanker cargo operations; and

(b) while qualified for certification in basic training for oil and chemical tanker cargo operations, have—

(i) at least three months of approved seagoing service on chemical tankers, or

(ii) 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 of the STCW Code; and

(c) 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.

(d) The Agency shall ensure that—

(i) a Certificate of Proficiency is issued to seafarers who are qualified in accordance with the provisions of subregulation (2), (4) or (6) of this regulation as appropriate, or

(ii) an existing Certificate of Competency or Certificate of Proficiency is duly endorsed.

31.—(1) Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on liquefied gas tankers shall hold a certificate in basic training for liquefied gas tanker cargo operations.

(2) Every candidate for a certificate 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 completed—

(a) 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

(b) 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 a certificate in advanced training for liquefied gas tanker cargo operations.

(4) Every candidate for a certificate in advanced training for liquefied gas tanker cargo operations shall—

(a) meet the requirements for certification in basic training for liquefied gas tanker cargo operations; and

Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on liquefied gas tankers (V/1-2)

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(b) while qualified for certification in basic training for liquefied gas tanker cargo operations, have—

(i) at least three months of approved seagoing service on liquefied gas tankers, or

(ii) 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 of the STCW Code; and

(c) 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) The Agency shall ensure that—

(a) a Certificate of Proficiency is issued to seafarers who are qualified in accordance with the provisions of subregulation (2) or (4) of this regulation as appropriate, or

(b) an existing Certificate of Competency or Certificate of Proficiency is duly endorsed.

Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on passenger ships (V/2)

32.—(1) This regulation applies to masters, officers, ratings and other personnel serving on board passenger ships engaged on international voyages.

(2) The Agency shall determine the applicability of these requirements to personnel serving on passenger ships engaged on domestic voyages.

(3) All persons serving on a passenger ship shall meet the requirements of Section A-VI/1, paragraph 1 of the STCW Code before being assigned shipboard duties.

(4) Masters, officers, ratings and other personnel serving on board passenger ships shall complete the training and familiarisation required under subregulations (6) to (10) of this regulation, in accordance with their capacity, duties and responsibilities.

(5) Masters, officers, ratings and other personnel, who are required to be trained in accordance with the provisions of subregulations (8) to (10) of this regulation shall, at intervals not exceeding five years, undertake appropriate refresher training or be required to provide evidence of having achieved the required standard of competence within the previous five years.

(6) Personnel serving on board passenger ships shall complete passenger ship emergency familiarisation appropriate to their capacity, duties and responsibilities as specified in Section A-V/2, paragraph 1 of the STCW Code.

(7) Personnel providing direct service to passengers in passenger spaces on board passenger ships shall complete the safety training specified in Section A-V/2, paragraph 2 of the STCW Code.

(8) Masters, officers, ratings qualified in accordance with the provisions of Parts III, IV and VIII of these Regulations and other personnel designated on

the muster list to assist passengers in emergency situations on board passenger ships, shall complete passenger ship crowd management training as specified in Section A-V/2, paragraph 3 of the STCW Code.

(9) Masters, chief engineer officers, chief mates, second engineer officers and any person designated on the muster list of having responsibility for the safety of passengers in emergency situations on board passenger ships shall complete approved training in crisis management and human behaviour as specified in Section A-V/2, paragraph 4 of the STCW Code.

(10) Masters, chief engineer officers, chief mates, second engineer officers and every person assigned immediate responsibility for embarking and disembarking passengers, for loading, discharging or securing cargo, or for closing hull openings on board ro-ro passenger ships, shall complete approved training in passenger safety, cargo safety and hull integrity as specified in Section A-V/2, paragraph 5 of the STCW Code.

(11) The Agency shall ensure that documentary evidence of the training which has been completed is issued to every person found qualified in accordance with the provisions of subregulations (7) to (10) of this regulation.

33.—(1) This regulation applies to masters, officers and ratings and other personnel serving on board ships subject to the IGF Code.

(2) Prior to being assigned shipboard duties on board ships subject to the IGF Code, seafarers shall have completed the training required under subregulations (4) to (9) of this regulation in accordance with their capacity, duties and responsibilities.

(3) All seafarers serving on board ships subject to the IGF Code shall, prior to being assigned shipboard duties, receive appropriate ship and equipment specific familiarisation as specified in regulation 14 (1)(e) of these Regulations.

(4) Seafarers 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.

(5) Every candidate for a certificate in basic training for service on ships subject to the IGF Code shall have completed basic training in accordance with provisions of Section A-V/3, paragraph 1 of the STCW Code.

(6) Seafarers 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 who have been qualified and certified in accordance with the provisions of regulation 31(2) and (5) or regulation 31(4) and (5) of these Regulations on liquefied gas tankers, shall be considered as having met the requirements specified in Section A-V/3, paragraph 1 for basic training for service on ships subject to the IGF Code.

Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on ships subject to the IGF Code (V/3)

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(7) Masters, engineer officers and all personnel with immediate responsibility for the care and use of fuels and fuel systems on ships subject to the IGF Code shall hold a certificate in advanced training for service on ships subject to the IGF Code.

(8) Every candidate for a certificate in advanced training for service on ships subject to the IGF Code shall, while holding the Certificate of Proficiency described in subregulation (4) of this regulation, have—

(a) completed approved advanced training for service on ships subject to the IGF Code and meet the standard of competence as specified in Section A-V/3, paragraph 2 of the STCW Code; and

(b) 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 approved simulator training on bunkering operations as part of the training in paragraph (a) of this subregulation.

(9) Masters, engineer officers and any person with immediate responsibility for the care and use of fuels on ships subject to the IGF Code who have been qualified and certified according to the standards of competence specified in Section A-V/1-2, paragraph 2 for service on liquefied gas tankers shall be considered as having met the requirements specified in Section A-V/3, paragraph 2 for advanced training for ships subject to the IGF Code, provided they have also—

(a) met the requirements of subregulation (6) of this regulation; and

(b) met the bunkering requirements of subregulation (8)(b) of this regulation or have participated in conducting three cargo operations on board the liquefied gas tanker; and

(c) have completed sea going service of three months in the previous five years on board—

(i) ships subject to the IGF Code;

(ii) tankers carrying as cargo, fuels covered by the IGF Code; or

(iii) ships using gases or low flashpoint fuel as fuel.

(10) The Agency shall ensure that a Certificate of Proficiency is issued to seafarers, who are qualified in accordance with the provisions of subregulation (4) or (7) of this regulation, as appropriate.

(11) Seafarers holding Certificates of Proficiency in accordance with the provisions of subregulation (4) or (7) of this regulation shall, at intervals not exceeding five years, undertake appropriate refresher training or be required to provide evidence of having achieved the required standard of competence within the previous five years.

34.—(1) Masters, chief mates and officers in charge of a navigational watch on ships operating in polar waters shall hold a certificate in basic training for ships operating in polar waters, as required by the Polar Code.

(2) Every candidate for a certificate in basic training for ships operating in polar waters shall have completed an approved basic training for ships operating in polar waters and meet the standard of competence specified in Section A-V/4, paragraph 1, of the STCW Code.

(3) Masters and chief mates on ships operating in polar waters shall hold a certificate in advanced training for ships operating in polar waters, as required by the Polar Code.

(4) Every candidate for a certificate in advanced training for ships operating in polar waters shall—

(a) meet the requirements for certification in basic training for ships in polar waters;

(b) have at least two (2) months of approved seagoing service in the deck department, at management level or while performing watchkeeping duties at the operational level, within polar waters or other equivalent approved seagoing service; and

(c) have completed approved advanced training for ships operating in polar waters and meet the standard of competence specified in Section A-V/4, paragraph 2 of the STCW Code.

(5) The Agency shall ensure that a Certificate of Proficiency is issued to seafarers who are qualified in accordance with subregulation (2) or (4) of this regulation, as appropriate.

PART VII—EMERGENCY, OCCUPATIONAL SAFETY, SECURITY, MEDICAL CARE AND SURVIVAL FUNCTIONS

35.—(1) Seafarers shall receive safety familiarisation and basic training or instruction in accordance with the provisions of 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.

36.—(1) Every candidate for a Certificate of Proficiency in survival craft and rescue boats other than fast rescue boats shall—

(a) not be less than 18 years of age;

(b) have approved seagoing service of not less than 12 months or have attended an approved training course and have approved seagoing service of not less than six months; and

(c) meet the standard of competence for Certificates of Proficiency in survival craft and rescue boats, set out in Section A-VI/2, paragraphs 1 to 4 of the STCW Code.

Mandatory minimum requirements for the training and qualifications of masters and deck officers on ships operating in polar waters (V/4)

Mandatory minimum requirements for safety familiarization, basic training and instruction for all seafarers (VI/1)

Mandatory minimum requirements for the issue of certificates of proficiency in survival craft, rescue boats and fast rescue boats (VI/2)

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(2) Every candidate for a Certificate of Proficiency in fast rescue boats shall—

- (a) be the holder of a Certificate of Proficiency in survival craft and rescue boats other than fast rescue boats;
- (b) have attended an approved training course; and
- (c) meet the standard of competence for Certificates of Proficiency in fast rescue boats, set out in Section A-VI/2, paragraphs 7 to 10 of the STCW Code.

Mandatory minimum requirements for training in advanced firefighting (VI/3)

37.—(1) Seafarers designated to control fire-fighting operations shall have successfully completed advanced training in techniques for fighting fire, with particular emphasis on organisation, 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 is not included in the qualifications for the certificate to be issued, a Certificate of Proficiency shall be issued indicating that the holder has attended a course of training in advanced firefighting.

Mandatory minimum requirements relating to medical first aid and medical care (VI/4)

38.—(1) Seafarers designated to provide medical first aid on board ship shall meet the standard 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 standard of competence 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 certificate to be issued, a Certificate of Proficiency shall be issued indicating that the holder has attended a course of training in medical first aid or in medical care.

Mandatory minimum requirements for the issue of certificates of proficiency for ship security officers (VI/5)

39.—(1) Every candidate for a Certificate of Proficiency as ship security officer shall—

- (a) have approved seagoing service of not less than 12 months or appropriate seagoing service and knowledge of ship operations; and
- (b) meet the standard of competence for certification of proficiency as ship security officer, set out in Section A-VI/5, paragraphs 1 to 4 of the STCW Code.

(2) The Agency shall ensure that every person found qualified under the provisions of this regulation is issued with a Certificate of Proficiency.

Mandatory minimum requirements for security-related training and instruction for all seafarers (VI/6)

40.—(1) Seafarers shall receive security-related familiarisation and security-awareness training or instruction in accordance with the provisions of 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.

(3) The Agency shall compare the security-related training or instruction it requires of seafarers who hold or can document qualifications before the entry into force of this regulation with those specified in Section A-VI/6, paragraph 4 of the STCW Code, and shall determine the need for requiring these seafarers to update their qualifications.

(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.

*Seafarers
with
designated
security
duties*

(5) Where training in designated security duties is not included in the qualifications for the certificate to be issued, a Certificate of Proficiency shall be issued indicating that the holder has attended a course of training for designated security duties.

(6) The Agency shall compare the security training standards required of seafarers with designated security duties who hold or can document qualifications before the entry into force of this regulation with those specified in Section A-VI/6, paragraph 8 of the STCW Code, and shall determine the need for requiring these seafarers to update their qualifications.

PART VIII—ALTERNATIVE CERTIFICATION

41.—(1) Notwithstanding the certification requirements set out in Parts III and IV of these Regulations, the Agency may elect to issue, or authorise the issue of, certificates other than those specifically provided for in Parts III and IV of these Regulations, provided that the—

*Issue of
alternative
certificates
(VII/1)*

(a) associated functions and levels of responsibility to be stated on the certificates and in the endorsements are selected from and identical to those appearing in Sections A-II/1, A-II/2, A-II/3, A-II/4, A-II/5, A-III/1, A-III/2, A-III/3, A-III/4, A-III/5, and A-IV/2 of the STCW Code;

(b) candidates have completed approved education and training, and meet the requirements for standards of competence, prescribed in the relevant sections of the STCW Code and as set forth in Section A-VII/1 of the STCW Code, for the functions and levels that are to be stated on the certificates and on the endorsements;

(c) candidates have completed approved seagoing service appropriate to the performance of the functions and levels that are to be stated on the certificate, and the minimum duration of seagoing service shall be equivalent to the duration of seagoing service prescribed in Parts III and IV of these Regulations; however, the minimum duration of seagoing service shall not be less than as prescribed in Section A-VII/2 of the STCW Code;

(d) candidates for certification who are to perform the function of navigation at the operational level shall meet the applicable requirements set out in Part V of these Regulations, as appropriate, for performing designated radio duties in accordance with the Radio Regulations; and

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(e) certificates are issued in accordance with the requirements of regulation 6 of these Regulations, and the provisions set forth in Chapter VII of the STCW Code.

(2) The Agency shall not issue any certificate under Part VIII of these Regulations, unless it has communicated the information to the IMO in accordance with the provisions of regulation 46 of these Regulations.

Certification
of seafarers
(VII/2)

42. Every seafarer who performs any function or group of functions specified in tables A-II/1, A-II/2, A-II/3, A-II/4 or A-II/5 of Chapter II or in tables A-III/1, A-III/2, A-III/3, A-III/4 or A-III/5 of Chapter III or A-IV/2 of Chapter IV of the STCW Code shall hold a Certificate of Competency or Certificate of Proficiency, as applicable.

Principles
governing the
issue of
alternative
certificates
(VII/3)

43.—(1) Where the Agency elects to issue or authorise the issue of alternative certificates, it shall ensure that the following principles are observed—

(a) no alternative certification system shall be implemented unless it ensures a degree of safety at sea and has a preventive effect as regards pollution at least equivalent to that provided by the other Parts of these Regulations; and

(b) any arrangement for alternative certification issued under Part VIII of these Regulations, shall provide for the interchangeability of certificates with those issued under the other Parts of these Regulations.

(2) The principle of interchangeability in subregulation (1) of this regulation shall ensure that—

(a) seafarers certificated under the arrangements of Parts III and IV of these Regulations, and those certificated under Part VIII of these Regulations are able to serve on ships which have either traditional or other forms of shipboard organisation; and

(b) seafarers are not trained for specific shipboard arrangements in such a way as would impair their ability to take their skills elsewhere.

(3) The Agency shall, in issuing any certificate under the provisions of Part VIII of these Regulations, take into account, the following principles—

(a) the issue of alternative certificates shall not be used in itself to—

(i) reduce the number of crew on board,

(ii) lower the integrity of the profession or "de-skill" seafarers, or

(iii) justify the assignment of the combined duties of the engine and deck watchkeeping officers to a single certificate holder during any particular watch; and

(b) the person in command shall be designated as the master; and the legal position and authority of the master and others shall not be adversely affected by the implementation of any arrangement for alternative certification.

(4) The principles contained in subregulations (1) and (2) of this regulation shall ensure that the competency of both deck and engineer officers is maintained.

PART IX—WATCHKEEPING

44.—(1) The Agency shall, for the purpose of preventing fatigue—

Fitness for
duty (VIII/1)

(a) establish and enforce rest periods for watchkeeping personnel and those whose duties involve designated safety, security and prevention of pollution duties in accordance with the provisions of Section A-VIII/1 of the STCW Code; and

(b) require that watch systems are so arranged that the efficiency of all watchkeeping personnel is not impaired by fatigue and that duties are so organised that the first watch at the commencement of a voyage and subsequent relieving watches are sufficiently rested and otherwise fit for duty.

(2) For the purpose of subregulation (1) of this regulation—

(a) all persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than—

(i) a minimum of 10 hours of rest in any 24-hour period, and

(ii) 77 hours in any 7-day period;

(b) the hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours;

(c) the requirements for rest periods laid down in paragraphs (a) and (b) of this subregulation need not be maintained in the case of an emergency or in other overriding operational conditions;

(d) musters, fire-fighting and lifeboat drills, and drills prescribed by national Laws and Regulations and by international instruments, shall be conducted in a manner that minimizes the disturbance of rest periods and does not induce fatigue;

(e) the Agency shall require that watch schedules be posted where they are easily accessible, and the schedules shall be established in a standardized format in the working language or languages of the ship and in English Language;

(f) when a seafarer is on call, such as when a machinery space is unattended, the seafarer shall have an adequate compensatory rest period if the normal period of rest is disturbed by call outs to work;

(g) the Agency shall require that records of daily hours of rest of seafarers be maintained in a standardized format, in the working language or languages of the ship and in English Language, to allow monitoring and verification of compliance with the provisions of this regulation, and the seafarers shall receive a copy of the records pertaining to them, which shall be endorsed by the master or by a person authorized by the master and by the seafarers;

(h) nothing in this regulation shall be deemed to impair the right of the master of a ship to require a seafarer to perform any hours of work necessary

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for the immediate safety of the ship, persons on board or cargo, or for the purpose of giving assistance to other ships or persons in distress at sea;

(i) notwithstanding the provisions of paragraph (h) of this subregulation, the master may suspend the schedule of hours of rest and require a seafarer to perform any hours of work necessary until the normal situation has been restored, and as soon as practicable after the normal situation has been restored, the master shall ensure that any seafarers who have performed work in a scheduled rest period are provided with an adequate period of rest;

(j) the Agency may allow exceptions from the required hours of rest in paragraphs (a)(ii) and (b) of this subregulation, provided that the rest period is not less than 70 hours in any 7 day period;

(k) exceptions from the weekly rest period provided for in paragraph (a)(ii) of this subregulation shall not be allowed for more than two consecutive weeks, and the intervals between two periods of exceptions on board shall not be less than twice the duration of the exception;

(l) the hours of rest provided for in paragraph (a)(i) of this subregulation may be divided into no more than three periods, one of which shall be at least 6 hours in length, and neither of the other two periods shall be less than one hour in length;

(m) the intervals between consecutive periods of rest shall not exceed 14 hours, and exceptions shall not extend beyond two 24-hour periods in any 7-day period; and

(n) exceptions shall, as far as possible, take into account the guidance regarding prevention of fatigue in Section B-VIII/1 of the STCW Code.

(3) The Agency shall, for the purpose of preventing drug and alcohol abuse, ensure that adequate measures are established in accordance with the provisions of Section A-VIII/1 of the STCW Code, while taking into account the guidance given in Section B-VIII/1 of the STCW Code.

(4) Pursuant to the provisions of subregulation (3) of this regulation, the misuse of drugs, including narcotic or psychotropic substances not lawfully prescribed for medical purposes, is prohibited on board a ship to which these Regulations apply.

(5) A seafarer shall not perform, be assigned to perform, or remain on duty on board a ship to which these Regulations apply while under the influence of alcohol or drugs to such an extent as to impair the seafarer's ability to safely, competently, and efficiently carry out assigned duties.

(6) For the purpose of subregulation (4) of this regulation, a seafarer shall be deemed unfit for duty where the concentration of alcohol in the seafarer's body exceeds—

(a) 0.05 *per cent* blood alcohol concentration;

(b) 0.25 milligrams of alcohol per litre of breath; or

such lower limit as may be prescribed by the Agency.

(7) A Company or master shall establish and enforce procedures for preventing, detecting and responding to alcohol and drug misuse on board ships, including testing where appropriate.

(8) A master shall take reasonable measures to prevent, detect, and respond to alcohol or drug misuse, including the temporary removal of a seafarer from duty where there are reasonable grounds to believe that such seafarer is unfit for duty.

45.—(1) The Agency shall direct the attention of companies, masters, chief engineer officers and all watchkeeping personnel to the requirements, principles and guidance set out in the STCW Code, which shall be observed to ensure that a safe continuous watch or watches appropriate to the prevailing circumstances and conditions are maintained on all seagoing ships at all times.

Watchkeeping arrangements and principles to be observed (VIII/2)

(2) The Agency shall require the master of every ship to ensure that watchkeeping arrangements are adequate for maintaining a safe watch or watches, taking into account the prevailing circumstances and conditions, and that under the master's general direction—

(a) officers in charge of the navigational watch are responsible for navigating the ship safely during their periods of duty, when they shall be physically present on the navigating bridge or in a directly associated location, such as the chartroom or bridge control room at all times;

(b) radio operators are responsible for maintaining a continuous radio watch on appropriate frequencies during their periods of duty;

(c) officers in charge of an engineering watch, as defined in the STCW Code, under the direction of the chief engineer officer, shall be immediately available and on call to attend the machinery spaces and, when required, shall be physically present in the machinery space during their periods of responsibility;

(d) an appropriate and effective watch or watches are maintained for the purpose of safety at all times, while the ship is at anchor or moored and, if the ship is carrying hazardous cargo, the organisation of such watch or watches takes full account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions prevailing on board, afloat or ashore; and

(e) an appropriate and effective watch or watches are maintained for the purpose of security, as applicable.

PART X—OTHER PROVISIONS

46.—(1) In addition to the information required to be communicated by Article IV of the STCW Convention, the Agency shall provide to the Secretary-General, within the time periods prescribed and in the format specified in section A-I/7 of the STCW Code, such other information as may be required by the Code on other steps taken by the Agency to give the Convention full and complete effect.

Communication of information (I/7)

(2) The Agency shall communicate as soon as practicable to the Secretary-General—

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(a) the text of laws, decrees, orders, regulations and instruments promulgated on the various matters within the scope of the STCW Convention;

(b) full details, where appropriate, of contents and duration of study courses, together with their national examination and other requirements for each certificate issued in compliance with the STCW Convention; and

(c) a sufficient number of specimen certificates issued in compliance with the STCW Convention.

(3) The Secretary-General shall notify all Parties of the receipt of any communication under subregulation (2)(a) of this regulation, among others, for the purpose of regulations 48 and 50 of these Regulations, and shall, on request, provide Parties with any information communicated under subregulations (2)(b) and (c) of this regulation.

(4) The Agency shall, in addition to the information required to be communicated under subregulations (2) and (3) of this regulation, provide to the Secretary-General, within the time periods prescribed and, in the format, specified in Section A-I/7 of the STCW Code, such other information as may be required by the Code on other steps taken by the Agency to give full and complete effect to these Regulations.

(5) When complete information as prescribed in subregulation (2) of this regulation and Section A-I/7 of the STCW Code has been received, and such information confirms that full and complete effect is given to the provisions of the STCW Convention, the Secretary-General shall submit a report to this effect to the Maritime Safety Committee.

(6) Following subsequent confirmation by the Maritime Safety Committee, in accordance with procedures adopted by the Committee, that the information which has been provided demonstrates that full and complete effect is given to the provisions of the STCW Convention—

(a) the Maritime Safety Committee shall identify the Parties so concerned;

(b) shall review the list of Parties which communicated information that demonstrated that they give full and complete effect to the relevant provisions of the STCW Convention, to retain in this list only the Parties so concerned; and

(c) other Parties shall be entitled, subject to the provisions of regulations 10 and 50, to accept, in principle, that certificates issued by or on behalf of the Parties identified in paragraph (a) of this subregulation, are in compliance with the STCW Convention.

(7) Amendments to the STCW Convention and STCW Code, with dates of entry into force later than the date information has been, or will be, communicated to the Secretary-General in accordance with the provisions of subregulation (4) of this regulation, are not subject to the provisions of, paragraphs 1 and 2, Section A-I/7 of the STCW Code.

47.—(1) All prior treaties, conventions and arrangements relating to standards of training, certification and watchkeeping for seafarers in force between Nigeria and other Parties shall continue to have full and complete effect during the terms thereof as regards—

Other
treaties and
interpretation

(a) seafarers to whom these Regulations do not apply; and

(b) seafarers to whom these Regulations apply, in respect of matters for which these Regulations have not expressly provided.

(2) Pursuant to subregulation (1) of this regulation, the Agency shall review its commitments to the extent that such treaties, conventions or arrangements conflict with the provisions of these Regulations, to ensure that there is no conflict between such commitments and its obligations under the STCW Convention.

(3) All matters which are not expressly provided for in these Regulations shall be subject to national legislation.

(4) Nothing in these Regulations shall prejudice the codification and development of the law of the sea by the United Nations Conference on the Law of the Sea convened pursuant to Resolution 2750 C(XXV) of the General Assembly of the United Nations, nor the present or future claims and legal views of any State concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

48.—(1) Ships, except those excluded under the provisions of regulation 2(2) of these Regulations, are subject, while in Nigerian ports, to control by officers duly authorised by the Agency to verify that all seafarers serving on board—

Control

(a) who are required to be certificated under these Regulations are so certificated, or

(b) hold an appropriate dispensation, and

such certificates shall be accepted, unless there are clear grounds for believing that a certificate has been fraudulently obtained, or that the holder of a certificate is not the person to whom that certificate was originally issued.

(2) Where any deficiencies are found under subregulation (1) of this regulation or under the procedures specified in regulation 50 of these Regulations, the authorised officer carrying out the control shall immediately inform, in writing, the master of the ship and the Consul or, in the absence of the Consul, the nearest diplomatic representative or the maritime authority of the State whose flag the ship is entitled to fly, so that appropriate action may be taken.

(3) The notification required under subregulation (2) of this regulation shall specify the details of the deficiencies found and the grounds on which the Agency determined that these deficiencies pose a danger to persons, property or the environment.

(4) In exercising the control under subregulation (1), if, taking into account the size and type of the ship and the length and nature of the voyage, the deficiencies referred to in regulation 50(3) of these Regulations are not corrected and it is

determined that this fact poses a danger to persons, property or the environment, the Agency in carrying out the control on behalf of Nigeria shall take steps to ensure that the ship will not sail unless and until these requirements are met to the extent that the danger has been removed.

(5) The facts concerning the action taken under subregulation (4) of this regulation shall be reported promptly to the Secretary-General.

(6) Where the Agency exercises control under this regulation, all possible efforts shall be made to avoid a ship being unduly detained or delayed, and where a ship is so detained or delayed, the ship shall be entitled to compensation for any loss or damage resulting therefrom.

(7) This regulation shall be applied as may be necessary to ensure that no more favourable treatment is given to ships entitled to fly the flag of a non-Party than is given to ships entitled to fly the flag of a Party.

Principles governing near-coastal voyages (1/3)

49.—(1) The Federal Republic of Nigeria in defining near-coastal voyages for the purpose of these Regulations shall not impose training, experience or certification requirements on the seafarers serving on board the ships entitled to fly the flag of another Party and engaged on such voyages in a manner resulting in more stringent requirements for such seafarers than for seafarers serving on board ships entitled to fly its own flag.

(2) The Agency shall not impose requirements in respect of seafarers serving on board ships entitled to fly the flag of another Party in excess of those in these Regulations in respect of ships not engaged on near-coastal voyages.

(3) Where the Agency accords ships entitled to fly the Nigerian flag the benefits of the near-coastal voyage provisions under these Regulations, including in respect of voyages undertaken off the coasts of other Parties within the limits of their respective near-coastal definitions, the Agency on behalf of the Federal Republic of Nigeria shall enter into a formal undertaking with the Parties concerned, and such undertaking shall specify details of the trading areas applicable to each State and other relevant conditions.

(4) With respect to ships entitled to fly the Nigerian flag regularly engaged on near coastal voyages off the coast of another Party, the Agency shall prescribe training, experience and certification requirements for seafarers serving on such ships at least equal to those of the Party off whose coast the ship is engaged, provided that they do not exceed the requirements of these Regulations in respect of ships not engaged on near-coastal voyages.

(5) Seafarers serving on a ship which extends its voyage beyond what is defined as a near coastal voyage by the Federal Republic of Nigeria and enters waters not covered by that definition, shall fulfil the appropriate competency requirements of these Regulations.

(6) The Agency may afford a ship which is entitled to fly the Nigerian flag the benefits of the near-coastal voyage provisions of these Regulations when the ship is regularly engaged off the coast of a non-Party on near-coastal voyages as defined by the Federal Republic of Nigeria.

(7) The certificates of seafarers issued by the Agency for its defined near coastal voyages limits may be accepted by other Parties for service in their defined near coastal voyages limits, provided the Agency on behalf of the Federal Republic of Nigeria and the Parties concerned enter into an undertaking specifying details of the trading areas applicable to each State and other relevant conditions.

(8) In defining near-coastal voyages in accordance with the requirements of this regulation, the Agency shall—

(a) meet the principles governing near-coastal voyages specified in Section A-I/3 of the STCW Code;

(b) communicate to the Secretary-General, in conformity with the requirements of regulation 46 of these Regulations, the details of the provisions adopted; and

(c) incorporate the near-coastal voyages limits in the endorsements issued pursuant to regulation 6 (5), (6), (7) or (8) of these Regulations.

(9) Nothing in this regulation shall, in any way, limit the jurisdiction of any State, whether or not a Party to the STCW Convention.

50.—(1) Control exercised by a duly authorised control officer under regulation 48 of these Regulations shall be limited to the following—

Control
procedures
(I/4)

(a) verification in accordance with the provisions of regulation 48 (1) of these Regulations that all seafarers serving on board who are required to be certificated in accordance with these Regulations hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Agency in accordance with the provisions of regulation 10 (5) of these Regulations;

(b) verification that the numbers and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirements of the Agency; and

(c) assessment, in accordance with the provisions of Section A-I/4 of the STCW Code, of the ability of the seafarers of the ship to maintain watchkeeping and security standards, as appropriate, as required by these Regulations if there are clear grounds for believing that such standards are not being maintained because any of the following have occurred—

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

(ii) 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,

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

(iv) the ship is otherwise being operated in such a manner as to pose a danger to persons, property, the environment, or a compromise to security.

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(2) Deficiencies which may be deemed to pose a danger to persons, property or the environment include—

(a) failure of seafarers to hold a certificate, to have an appropriate certificate, to have a valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the Agency in accordance with the provisions of regulation 10 (5) of these Regulations;

(b) failure to comply with the applicable safe manning requirements of the Agency;

(c) failure of navigational or engineering watch arrangements to conform to the requirements specified for the ship by the Agency;

(d) absence in a watch of a person qualified to operate equipment essential to safe navigation, safety radiocommunications or the prevention of marine pollution; and

(e) inability to provide, for the first watch at the commencement of a voyage and for subsequent relieving watches, persons who are sufficiently rested and otherwise fit for duty.

(3) Failure to correct any of the deficiencies referred to in subregulation (2) of this regulation, in so far as it has been determined by the Agency that they pose a danger to persons, property or the environment, shall be the only grounds under regulation 48 of these Regulations, on which the Agency may detain a ship.

National provisions (1/5)

51.—(1) The Agency shall establish processes and procedures for the impartial investigation of any reported incompetency, act, omission or compromise to security that may pose a direct threat to safety of life or property at sea or to the marine environment by the holders of certificates or endorsements issued by the Agency in connection with their performance of duties related to their certificates and for the withdrawal, suspension and cancellation of such certificates for such cause and for the prevention of fraud.

(2) The Agency shall take and enforce appropriate measures to prevent fraud and other unlawful practices involving certificates and endorsements issued.

(3) The Agency shall prescribe penalties or disciplinary measures for cases in which the provisions of these Regulations are not complied with in respect of ships entitled to fly the Nigerian flag or of seafarers duly certificated by the Agency.

Offences and Penalties

52.—(1) A company or a master who engages a person not holding a certificate as required under these Regulations contravenes the provisions of these Regulations and is liable—

(a) for a first contravention, to an administrative fine of ₦10,000,000.00 for each person so engaged, and ₦2,000,000.00 for each day of such continuous engagement; and

(b) for a second and subsequent contravention, to an administrative fine of ₦20,000,000.00 for each person so engaged, and ₦2,000,000.00 for each day of such continuous engagement.

(2) A master that allows any function or service in any capacity required by these Regulations to be performed by a person holding an appropriate certificate to be performed by a person not holding—

- (a) the required certificate,
- (b) a valid dispensation, or
- (c) having the documentary proof required under regulation 10(6) of these Regulations,

contravenes the provisions of these Regulations and is liable to an administrative fine of ₦2,000,000.00 for each person so allowed.

(3) A person who fraudulently obtains, or forges certificates or documents to perform any function or serve in any capacity required under these Regulations to be performed or filled by a person holding a certificate or dispensation under these Regulations, commits an offence and is liable on conviction to penalty as prescribed under relevant national Laws.

(4) Where any company or any person located in Nigeria is believed on clear grounds to have been responsible for, or to have knowledge of, any apparent non-compliance with the provisions of subregulations (1) to (3) of this regulation, the Agency shall extend all co-operation possible to any Party which advises it of its intention to initiate proceedings under its jurisdiction.

(5) A person, corporate body or organisation, that operates a training institution or any other facility without the approval of the Agency as required under regulations 7 and 9 of these Regulations, contravenes the provisions of these Regulations, and is liable to an administrative fine of ₦20,000,000.00 in addition to any action as may be prescribed by the Agency, including the institution of an action in a competent Court.

(6) An approved training institution that offers courses other than the courses approved for it by the Agency contravenes the provisions of these Regulations, and is liable to an administrative fine of ₦5,000,000.00 for each course so offered and suspension of its license for a period not exceeding one year.

(7) A seafarer who contravenes the provisions of regulation 44 of these Regulations relating to the misuse of drugs and alcohol, is liable to disciplinary action, suspension or withdrawal of certificate, or such other action as may be prescribed by the Agency, without prejudice to any civil or criminal liability arising under any other national Law.

(8) A company or master that contravenes the provisions of regulation 44 (6) and (7) of these Regulations is liable to an administrative fine of ₦5,000,000.00 and shall take appropriate steps to correct the contravention.

53.—(1) Violence and harrassment, including sexual harassment, bullying and sexual assault and the continuum of harm are prohibited on board ships to which these Regulations apply.

Violence,
Harrassment
and Sexual
Assault

(2) The Agency shall ensure that education and training programmes relating to violence and harrassment, including sexual harassment, bullying and sexual

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assault and the continuum of harm approved for the purpose of certification of seafarers under these Regulations is in compliance with the provisions of Section A-VI/1 of the STCW Code.

(3) A company or master shall establish onboard policies and procedures consistent with these Regulations for procedures for reporting, recording, and addressing incidents of violence and harrassment, including sexual harassment, bullying and sexual assault and the continuum of harm.

(4) A master shall, in the exercise of authority for the maintenance of safety, discipline, and good order on board, take reasonable measures to prevent, address, and respond to violence and harrassment, including sexual harassment, bullying and sexual assault and the continuum of harm.

(5) A seafarer who engages in violence and harrassment, including sexual harassment, bullying and sexual assault and the continuum of harm contravenes the provisions of these Regulations and is liable to disciplinary action including suspension or withdrawal of certificate, or cancellation of any certificate issued to that seafarer.

(6) A company that contravenes the provisions of this regulation is liable to an administrative fine of ₦5,000,000.00 and shall take appropriate steps to correct the contravention.

(7) Nothing in this Regulation shall prejudice the investigation or prosecution of any act which constitutes an offence under any other national Law.

Promotion of technical co-operation

54. The Agency shall, in consultation with, and with the assistance of IMO, promote support for Parties that request technical assistance for—

- (a) training of administrative and technical personnel;
- (b) establishment of institutions for the training of seafarers;
- (c) supply of equipment and facilities for training institutions;
- (d) development of adequate training programmes, including practical training on seagoing ships; and
- (e) facilitation of other measures and arrangements to enhance the qualifications of seafarers;

preferably on a national, sub-regional or regional basis, to further the objectives of the STCW Convention, taking into account the special needs of developing countries in this regard.

Verification of compliance

55.—(1) The Agency shall use the provisions of the Code for Implementation in the execution of its obligations and responsibilities contained in the STCW Convention.

(2) The Agency shall be subject to periodic audits by the IMO in accordance with the audit standard to verify compliance with, and implementation of the STCW Convention.

(3) The Secretary-General shall have the responsibility for administering the Audit Scheme, based on the guidelines developed by IMO.

(4) The Agency shall be responsible for facilitating the conduct of the audit, and implementation of a programme of actions to address the findings, based on Framework and Procedures for the IMO Member State Audit Scheme, adopted by the IMO by Resolution A.1211 (34), as may be amended.

(5) The audit shall be—

(a) based on an overall schedule developed by the Secretary-General, taking into account the guidelines developed by the IMO; and

(b) conducted at periodic intervals, taking into account the guidelines developed by the IMO.

56.—(1) The Merchant Shipping (Standards of Training, Certification and Watchkeeping for Seafarers) Regulations, 2025; The Merchant Shipping (Certificate Holders Inquiries) Regulations, 2025; The Merchant Shipping (Disqualification of Holder of Seafarer's Certificates) Regulations, 2025; and The Merchant Shipping (Training Institutions) are hereby revoked.

Revocation
and savings

(2) Anything done or purported to be done under the revoked Regulations shall continue to have effect to the extent that it is not inconsistent with the provisions of these Regulations.

57.—(1) In these Regulations, unless expressly provided otherwise—

Interpreta-
tion

"*Able seafarer deck*" means a rating qualified in accordance with the provisions of regulation 19 of these Regulations (Regulation II/5);

"*Able seafarer engine*" means a rating qualified in accordance with the provisions of regulation 24 of these Regulations (Regulation III/5);

"*Act*" means Merchant Shipping Act, No. 27, 2007;

"*Administration*" means the Government of the Party whose flag the ship is entitled to fly;

"*Agency*" means the Nigerian Maritime Administration and Safety Agency (NIMASA), the maritime administration of the Federal Republic of Nigeria with the responsibility to implement the STCW Convention;

"*Approved*" means approved by the Agency in accordance with these Regulations;

"*Assistant engineer officer*" means a person under training to become an engineer officer and designated as such by relevant national Laws or Regulations;

"*Audit*" means a systematic, independent and documented process for obtaining audit evidence and evaluating it objectively to determine the extent to which audit criteria are fulfilled;

"*Audit Standard*" means the Code for Implementation;

"*Audit Scheme*" means the IMO Member State Audit Scheme established by the IMO and taking into account the guidelines developed by the IMO;

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"*Certificate*" means a valid document, by whatever name it may be known, issued by or under the authority of the Agency or recognised by the Agency authorising the holder to serve as stated in these Regulations;

"*Certificated*" means properly holding a certificate;

"*Certificate of Competency*" means a certificate issued and endorsed for masters, officers and GMDSS radio operators in accordance with the provisions of Part III, IV, V or VIII of these Regulations, and entitling the lawful holder thereof to serve in the capacity and perform the functions involved at the level of responsibility specified therein;

"*Certificate of Proficiency*" means a certificate, other than a Certificate of Competency issued to a seafarer, stating that the relevant requirements of training, competencies or seagoing service in these Regulations have been met;

"*Chief engineer officer*" means the senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship;

"*Chief mate*" means the officer next in rank to the master and upon whom the command of the ship will fall in the event of the incapacity of the master;

"*Chemical tanker*" means a 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;

"*Code for Implementation*" means the IMO Instruments Implementation Code (III Code) adopted by the IMO by Resolution A.1070 (28);

"*Company*" means the owner of the ship or any other organisation or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the shipowner and who, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed on the company by these Regulations;

"*Deck officer*" means an officer qualified in accordance with the provisions of Part III of these Regulations;

"*Documentary evidence*" means documentation, other than a Certificate of Competency or Certificate of Proficiency, used to establish that the relevant requirements of the STCW Convention have been met;

"*Electro-technical officer*" means an officer qualified in accordance with the provisions of regulation 25 of these Regulations (III/6);

"*Electro-technical rating*" means a rating qualified in accordance with the provisions of regulation 26 of these Regulations (III/7);

"*Engineer officer*" means an officer qualified in accordance with the provisions of regulation 20, 21 or 22 of these Regulations (III/1, III/2 or III/3);

"*Fishing vessel*" means a vessel used for catching fish, whales, seals, walrus or other living resources of the sea;

"*Function*" means 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;

"*GMDSS radio operator*" means a person who is qualified in accordance with the provisions of Part V of these Regulations;

"*High voltage*" means an alternating current (AC) or direct current (DC) voltage in excess of 1,000 volts;

"*IMO*" means the International Maritime Organization;

"*ISPS Code*" means the International Ship and Port Facility Security (ISPS) Code adopted on 12 December 2002, by resolution 2 of the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as may be amended by the IMO;

"*Liquefied gas tanker*" means a 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 Gas Carrier Code;

"*Master*" means the person having command of a ship;

"*Month*" means a calendar month or 30 days made up of periods of less than one month;

"*Near-coastal voyages*" means voyages in the vicinity of Nigeria as defined by relevant instrument of the Federal Republic of Nigeria;

"*Officer*" means a member of the crew, other than the master, designated as such by relevant national Laws or Regulations or, in the absence of such designation, by collective agreement or custom;

"*Oil tanker*" means a ship constructed and used for the carriage of petroleum and petroleum products in bulk;

"*Operational level*" means the level of responsibility associated with serving as officer in charge of a navigational or engineering watch or as designated duty engineer for periodically unmanned machinery spaces or as electro-technical officer or as radio operator on board a seagoing ship;

"*Original form*" means a paper or an electronic form of any certificate required by the STCW Convention, issued in the format approved by the Administration, provided that the minimum information, as required in paragraph 4 of section A-1/2 of the STCW Code, is readily available;

"*Party*" means a State for which the STCW Convention has entered into force;

"*Passenger ship*" means a ship as defined in the International Convention for the Safety of Life at Sea, 1974, as amended;

"*Polar Code*" means the International Code for Ships Operating in Polar Waters, as defined in SOLAS Regulation XIV/1.1;

"*Polar waters*" means Arctic waters and/or the Antarctic area, as defined in SOLAS Regulations XIV/1.2 to XIV/1.4;

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"*Propulsion power*" means the total maximum continuous rated output power, in kilowatts, of all the ship's main propulsion machinery which appears on the ship's certificate of registry or other official document;

"*The IGF Code*" means the International Code of Safety for Ships using gases or other low-flashpoint fuels, as defined in SOLAS Regulation II-1/2.29;

"*Rating*" means a member of the ship's crew other than the master or an officer;

"*Radio duties*" include, as appropriate, watchkeeping and technical maintenance and repairs conducted in accordance with the Radio Regulations, the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended, and, at the discretion of the Agency, and the relevant recommendations of the IMO;

"*Radio Regulations*" means the Radio Regulations annexed to, or regarded as being annexed to, the most recent International Telecommunication Convention which may be in force at any time;

"*Radio operator*" means a person holding an appropriate certificate issued or recognised by the Agency under the provisions of the Radio Regulations;

"*Regulations*" means the Merchant Shipping (Standards of Training, Certification and Watchkeeping for Seafarers) Regulations, 2025;

"*Ro-ro passenger ship*" means a passenger ship with ro-ro spaces or special category spaces as defined in the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended;

"*Seagoing service*" means service on board a ship relevant to the issue or revalidation of a certificate or other qualification;

"*Seagoing ship*" means a ship other than those which navigate exclusively in inland waters or in waters within, or closely adjacent to, sheltered waters or areas where port Regulations apply;

"*Second engineer officer*" means the engineer officer next in rank to the chief engineer officer and upon whom the responsibility for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship will fall in the event of the incapacity of the chief engineer officer;

"*Secretary-General*" means the Secretary-General of the IMO;

"*Security duties*" include all security tasks and duties on board ships as defined by Chapter XI-2 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended, and the International Ship and Port Facility Security (ISPS) Code;

"*Ship security officer*" means the person on board the ship, accountable to the master, designated by the company as responsible for the security of the ship including implementation and maintenance of the ship security plan and liaison with the company security officer and port facility security officers;

"*STCW Code*" means the Seafarers' Training, Certification and Watchkeeping (STCW) Code as adopted by the 1995 Conference Resolution 2, as it may be amended by the IMO; and

"*STCW Convention*" means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Convention, 1978, as amended.

(2) These Regulations are supplemented by the mandatory provisions contained in Part A of the STCW Code and—

(a) any reference to a requirement in a Regulation also constitutes a reference to the corresponding section of Part A of the STCW Code;

(b) in applying these Regulations, the related guidance and explanatory material contained in Part B of the STCW Code should be taken into account to the greatest degree possible in order to achieve a more uniform implementation of the provisions of these Regulations on a global basis;

(c) amendments to Part A of the STCW Code shall be adopted, brought into force and take effect in accordance with the provisions of Article XII of the STCW Convention concerning the amendment procedure applicable to the Annex to the STCW Convention; and

(d) Part B of the STCW Code shall be amended by the Maritime Safety Committee of the IMO in accordance with its rules of procedure.

(3) The references made in regulation 3 of these Regulations to "the Agency" shall not be construed as preventing any Party from issuing and endorsing certificates under the provisions of these Regulations.

(4) In these Regulations, the corresponding provisions of the STCW Convention and STCW Code are as contained in the table in the Schedule to these Regulations.

58. These Regulations may be cited as the Merchant Shipping (Standards of Training, Certification and Watchkeeping for Seafarers) Regulations, 2025. Citation

SCHEDULE

[regulation 57(4)]

CORRESPONDING PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978 AS AMENDED AND STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS CODE AS AMENDED, DOMESTICATED IN THE MERCHANT SHIPPING (STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS) REGULATIONS, 2025				
	<i>Title of the Provision</i>	<i>Provision of the STCW Convention</i>	<i>Provision in the STCW Regulation</i>	<i>Provision in the STCW Code</i>
1.	General obligations under the Convention	Article I	No provisions	No provisions
2.	Definitions	Article II	Regulation 57	No provisions
3.	Application	Article III	Regulation 2	No provisions
4.	Communication of information	Article IV	Regulation 46	Section A-I/7
5.	Other treaties and interpretation	Article V	Regulation 47	No provisions
6.	Certificates	Article VI	Regulation 3	No provisions
7.	Transitional provisions	Article VII	No provisions	No provisions
8.	Dispensation	Article VIII	Regulation 4	No provisions
9.	Equivalents	Article IX	Regulation 5	No provisions
10.	Control	Article X	Regulation 48	No provisions
11.	Promotion of technical co-operation	Article XI	Regulation 54	No provisions
12.	Amendments	Article XII	No provisions	No provisions
13.	Signature, ratification, approval and accession	Article XIII	No provisions	No provisions
14.	Entry into force	Article XIV	No provisions	No provisions
15.	Denunciation	Article XV	No provisions	No provisions
16.	Deposit and registration	Article XVI	No provisions	No provisions
17.	Languages	Article XVII	No provisions	No provisions
18.	Definitions and clarifications	Regulation I/1	Regulation 57	Section A-I/1
19.	Certificates and endorsements	Regulation I/2	Regulation 6	Section A-I/2
20.	Principles governing near-coastal voyages	Regulation I/3	Regulation 43	Section A-I/3
21.	Control Procedures	Regulation I/4	Regulation 50	Section A-I/4
22.	National provisions	Regulation I/5	Regulation 51	Section A-I/5
23.	Training and assessment	Regulation I/6	Regulation 7	Section A-I/6
24.	Communication of information	Regulation I/7	Regulation 46	Section A-I/7
25.	Quality standards	Regulation I/8	Regulation 8	Section A-I/8
26.	Medical standards	Regulation I/9	Regulation 9	Section A-I/9

	<i>Title of the Provision</i>	<i>Provision of the STCW Convention</i>	<i>Provision in the STCW Regulation</i>	<i>Provision in the STCW Code</i>
27.	Recognition of certificates	Regulation I/10	Regulation 10	Section A-I/10
28.	Revalidation of certificates	Regulation I/11	Regulation 11	Section A-I/11
29.	Use of simulators	Regulation I/12	Regulation 12	Section A-I/12
30.	Conduct of trials	Regulation I/13	Regulation 13	Section A-I/13
31.	Responsibilities of companies	Regulation I/14	Regulation 14	Section A-I/14
32.	Transitional provisions	Regulation I/15	No provisions	Section A-I/15
33.	Verification of compliance	Regulation I/16	Regulation 55	Section A-I/16
34.	Mandatory Minimum requirements for certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more	Regulation II/1	Regulation 15	Section A-II/1
35.	Mandatory minimum requirements for certification of masters and chief mates on ships of 500 gross tonnage or more	Regulation II/2	Regulation 16	Section A-II/2
36.	Mandatory minimum requirements for certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage	Regulation II/3	Regulation 17	Section A-II/3
37.	Mandatory minimum requirements for certification of ratings forming part of a navigational watch	Regulation II/4	Regulation 18	Section A-II/4
38.	Mandatory minimum requirements for certification of ratings as able seafarer deck	Regulation II/5	Regulation 19	Section A-II/5
39.	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	Regulation III/1	Regulation 20	Section A-III/1
40.	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	Regulation III/2	Regulation 21	Section A-III/2
41.	Mandatory minimum requirements for certification of chief officers and second engineer officers on ships powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power	Regulation III/3	Regulation 22	Section A-III/3

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	<i>Title of the Provision</i>	<i>Provision of the STCW Convention</i>	<i>Provision in the STCW Regulation</i>	<i>Provision in the STCW Code</i>
42.	Mandatory minimum requirements for certification of ratings forming part of watch in a manned engine-room for designated to perform duties in a periodically unmanned engine-room	Regulation III/4	Regulation 23	Section A-III/4
43.	Mandatory minimum requirements for certification of ratings as able seafarer engine in a manned engine-room or designated to perform duties in a periodically unmanned engine-room	Regulation III/5	Regulation 24	Section A-III/5
44.	Mandatory minimum requirements for certification of electro-technical officers	Regulation III/6	Regulation 25	Section A-III/6
45.	Mandatory minimum requirements for certification of electro-technical ratings	Regulation III/7	Regulation 26	Section A-III/7
46.	Application (Radiocommunication)	Regulation IV/1	Regulation 28	Section A-IV/1
47.	Mandatory minimum requirements for certification of GMDSS radio operators	Regulation IV/2	Regulation 29	Section A-IV/2
48.	Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on oil and chemical tankers	Regulation V/1-1	Regulation 30	Section A-V/1-1
49.	Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on liquefied gas tankers	Regulation V/1-2	Regulation 31	Section A-V/1-2
50.	Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on passenger ships	Regulation V/2	Regulation 32	Section A-V/2
51.	Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on ships subject to the IGF Code	Regulation V/3	Regulation 33	Section A-V/3
52.	Mandatory minimum requirements for the training and qualifications of masters and deck officers on ships operating in polar waters	Regulation V/4	Regulation 34	Section A-V/4
53.	Mandatory minimum requirements for safety familiarization, basic training and instruction for all seafarers	Regulation VI/1	Regulation 35	Section A-VI/1
54.	Mandatory minimum requirements for the issue for certificates for proficiency in survival craft, rescue boats and fast rescue boats	Regulation VI/2	Regulation 36	Section A-VI/2

	<i>Title of the Provision</i>	<i>Provision of the STCW Convention</i>	<i>Provision in the STCW Regulation</i>	<i>Provision in the STCW Code</i>
55.	Mandatory minimum requirements for training in advanced fire fighting	Regulation VI/3	Regulation 37	Section A-VI/3
56.	Mandatory minimum requirements relating to medical first aid and medical care	Regulation VI/4	Regulation 38	Section A-VI/4
57.	Mandatory minimum requirements for the issue of certificates of proficiency	Regulation VI/5	Regulation 39	Section A-VI/5
58.	Mandatory minimum requirements for security-related training and instruction	Regulation VI/6	Regulation 40	Section A-VI/6
59.	Issue of alternative certificates	Regulation VII/1	Regulation 41	Section A-VII/1
60.	Certification of seafarers	Regulation VII/2	Regulation 42	Section A-VII/2
61.	Principles governing the issue of alternative certificates	Regulation VII/3	Regulation 43	Section A-VII/3
62.	Fitness for duty	Regulation VIII/1	Regulation 44	Section A-VIII/1
63.	Watchkeeping arrangements and principles to be observed	Regulation VIII/2	Regulation 45	Section A-VIII/2

MADE at Abuja this 25th day of October, 2025.

ADEGBOYEGA OYETOLA
*Honourable Minister,
 Marine and Blue Economy*