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II. Törvények

A 2012. évi XIX. törvény a tengerészek képzéséről, képesítéséről és az őrszolgálat ellátásáról szóló 1978. évi nemzetközi egyezmény 2010. évi manilai módosításaival egységes szerkezetbe foglalt szövegének kihirdetéséről*

1. § Az Országgyűlés e törvénnyel felhatalmazást ad a tengerészek képzéséről, képesítéséről és az őrszolgálat ellátásáról szóló 1978. évi nemzetközi egyezmény (a továbbiakban: Egyezmény) 2010. évi manilai módosításaival egységes szerkezetbe foglalt szövege kötelező hatályának elismerésére.
2. § Az Országgyűlés az Egyezményt e törvénnyel kihirdeti.
3. § (1) Az Egyezmény hiteles angol nyelvű szövegét és annak hivatalos magyar nyelvű fordítását az 1. melléklet tartalmazza.
(2) Az Egyezmény melléklete I/1 szabály 1.23 pontjában említett, a tengerészek képzéséről, képesítéséről és az őrszolgálat ellátásáról szóló STCW Szabályzat hiteles angol nyelvű szövegét és hivatalos magyar nyelvű fordítását a 2. melléklet tartalmazza.
4. § (1) Ez a törvény – a (2) bekezdésben meghatározott kivétellel – a kihirdetését követő napon lép hatályba.
(2) A 2–3. §, az 5. §, valamint az 1. és a 2. melléklet 2012. július 1-jén lép hatályba.
5. § Hatályát veszti
- a) a tengerészek képzéséről, képesítéséről és az őrszolgálat ellátásáról szóló 1978/1995. évi nemzetközi egyezmény kihirdetéséről szóló 119/1997. (VII. 15.) Korm. rendelet,
 - b) a tengerészek képzéséről, képesítéséről és az őrszolgálat ellátásáról szóló 1978/1995. évi nemzetközi egyezmény melléklete módosításainak kihirdetéséről szóló 147/2005. (VII. 27.) Korm. rendelet, valamint
 - c) a tengerészek képzéséről, képesítéséről és az őrszolgálat ellátásáról szóló 1978/1995. évi nemzetközi egyezmény mellékletének 1.21 pontjában említett STCW Szabályzat kihirdetéséről szóló 41/2006. (VI. 28.) GKM rendelet.

Schmitt Pál s. k.,
köztársasági elnök

Kövér László s. k.,
az Országgyűlés elnöke

* A törvényt az Országgyűlés a 2012. március 19-i ülésnapján fogadta el.

1. melléklet a 2012. évi XIX. törvényhez

„International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978

Article I

1. General obligations under the Convention

(1) The Parties undertake to give effect to the provisions of the Convention and the annex thereto, which shall constitute an integral part of the Convention. Every reference to the Convention constitutes at the same time a reference to the annex.

(2) The Parties undertake to promulgate all laws, decrees, orders and regulations and to take all other steps which may be necessary to give the Convention full and complete effect, so as to ensure that, from the point of view of safety of life and property at sea and the protection of the marine environment, seafarers on board ships are qualified and fit for their duties.

Article II

2. Definitions

For the purpose of the Convention, unless expressly provided otherwise:

- (a) *Party* means a State for which the Convention has entered into force;
- (b) *Administration* means the Government of the Party whose flag the ship is entitled to fly;
- (c) *Certificate* means a valid document, by whatever name it may be known, issued by or under the authority of the Administration or recognised by the Administration authorising the holder to serve as stated in this document or as authorised by national regulations;
- (d) *Certificated* means properly holding a certificate;
- (e) *Organisation* means the Inter-Governmental Maritime Consultative Organisation (IMCO);
- (f) *Secretary-General* means the Secretary-General of the Organisation;
- (g) *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;
- (h) *Fishing vessel* means a vessel used for catching fish, whales, seals, walrus or other living resources of the sea;
- (i) *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.

Article III

3. Application

The Convention shall apply to seafarers serving on board seagoing ships entitled to fly the flag of a Party except to those serving on board:

- (a) warships, naval auxiliaries or other ships owned or operated by a State and engaged only on governmental non-commercial service: however, each Party shall ensure, by the adoption of appropriate measures not impairing the operations or operational capabilities of such ships owned or operated by it, that the persons serving on board such ships meet the requirements of the Convention so far as is reasonable and practicable;
- (b) fishing vessels;

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

Article IV

4. Communication of information

(1) The Parties shall communicate as soon as practicable to the Secretary-General:

- (a) the text of laws, decrees, orders, regulations and instruments promulgated on the various matters within the scope of the 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 Convention;
- (c) a sufficient number of specimen certificates issued in compliance with the Convention.

(2) The Secretary-General shall notify all Parties of the receipt of any communication under paragraph (1)(a) and, *inter alia*, for the purposes of articles IX and X, shall, on request, provide them with any information communicated to him under paragraphs (1) (b) and (c).

Article V

5. Other treaties and interpretation

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

- (a) seafarers to whom this Convention does not apply;
- (b) seafarers to whom this Convention applies, in respect of matters for which it has not expressly provided.

(2) To the extent, however, that such treaties, conventions or arrangements conflict with the provisions of the Convention, the Parties shall review their commitments under such treaties, conventions and arrangements with a view to ensuring that there is no conflict between these commitments and their obligations under the Convention.

(3) All matters which are not expressly provided for in the Convention remain subject to the legislation of Parties.

(4) Nothing in the Convention 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.

Article VI

6. Certificates

(1) Certificates for masters, officers or ratings shall be issued to those candidate who, to the satisfaction of the Administration, meet the requirements for service, age, medical fitness, training, qualification and examinations in accordance with the appropriate provisions of the annex to the Convention.

(2) Certificates for masters and officers issued in compliance with this article shall be endorsed by the issuing Administration in the form as prescribed in regulation I/2 of the annex. If the language used is not English, the endorsement shall include a translation into that language.

Article VII

7. Transitional provisions

(1) A certificate of competency or of service in a capacity for which the Convention requires a certificate and which before entry into force of the Convention for a Party is issued in accordance with the laws of that Party or the Radio Regulations shall be recognised as valid for service after entry into force of the Convention for that Party.

(2) After the entry into force of the Convention for a Party, its Administration may continue to issue certificates of competency in accordance with its previous practices for a period not exceeding five years. Such certificates shall be recognised as valid for the purpose of the Convention. During this transitional period such certificates shall be issued only to seafarers who had commenced their sea service before entry into force of the Convention for that Party within the specific ship department to which those certificates relate. The Administration shall ensure that all other candidates for certification shall be examined and certificated in accordance with the Convention.

(3) A Party may, within two years after entry into force of the Convention for that Party, issue a certificate of service to seafarers who hold neither an appropriate certificate under the Convention nor a certificate of competency issued under its laws before entry into force of the Convention for that Party but who have:

(a) served in the capacity for which they seek a certificate of service for not less than three years at sea within the last seven years preceding entry into force of the Convention for that Party;

(b) produced evidence that they have performed that service satisfactorily;

(c) satisfied the Administration as to medical fitness, including eyesight and hearing, taking into account their age at the time of application.

For the purpose of the Convention, a certificate of service issued under this paragraph shall be regarded as the equivalent of a certificate issued under the Convention.

Article VIII

Dispensation

(1) In circumstances of exceptional necessity, Administrations, if in their opinion this does not cause danger to persons, property or the environment, may 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 he does not hold the appropriate certificate, provided that the person to whom the dispensation is issued shall be adequately qualified to fill the vacant post in a safe manner, to the satisfaction of the Administration. However, dispensations shall not be granted to a master or chief engineer officer except in circumstances of force majeure and then only for the shortest possible period.

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

(3) Parties shall, as soon as possible after 1 January of each year, send a report to the Secretary-General giving information of the total number of dispensations in respect of each capacity for which a certificate is required that have been issued during the year to seagoing ships, together with

information as to the numbers of those ships above and below 1,600 gross register tons respectively.

Article IX

Equivalents

(1) The Convention shall not prevent an Administration 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 the Convention.

(2) Details of such arrangements shall be reported as early as practicable to the Secretary-General who shall circulate such particulars to all Parties.

Article X

8. Control

(1) Ships, except those excluded by article III, are subject, while in the ports of a Party, to control by officers duly authorised by that Party to verify that all seafarers serving on board -who are required to be certificated by the Convention are so certificated or hold an appropriate dispensation. 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) In the event that any deficiencies are found under paragraph (1) or under the procedures specified in regulation 1/4, "Control procedures", the officer carrying out the control shall forthwith inform, in writing, the master of the ship and the Consul or, in his absence, 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. Such notification shall specify the details of the deficiencies found and the grounds on which the Party determines that these deficiencies pose a danger to persons, property or the environment.

(3) In exercising the control under paragraph (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 paragraph (3) of regulation 1/4 are not corrected and it is determined that this fact poses a danger to persons, property or the environment, the Party carrying out the control 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. The facts concerning the action taken shall be reported promptly to the Secretary-General.

(4) When exercising control under this article, all possible efforts shall be made to avoid a ship being unduly detained or delayed. If a ship is so detained or delayed it shall be entitled to compensation for any loss or damage resulting therefrom.

(5) This article 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.

Article XI

Promotion of technical co-operation

(1) Parties to the Convention shall promote, in consultation with, and with the assistance of, the Organisation, support for those Parties which 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 aims and purposes of the Convention, taking into account the special needs of developing countries in this regard.

(2) On its part, the Organisation shall pursue the aforesaid efforts, as appropriate, in consultation or association with other international organisations, particularly the International Labour Organisation.

Article XII

Amendments

(1) The Convention may be amended by either of the following procedures:

(a) amendments after consideration within the Organisation:

(i) any amendment proposed by a Party shall be submitted to the Secretary-General, who shall then circulate it to all Members of the Organisation, all Parties and the Director-General of the International Labour Office at least six months prior to its consideration;

(ii) any amendment so proposed and circulated shall be referred to the Maritime Safety Committee of the Organisation for consideration;

(iii) Parties, whether or not Members of the Organisation, shall be entitled to participate in the proceedings of the Maritime Safety Committee for consideration and adoption of amendments;

(iv) amendments shall be adopted by a two-thirds majority of the Parties present and voting in the Maritime Safety Committee expanded as provided for in sub-paragraph (a) (iii) (hereinafter referred to as the "expanded Maritime Safety Committee") on condition that at least one third of the Parties shall be present at the time of voting;

(v) amendments so adopted shall be communicated by the Secretary-General to all Parties for acceptance

(vi) an amendment to an article shall be deemed to have been accepted on the date on which it is accepted by two thirds of the Parties:

(vii) an amendment to the annex shall be deemed to have been accepted:

1 at the end of two years from the date on which it is communicated to the Parties for acceptance; or

2 at the end of a different period, which shall be not less than one year, if so determined at the time of its adoption by a two-thirds majority of the Parties present and voting in the expanded Maritime Safety Committee;

however, the amendments shall be deemed not to have been accepted if, within the specified period, either more than one third of Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping of ships of 100 gross register tons or more notify the Secretary-General that they object to the amendment;

(viii) an amendment to an article shall enter into force with respect to those Parties which have accepted it six months after the date on which it is deemed to have been accepted, and with respect to each Party which accepts it after that date, six months after the date of that Party's acceptance;

(ix) an amendment to the annex shall enter into force with respect to all Parties, except those which have objected to the amendment under sub-paragraph (a) (vii) and which have not withdrawn such objections, six months after the date on which it is deemed to have been accepted. Before the date determined for entry into force, any Party may give notice to the Secretary-General that it exempts itself from giving effect to that amendment for a period not longer than one year from the date of its entry into force, or for such longer period as may be determined by a two-thirds

majority of the Parties present and voting in the expanded Maritime Safety Committee at the time of the adoption of the amendment; or

(b) amendment by a conference:

(i) upon the request of a Party concurred in by at least one third of the Parties, the Organisation shall convene, in association or consultation with the Director-General of the International Labour Office, a conference of Parties to consider amendments to the Convention;

(ii) every amendment adopted by such a conference by a two-thirds majority of the Parties present and voting shall be communicated by the Secretary-General to all Parties for acceptance;

(iii) unless the conference decides otherwise, the amendment shall be deemed to have been accepted and shall enter into force in accordance with the procedures specified in sub-paragraphs (a)(vi) and (a)(viii) or sub-paragraphs (a)(vii) and (a)(ix) respectively, provided that references in these sub-paragraphs to the expanded Maritime Safety Committee shall be taken to mean references to the conference.

(2) Any declaration of acceptance of, or objection to, an amendment or any notice given under paragraph (1)(a)(ix) shall be submitted in writing to the Secretary-General, who shall inform all Parties of any such submission and the date of its receipt.

(3) The Secretary-General shall inform all Parties of any amendments which enter into force, together with the date on which each such amendment enters into force.

Article XIII

Signature, ratification, acceptance, approval and accession

(1) The Convention shall remain open for signature at the Headquarters of the Organisation from 1 December 1978 until 30 November 1979 and shall thereafter remain open for accession. Any State may become a Party by:

(a) signature without reservation as to ratification, acceptance or approval; or

(b) signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or

(c) accession.

(2) Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General.

(3) The Secretary-General shall inform all States that have signed the Convention or acceded to it and the Director-General of the International Labour Office of any signature or of the deposit of any instrument of ratification, acceptance, approval or accession and the date of its deposit.

Article XIV

Entry into force

(1) The Convention shall enter into force 12 months after the date on which not less than 25 States, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping of ships of 100 gross register tons or more, have either signed it without reservation as to ratification, acceptance or approval or deposited the requisite instruments of ratification, acceptance, approval or accession in accordance with article XIII.

(2) The Secretary-General shall inform all States that have signed the Convention or acceded to it of the date on which it enters into force.

(3) Any instrument of ratification, acceptance, approval or accession deposited during the 12 months referred to in paragraph (1) shall take effect on the coming into force of the Convention or three months after the deposit of such instrument, whichever is the later date.

(4) Any instrument of ratification, acceptance, approval or accession deposited after the date on which the Convention enters into force shall take effect three months after the date of deposit.

(5) After the date on which an amendment is deemed to have been accepted under article XII, any instrument of ratification, acceptance, approval or accession deposited shall apply to the Convention as amended.

Article XV

Denunciation

(1) The Convention may be denounced by any Party at any time after five years from the date on which the Convention entered into force for that Party.

(2) Denunciation shall be effected by notification in writing to the Secretary-General who shall inform all other Parties and the Director-General of the International Labour Office of any such notification received and of the date of its receipt as well as the date on which such denunciation takes effect.

(3) A denunciation shall take effect 12 months after receipt of the notification of denunciation by the Secretary-General or after any longer period which may be indicated in the notification.

Article XVI

Deposit and registration

(1) The Convention shall be deposited with the Secretary-General who shall transmit certified true copies thereof to all States that have signed the Convention or acceded to it.

(2) As soon as the Convention enters into force, the Secretary-General shall transmit the text to the Secretary-General of the United Nations for registration and publication, in accordance with Article 102 of the Charter of the United Nations.

Article XVII

Languages

The Convention is established in a single copy in the Chinese, English, French, Russian and Spanish languages, each text being equally authentic. Official translations in the Arabic and German languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned, being duly authorised by their respective Governments for that purpose, have signed the Convention.

DONE AT LONDON this seventh day of July, one thousand nine hundred and seventy-eight.

ANNEX

CHAPTER I General provisions

Regulation I/1

Definitions and clarifications

- 1 For the purpose of the Convention, unless expressly provided otherwise:
 - .1 *Regulations* means regulations contained in the annex to the Convention;
 - .2 *Approved* means approved by the Party in accordance with these regulations;
 - .3 *Master* means the person having command of a ship;
 - .4 *Officer* means a member of the crew, other than the master, designated as such by national law or regulations or, in the absence of such designation, by collective agreement or custom;
 - .5 *Deck officer* means an officer qualified in accordance with the provisions of chapter II of the Convention;
 - .6 *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;
 - .7 *Engineer officer* means an officer qualified in accordance with the provisions of regulation III/1, III/2 or III/3 of the Convention;
 - .8 *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;
 - .9 *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;
 - .10 *Assistant engineer officer* means a person under training to become an engineer officer and designated as such by national law or regulations;
 - .11 *Radio operator* means a person holding an appropriate certificate issued or recognized by the Administration under the provisions of the Radio Regulations;
 - .12 *GMDSS radio operator* means a person who is qualified in accordance with the provisions of chapter IV of the Convention;
 - .13 *Rating* means a member of the ship's crew other than the master or an officer;
 - .14 *Near-coastal voyages* means voyages in the vicinity of a Party as defined by that Party;
 - .15 *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;
 - .16 *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 each Administration, the relevant recommendations of the Organization;

- .17 *Oil tanker* means a ship constructed and used for the carriage of petroleum and petroleum products in bulk;
- .18 *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;
- .19 *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;
- .20 *Passenger ship* means a ship as defined in the International Convention for the Safety of Life at Sea, 1974, as amended;
- .21 *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;
- .22 *Month* means a calendar month or 30 days made up of periods of less than one month;
- .23 *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 Organization;
- .24 *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;
- .25 *Company* means the owner of the ship or any other organization 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;
- .26 *Seagoing service* means service on board a ship relevant to the issue or revalidation of a certificate or other qualification;
- .27 *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 (SOLAS), 1974, as may be amended by the Organization;
- .28 *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;
- .29 *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 (SOLAS 1974, as amended) and the International Ship and Port Facility Security (ISPS) Code;
- .30 *Certificate of competency* means a certificate issued and endorsed for masters, officers and GMDSS radio operators in accordance with the provisions of chapters II, III, IV or VII of this annex and entitling the lawful holder thereof to serve in the capacity and perform the functions involved at the level of responsibility specified therein;

- .31 *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 the Convention have been met;
- .32 *Documentary evidence* means documentation, other than a certificate of competency or certificate of proficiency, used to establish that the relevant requirements of the Convention have been met;
- .33 *Electro-technical officer* means an officer qualified in accordance with the provisions of regulation III/6 of the Convention;
- .34 *Able seafarer deck* means a rating qualified in accordance with the provisions of regulation II/5 of the Convention;
- .35 *Able seafarer engine* means a rating qualified in accordance with the provisions of regulation III/5 of the Convention; and
- .36 *Electro-technical rating* means a rating qualified in accordance with the provisions of regulation III/7 of the Convention.

2 These regulations are supplemented by the mandatory provisions contained in part A of the STCW Code and:

- .1 any reference to a requirement in a regulation also constitutes a reference to the corresponding section of part A of the STCW Code;
- .2 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 Convention provisions on a global basis;
- .3 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 Convention concerning the amendment procedure applicable to the annex; and
- .4 part B of the STCW Code shall be amended by the Maritime Safety Committee in accordance with its rules of procedure.

3 The references made in article VI of the Convention to “the Administration” and “the issuing Administration” shall not be construed as preventing any Party from issuing and endorsing certificates under the provisions of these regulations.

Regulation I/2

Certificates and endorsements

1 Certificates of competency shall be issued only by the Administration, following verification of the authenticity and validity of any necessary documentary evidence.

2 Certificates issued in accordance with the provisions of regulations V/1-1 and V/1-2 to masters and officers shall only be issued by an Administration.

3 Certificates shall be in the official language or languages of the issuing country. If the language used is not English, the text shall include a translation into that language.

4 In respect of radio operators, Parties may:

- .1 include the additional knowledge required by the relevant regulations in the examination for the issue of a certificate complying with the Radio Regulations; or
- .2 issue a separate certificate indicating that the holder has the additional knowledge required by the relevant regulations.

5 The endorsement required by article VI of the Convention to attest the issue of a certificate shall only be issued if all the requirements of the Convention have been complied with.

6 At the discretion of a Party, endorsements may be incorporated in the format of the certificates being issued as provided for in section A-I/2 of the STCW Code. If so incorporated, the form used shall be that set forth in section A-I/2, paragraph 1. If issued otherwise, the form of endorsements used shall be that set forth in paragraph 2 of that section.

7 An Administration which recognizes under regulation I/10:

- .1 a certificate of competency; or
- .2 a certificate of proficiency issued to masters and officers in accordance with the provisions of regulations V/1-1 and V/1-2 shall endorse such certificate to attest its recognition only after ensuring the authenticity and validity of the certificate.

The endorsement shall only be issued if all requirements of the Convention have been complied with. The form of the endorsement used shall be that set forth in paragraph 3 of section A-I/2 of the STCW Code.

8 The endorsements referred to in paragraphs 5, 6 and 7:

- 1 may be issued as separate documents;
- 2 shall be issued by the Administration only;
- 3 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
- 4 shall expire as soon as the certificate endorsed expires or is withdrawn, suspended or cancelled by the Party which issued it and, in any case, not more than five years after their date of issue.

9 The capacity in which the holder of a certificate is authorized to serve shall be identified in the form of endorsement in terms identical to those used in the applicable safe manning requirements of the Administration.

10 Administrations 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.

11 Subject to the provisions of regulation I/10, paragraph 5, any certificate required by the Convention must be kept available in its original form on board the ship on which the holder is serving.

12 Each Party shall ensure that certificates are issued only to candidates who comply with the requirements of this regulation.

13 Candidates for certification shall provide satisfactory proof:

- .1 of their identity
- .2 that their age is not less than that prescribed in the regulation relevant to the certificate applied for;
- .3 that they meet the standards of medical fitness specified in section A-I/9 of the STCW Code;
- .4 of having completed the seagoing service and any related compulsory training required by these regulations for the certificate applied for; and
- .5 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.

14 Each Party undertakes to 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.

15 Each Party undertakes to 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 I/10 or employment on board ship.

16 As of 1 January 2017, the information on the status of information required to be available in accordance with paragraph 15 of this regulation shall be made available, in the English language, through electronic means.

Regulation I/3

Principles governing near-coastal voyages

1 Any Party defining near-coastal voyages for the purpose of the Convention 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. In no case shall any such Party impose requirements in respect of seafarers serving on board ships entitled to fly the flag of another Party in excess of those of the Convention in respect of ships not engaged on near-coastal voyages.

2 A Party that, for ships afforded the benefits of the near-coastal voyage provisions of the Convention, which includes voyages off the coast of other Parties within the limits of their near-coastal definition, shall enter into an undertaking with the Parties concerned specifying the details of both involved trading areas and other relevant conditions.

3 With respect to ships entitled to fly the flag of a Party regularly engaged on near-coastal voyages off the coast of another Party, the Party whose flag the ship is entitled to fly 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 the Convention in respect of ships not engaged on near-coastal voyages. Seafarers serving on a ship which extends its voyage beyond what is defined as a near-coastal voyage by a Party and enters waters not covered by that definition shall fulfil the appropriate competency requirements of the Convention.

4 A Party may afford a ship which is entitled to fly its flag the benefits of the near-coastal voyage provisions of the Convention when it is regularly engaged off the coast of a non-Party on near-coastal voyages as defined by the Party.

5 The certificates of seafarers issued by a Party for its defined near-coastal voyages limits may be accepted by other Parties for service in their defined near-coastal voyages limits, provided the Parties concerned enter into an undertaking specifying the details of involved trading areas and other relevant conditions thereof.

6 Parties defining near-coastal voyages, in accordance with the requirements of this regulation, shall:

- .1 meet the principles governing near-coastal voyages specified in section A-I/3;
- .2 communicate to the Secretary-General, in conformity with the requirements of regulation I/7, the details of the provisions adopted; and
- .3 incorporate the near-coastal voyages limits in the endorsements issued pursuant to regulation I/2, paragraphs 5, 6 or 7.

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

Regulation I/4

Control procedures

1 Control exercised by a duly authorized control officer under article X shall be limited to the following:

- .1 verification in accordance with article X(1) that all seafarers serving on board who are required to be certificated in accordance with the Convention hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5;
- .2 verification that the numbers and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirements of the Administration; and
- .3 assessment, in accordance with 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 the Convention if there are clear grounds for believing that such standards are not being maintained because any of the following have occurred:
 - .3.1 the ship has been involved in a collision, grounding or stranding, or
 - .3.2 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, or
 - .3.3 the ship has been manoeuvred in an erratic or unsafe manner whereby routing measures adopted by the Organization or safe navigation practices and procedures have not been followed, or
 - .3.4 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.

2 Deficiencies which may be deemed to pose a danger to persons, property or the environment include the following:

- .1 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 Administration in accordance with regulation I/10, paragraph 5;
- .2 failure to comply with the applicable safe manning requirements of the Administration;
- .3 failure of navigational or engineering watch arrangements to conform to the requirements specified for the ship by the Administration;
- .4 absence in a watch of a person qualified to operate equipment essential to safe navigation, safety radiocommunications or the prevention of marine pollution; and
- .5 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 paragraph 2, in so far as it has been determined by the Party carrying out the control that they pose a danger to persons, property or the environment, shall be the only grounds under article X on which a Party may detain a ship.

Regulation I/5*National provisions*

1 Each Party 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 that Party 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 Each Party shall take and enforce appropriate measures to prevent fraud and other unlawful practices involving certificates and endorsements issued.

3 Each Party shall prescribe penalties or disciplinary measures for cases in which the provisions of its national legislation giving effect to the Convention are not complied with in respect of ships entitled to fly its flag or of seafarers duly certificated by that Party.

4 In particular, such penalties or disciplinary measures shall be prescribed and enforced in cases in which:

- .1 a company or a master has engaged a person not holding a certificate as required by the Convention;
- .2 a master has allowed 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 the required certificate, a valid dispensation or having the documentary proof required by regulation I/10, paragraph 5; or
- .3 a person has obtained by fraud or forged documents an engagement to perform any function or serve in any capacity required by these regulations to be performed or filled by a person holding a certificate or dispensation.

5 A Party, within whose jurisdiction there is located any company which, or any person who, is believed on clear grounds to have been responsible for, or to have knowledge of, any apparent non-compliance with the Convention specified in paragraph 4, shall extend all co-operation possible to any Party which advises it of its intention to initiate proceedings under its jurisdiction.

Regulation I/6*Training and assessment*

Each Party shall ensure that:

- .1 the training and assessment of seafarers, as required under the Convention, are administered, supervised and monitored in accordance with the provisions of section A-I/6 of the STCW Code; and
- .2 those responsible for the training and assessment of competence of seafarers, as required under the Convention, 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.

Regulation I/7*Communication of information*

1 In addition to the information required to be communicated by article IV, each Party 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 Party to give the Convention full and complete effect.

2 When complete information as prescribed in article IV 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 Convention, the Secretary-General shall submit a report to this effect to the Maritime Safety Committee.

3 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 Convention:

- .1 the Maritime Safety Committee shall identify the Parties so concerned;
- .2 shall review the list of Parties which communicated information that demonstrated that they give full and complete effect to the relevant provisions of the Convention, to retain in this list only the Parties so concerned; and
- .3 other Parties shall be entitled, subject to the provisions of regulations I/4 and I/10, to accept, in principle, that certificates issued by or on behalf of the Parties identified in paragraph 3.1 are in compliance with the Convention.

4 Amendments to the 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 paragraph 1, are not subject to the provisions of section A-I/7, paragraphs 1 and 2.

Regulation I/8

Quality standards

1 Each Party shall ensure that:

- .1 in accordance with the provisions of section A-I/8 of the STCW Code, 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; and
- .2 where governmental agencies or entities perform such activities, there shall be a quality standards system.

2 Each Party 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. This evaluation shall include all changes to national regulations and procedures in compliance with the amendments to the Convention and STCW Code, with dates of entry into force later than the date information was communicated to the Secretary-General.

3 A report containing the results of the evaluation required by paragraph 2 shall be communicated to the Secretary-General in accordance with the format specified in section A-I/7 of the STCW Code.

Regulation I/9

Medical standards

1 Each Party 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 Each Party shall ensure that those responsible for assessing the medical fitness of seafarers are medical practitioners recognized by the Party 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 the Convention, 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:

- .1 be not less than 16 years of age;
- .2 provide satisfactory proof of his/her identity; and
- .3 meet the applicable medical fitness standards established by the Party.

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 recognized by the Party is available, provided that the period shall not exceed three months.

7 In urgent cases the Administration may permit a seafarer to work without a valid medical certificate until the next port of call where a medical practitioner recognized by the Party is available, provided that:

- .1 the period of such permission does not exceed three months; and
- .2 the seafarer concerned is in possession of an expired medical certificate of recent date.

Regulation I/10

Recognition of certificates

1 Each Administration shall ensure that the provisions of this regulation are complied with, in order to recognize, by endorsement in accordance with regulation I/2, paragraph 7, a certificate issued by or under the authority of another Party to a master, officer or radio operator and that:

- .1 the Administration has confirmed, through an evaluation of that Party, which may include inspection of facilities and procedures, that the requirements of the Convention regarding standards of competence, training and certification and quality standards are fully complied with; and
- .2 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 the Convention.

2 Measures shall be established to ensure that seafarers who present, for recognition, certificates issued under the provisions of regulations II/2, III/2 or III/3, or issued under regulation VII/1 at the management level, as defined in the STCW Code, have an appropriate knowledge of the maritime legislation of the Administration relevant to the functions they are permitted to perform.

3 Information provided and measures agreed upon under this regulation shall be communicated to the Secretary-General in conformity with the requirements of regulation I/7.

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

5 Notwithstanding the requirement of regulation I/2, paragraph 7, an Administration may, if circumstances require, subject to the provisions of paragraph 1, allow a seafarer to serve for a period not exceeding three months on board a ship entitled to fly its 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 flag of the Administration. Documentary proof shall be readily available that application for an endorsement has been submitted to the Administration.

6 Certificates and endorsements issued by an Administration 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.

Regulation I/11

Revalidation of certificates

1 Every master, officer and radio operator holding a certificate issued or recognized under any chapter of the Convention other than chapter VI, 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:

- .1 meet the standards of medical fitness prescribed by regulation I/9; and
- .2 establish continued professional competence in accordance with 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 paragraph 1 of this regulation and be required, at intervals not exceeding five years, to establish continued professional competence for tankers in accordance with section A-I/11, paragraph 3 of the STCW Code.

4 Each Party shall compare the standards of competence which it required of candidates for certificates issued before 1 January 2017 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.

5 The Party 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.

6 For the purpose of updating the knowledge of masters, officers and radio operators, each Administration shall 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 its flag. 6 Certificates and endorsements issued by an Administration 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.

Regulation I/12

Use of simulators

1 The performance standards and other provisions set forth in section A-I/12 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:

- .1 all mandatory simulator-based training;
- .2 any assessment of competency required by part A of the STCW Code which is carried out by means of a simulator; and
- .3 any demonstration, by means of a simulator, of continued proficiency required by part A of the STCW Code.

Regulation I/13*Conduct of trials*

- 1 These regulations shall not prevent an Administration from authorizing ships entitled to fly its flag to participate in trials.
- 2 For the purposes of this regulation, the term *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 the Convention, which would provide at least the same degree of safety, security and pollution prevention as provided by these regulations.
- 3 The Administration authorizing ships to participate in trials 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 by these regulations. Such trials shall be conducted in accordance with guidelines adopted by the Organization.
- 4 Details of such trials shall be reported to the Organization as early as practicable but not less than six months before the date on which the trials are scheduled to commence. The Organization shall circulate such particulars to all Parties.
- 5 The results of trials authorized under paragraph 1, and any recommendations the Administration may have regarding those results, shall be reported to the Organization, which shall circulate such results and recommendations to all Parties.
- 6 Any Party having any objection to particular trials authorized in accordance with this regulation should communicate such objection to the Organization as early as practicable. The Organization shall circulate details of the objection to all Parties.
- 7 An Administration which has authorized a trial shall respect objections received from other Parties relating to such trial by directing ships entitled to fly its flag not to engage in a trial while navigating in the waters of a coastal State which has communicated its objection to the Organization.
- 8 An Administration which 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 by these regulations may authorize ships entitled to fly its flag to continue to operate with such a system indefinitely, subject to the following requirements:
 - .1 the Administration shall, after results of the trial have been submitted in accordance with paragraph 5, provide details of any such authorization, including identification of the specific ships which may be subject to the authorization, to the Organization, which will circulate this information to all Parties;
 - .2 any operations authorized under this paragraph shall be conducted in accordance with any guidelines developed by the Organization, to the same extent as they apply during a trial;
 - .3 such operations shall respect any objections received from other Parties in accordance with paragraph 7, to the extent such objections have not been withdrawn; and
 - .4 an operation authorized under this paragraph shall only be permitted pending a determination by the Maritime Safety Committee as to whether an amendment to the Convention would be appropriate, and, if so, whether the operation should be suspended or permitted to continue before the amendment enters into force.
- 9 At the request of any Party, the Maritime Safety Committee shall establish a date for the consideration of the trial results and for the appropriate determinations.

Regulation I/14*Responsibilities of companies*

1 Each Administration shall, in accordance with the provisions of section A-I/14, hold companies responsible for the assignment of seafarers for service on their ships in accordance with the provisions of the present Convention, and shall require every such company to ensure that:

- .1 each seafarer assigned to any of its ships holds an appropriate certificate in accordance with the provisions of the Convention and as established by the Administration;
- .2 its ships are manned in compliance with the applicable safe manning requirements of the Administration;
- .3 seafarers assigned to any of its ships have received refresher and updating training as required by the Convention;
- .4 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;
- .5 seafarers, on being assigned to any of its ships, are familiarized with their specific duties and with all ship arrangements, installations, equipment, procedures and ship characteristics that are relevant to their routine or emergency duties;
- .6 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
- .7 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.

Regulation I/15*Transitional provisions*

1 Until 1 January 2017, a Party may continue to issue, recognize and endorse certificates in accordance with the provisions of the Convention which applied immediately prior to 1 January 2012 in respect of those seafarers who commenced approved seagoing service, an approved education and training programme or an approved training course before 1 July 2013.

2 Until 1 January 2017, a Party may continue to renew and revalidate certificates and endorsements in accordance with the provisions of the Convention which applied immediately prior to 1 January 2012.

CHAPTER II

Master and deck department

Regulation II/1

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

- 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:
 - .1 be not less than 18 years of age;
 - .2 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;
 - .3 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;
 - .4 meet the applicable requirements of the regulations in chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulations;
 - .5 have completed approved education and training and meet the standard of competence specified in section A-II/1 of the STCW Code; and
 - .6 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.

Regulation II/2

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

Master and chief mate on ships of 3,000 gross tonnage or more

- 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 shall:
 - .1 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:
 - .1.1 for certification as chief mate, not less than 12 months, and
 - .1.2 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
 - .2 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.

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

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 shall:

- .1 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;
- .2 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
- .3 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.

Regulation II/3

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

Ships not engaged on near-coastal voyages

1 Every 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.

Ships engaged on near-coastal voyages

Officer in charge of a navigational watch

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:

- .1 be not less than 18 years of age;
- .2 have completed:
 - .2.1 special training, including an adequate period of appropriate seagoing service as required by the Administration, or
 - .2.2 approved seagoing service in the deck department of not less than 36 months;
- .3 meet the applicable requirements of the regulations in chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulations;
- .4 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

- .5 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:

- .1 be not less than 20 years of age;
- .2 have approved seagoing service of not less than 12 months as officer in charge of a navigational watch;
- .3 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
- .4 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.

Exemptions

7 The Administration, if it 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, 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.

Regulation II/4

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

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

2 Every candidate for certification shall:

- .1 be not less than 16 years of age;
- .2 have completed:
 - .2.1 approved seagoing service including not less than six months of training and experience, or
 - .2.2 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
- .3 meet the standard of competence specified in section A-II/4 of the STCW Code.

3 The seagoing service, training and experience required by subparagraphs 2.2.1 and 2.2.2 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.

Regulation II/5*Mandatory minimum requirements for certification of ratings as able seafarer deck*

- 1 Every able seafarer deck serving on a seagoing ship of 500 gross tonnage or more shall be duly certificated.
- 2 Every candidate for certification shall:
 - .1 be not less than 18 years of age;
 - .2 meet the requirements for certification as a rating forming part of a navigational watch;
 - .3 while qualified to serve as a rating forming part of a navigational watch, have approved seagoing service in the deck department of:
 - .3.1 not less than 18 months, or
 - .3.2 not less than 12 months and have completed approved training; and
 - .4 meet the standard of competence specified in section A-II/5 of the STCW Code.
- 3 Every Party shall compare the standards of competence which it required of Able Seamen for certificates issued before 1 January 2012 with those specified for the certificate in section A-II/5 of the STCW Code, and shall determine the need, if any, for requiring these personnel to update their qualifications.
- 4 Until 1 January 2012, a Party which is also a Party to the International Labour Organization Certification of Able Seamen Convention, 1946 (No. 74) may continue to issue, recognize and endorse certificates in accordance with the provisions of the aforesaid convention.
- 5 Until 1 January 2017, a Party which is also a Party to the International Labour Organization Certification of Able Seamen Convention, 1946 (No. 74) may continue to renew and revalidate certificates and endorsements in accordance with the provisions of the aforesaid convention.
- 6 Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity in the deck department for a period of not less than 12 months within the last 60 months preceding the entry into force of this regulation for that Party.

CHAPTER III**Engine department****Regulation III/1***Mandatory minimum requirements for certification of officers in charge of an engineering watch in a manned engine-room or designated duty engineers in a periodically unmanned engine-room*

- 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:
 - .1 be not less than 18 years of age;
 - .2 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;
- .3 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;
 - .4 have completed approved education and training and meet the standard of competence specified in section A-III/1 of the STCW Code; and
 - .5 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.

Regulation III/2

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

- 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:
 - .1 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:
 - .1.1 for certification as second engineer officer, have not less than 12 months as qualified engineer officer, and
 - .1.2 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
 - .2 have completed approved education and training and meet the standard of competence specified in section A-III/2 of the STCW Code.

Regulation III/3

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

- 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:
 - .1 meet the requirements for certification as an officer in charge of an engineering watch and:
 - .1.1 for certification as second engineer officer, have not less than 12 months of approved seagoing service as assistant engineer officer or engineer officer, and

.1.2 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

.2 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.

Regulation III/4

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

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:

.1 be not less than 16 years of age;

.2 have completed:

.2.1 approved seagoing service including not less than six months of training and experience, or

.2.2 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

.3 meet the standard of competence specified in section A-III/4 of the STCW Code.

3 The seagoing service, training and experience required by subparagraphs 2.2.1 and 2.2.2 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.

Regulation III/5

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

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:

.1 be not less than 18 years of age;

.2 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;

.3 while qualified to serve as a rating forming part of an engineering watch, have approved seagoing service in the engine department of:

.3.1 not less than 12 months, or

.3.2 not less than 6 months and have completed approved training; and

.4 meet the standard of competence specified in section A-III/5 of the STCW Code.

3 Every Party shall compare the standard of competence which it required of ratings in the engine department for certificates issued before 1 January 2012 with those specified for the certificate in section A-III/5 of the STCW Code, and shall determine the need, if any, for requiring these personnel to update their qualifications.

4 Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity in the engine department for a period of not less than 12 months within the last 60 months preceding the entry into force of this regulation for that Party.

Regulation III/6

Mandatory minimum requirements for certification of electro-technical officers

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:

- .1 be not less than 18 years of age;
- .2 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;
- .3 have completed approved education and training and meet the standard of competence specified in section A-III/6 of the STCW Code; and
- .4 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.

3 Every Party shall compare the standard of competence which it required of electro-technical officers for certificates issued before 1 January 2012 with those specified for the certificate in section A-III/6 of the STCW Code, and shall determine the need for requiring those personnel to update their qualifications.

4 Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity on board a ship for a period of not less than 12 months within the last 60 months preceding the entry into force of this regulation for that Party and meet the standard of competence specified in section A-III/6 of the STCW Code.

5 Notwithstanding the above requirements of paragraph 1 to 4, a suitably qualified person may be considered by a Party to be able to perform certain functions of section A-III/6.

Regulation III/7

Mandatory minimum requirements for certification of electro-technical ratings

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:

- .1 be not less than 18 years of age;

- 2 have:
 - .2.1 completed approved seagoing service including not less than 12 months training and experience, or
 - .2.2 completed approved training, including an approved period of seagoing service which shall not be less than 6 months, or
 - .2.3 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
- 3 meet the standard of competence specified in section A-III/7 of the STCW Code.

3 Every Party shall compare the standard of competence which it required of electro-technical ratings for certificates issued before 1 January 2012 with those specified for the certificate in section A-III/7 of the STCW Code, and shall determine the need, if any, for requiring these personnel to update their qualifications.

4 Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity on board a ship for a period of not less than 12 months within the last 60 months preceding the entry into force of this regulation for that Party and meet the standard of competence specified in section A-III/7 of the STCW Code.

5 Notwithstanding the above requirements of paragraphs 1 to 4, a suitably qualified person may be considered by a Party to be able to perform certain functions of section A-III/7.

CHAPTER IV

Radiocommunication and radio operators

Explanatory note

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, as amended. Provisions for radio maintenance are set forth in the International Convention for the Safety of Life at Sea, 1974 (SOLAS), as amended, and the guidelines adopted by the Organization.

Regulation IV/1

Application

1 Except as provided in paragraph 2, the provisions of this chapter 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.

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 this chapter. Radio operators on these ships are, nevertheless, required to comply with the Radio Regulations. The Administration shall ensure that the appropriate certificates as prescribed by the Radio Regulations are issued to or recognized in respect of such radio operators.

Regulation IV/2

Mandatory minimum requirements for certification of GMDSS radio operators

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 recognized by the Administration under the provisions of the Radio Regulations.

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:

- .1 be not less than 18 years of age; and

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

CHAPTER V

Special training requirements for personnel on certain types of ships

Regulation V/1-1

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

1 Officers and ratings 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 provisions of section A-VI/1 of the STCW Code and shall have completed:

- .1 at least three months of approved seagoing service on oil or chemical tankers and meet the standard of competence specified in section A-V/1-1, paragraph 1 of the STCW Code; or
- .2 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:

- .1 meet the requirements for certification in basic training for oil and chemical tanker cargo operations; and
- .2 while qualified for certification in basic training for oil and chemical tanker cargo operations, have:
 - .2.1 at least three months of approved seagoing service on oil tankers, or
 - .2.2 at least one month of approved onboard training on oil tankers, in a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in section B-V/1; and
- .3 have completed approved advanced training for oil tanker cargo operations and meet the standard of competence specified in section A-V/1-1, paragraph 2 of the STCW Code.

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

6 Every candidate for a certificate in advanced training for chemical tanker cargo operations shall:

- .1 meet the requirements for certification in basic training for oil and chemical tanker cargo operations; and

- .2 while qualified for certification in basic training for oil and chemical tanker cargo operations, have:
 - .2.1 at least three months of approved seagoing service on chemical tankers, or
 - .2.2 at least one month of approved onboard training on chemical tankers, in a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in section B-V/1; and
- .3 have completed approved advanced training for chemical tanker cargo operations and meet the standard of competence specified in section A-V/1-1, paragraph 3 of the STCW Code.

7 Administrations shall ensure that a certificate of proficiency is issued to seafarers, who are qualified in accordance with paragraphs 2, 4 or 6 as appropriate, or that an existing certificate of competency or certificate of proficiency is duly endorsed.

Regulation V/1-2

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

1 Officers and ratings 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:

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

- .1 meet the requirements for certification in basic training for liquefied gas tanker cargo operations; and
- .2 while qualified for certification in basic training for liquefied gas tanker cargo operations, have:
 - .2.1 at least three months of approved seagoing service on liquefied gas tankers, or
 - .2.2 at least one month of approved onboard training on liquefied gas tankers, in a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in section B-V/1; and

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

5 Administrations shall ensure that a certificate of proficiency is issued to seafarers, who are qualified in accordance with paragraphs 2 or 4 as appropriate, or that an existing certificate of competency or certificate of proficiency is duly endorsed.

Regulation V/2

Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on passenger ships

1 This regulation applies to masters, officers, ratings and other personnel serving on board passenger ships engaged on international voyages. Administrations shall determine the applicability of these requirements to personnel serving on passenger ships engaged on domestic voyages.

2 Prior to being assigned shipboard duties on board passenger ships, seafarers shall have completed the training required by paragraphs 4 to 7 below in accordance with their capacity, duties and responsibilities.

3 Seafarers who are required to be trained in accordance with paragraphs 4, 6 and 7 below 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.

4 Masters, officers and other personnel designated on muster lists to assist passengers in emergency situations on board passenger ships shall have completed training in crowd management as specified in section A-V/2, paragraph 1 of the STCW Code.

5 Personnel providing direct service to passengers in passenger spaces on board passenger ships shall have completed the safety training specified in section A-V/2, paragraph 2 of the STCW Code.

6 Masters, chief engineer officers, chief mates, second engineer officers and any person designated on muster lists of having responsibility for the safety of passengers in emergency situations on board passenger ships shall have completed approved training in crisis management and human behaviour as specified in section A-V/2, paragraph 3 of the STCW Code.

7 Masters, chief engineer officers, chief mates, second engineer officers and every person assigned immediate responsibility for embarking and disembarking passengers, loading, discharging or securing cargo, or closing hull openings on board ro-ro passenger ships shall have completed approved training in passenger safety, cargo safety and hull integrity as specified in section A-V/2, paragraph 4 of the STCW Code.

8 Administrations shall ensure that documentary evidence of the training which has been completed is issued to every person found qualified under the provisions of this regulation.

CHAPTER VI

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

Regulation VI/1

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

1 Seafarers shall receive safety familiarization and basic training or instruction in accordance with section A-VI/1 of the STCW Code and shall meet the appropriate standard of competence specified therein.

2 Where basic training is not included in the qualification for the certificate to be issued, a certificate of proficiency shall be issued, indicating that the holder has attended the course in basic training.

Regulation VI/2

Mandatory minimum requirements for the issue of certificates of proficiency in survival craft, rescue boats and fast rescue boats

1 Every candidate for a certificate of proficiency in survival craft and rescue boats other than fast rescue boats shall:

- .1 be not less than 18 years of age;
- .2 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
- .3 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.

2 Every candidate for a certificate of proficiency in fast rescue boats shall:

- .1 be the holder of a certificate of proficiency in survival craft and rescue boats other than fast rescue boats;
- .2 have attended an approved training course; and
- .3 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.

Regulation VI/3

Mandatory minimum requirements for training in advanced fire fighting

1 Seafarers designated to control fire-fighting operations shall have successfully completed advanced training in techniques for fighting fire, with particular emphasis on organization, tactics and command, in accordance with the provisions of section A-VI/3, paragraphs 1 to 4 of the STCW Code and shall meet the standard of competence specified therein.

2 Where training in advanced fire fighting 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 fire fighting.

Regulation VI/4

Mandatory minimum requirements relating to medical first aid and medical care

1 Seafarers designated to provide medical first aid on board ship shall 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.

Regulation VI/5

Mandatory minimum requirements for the issue of certificates of proficiency for ship security officers

- 1 Every candidate for a certificate of proficiency as ship security officer shall:
 - .1 have approved seagoing service of not less than 12 months or appropriate seagoing service and knowledge of ship operations; and
 - .2 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 Administrations shall ensure that every person found qualified under the provisions of this regulation is issued with a certificate of proficiency.

Regulation VI/6

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

- 1 Seafarers shall receive security-related familiarization and security-awareness training or instruction in accordance with section A-VI/6, paragraphs 1 to 4 of the STCW Code and shall meet the appropriate standard of competence specified therein.
- 2 Where security awareness is not included in the qualification for the certificate to be issued, a certificate of proficiency shall be issued indicating that the holder has attended a course in security awareness training.
- 3 Every Party 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.

Seafarers with designated security duties

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

CHAPTER VII**Alternative certification****Regulation VII/1**

Issue of alternative certificates

- 1 Notwithstanding the requirements for certification laid down in chapters II and III of this annex, Parties may elect to issue or authorize the issue of certificates other than those mentioned in the regulations of those chapters, provided that:
 - .1 the 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;

- .2 the 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 this Code, for the functions and levels that are to be stated in the certificates and in the endorsements;
- .3 the candidates have completed approved seagoing service appropriate to the performance of the functions and levels that are to be stated on the certificate. The minimum duration of seagoing service shall be equivalent to the duration of seagoing service prescribed in chapters II and III of this annex. However, the minimum duration of seagoing service shall be not less than as prescribed in section A-VII/2 of the STCW Code;
- .4 the candidates for certification who are to perform the function of navigation at the operational level shall meet the applicable requirements of the regulations in chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulations; and
- .5 the certificates are issued in accordance with the requirements of regulation I/2 and the provisions set forth in chapter VII of the STCW Code.

2 No certificate shall be issued under this chapter unless the Party has communicated information to the Organization in accordance with article IV and regulation I/7.

Regulation VII/2

Certification of seafarers

1 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.

Regulation VII/3

Principles governing the issue of alternative certificates

1 Any Party which elects to issue or authorize the issue of alternative certificates shall ensure that the following principles are observed:

- .1 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 chapters; and
- .2 any arrangement for alternative certification issued under this chapter shall provide for the interchangeability of certificates with those issued under the other chapters.

2 The principle of interchangeability in paragraph 1 shall ensure that:

- .1 seafarers certificated under the arrangements of chapters II and/or III and those certificated under chapter VII are able to serve on ships which have either traditional or other forms of shipboard organization; and
- .2 seafarers are not trained for specific shipboard arrangements in such a way as would impair their ability to take their skills elsewhere.

3 In issuing any certificate under the provisions of this chapter, the following principles shall be taken into account:

- .1 the issue of alternative certificates shall not be used in itself:
 - .1.1 to reduce the number of crew on board,
 - .1.2 to lower the integrity of the profession or “de-skill” seafarers, or
 - .1.3 to justify the assignment of the combined duties of the engine and deck watchkeeping officers to a single certificate holder during any particular watch; and
- .2 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 paragraphs 1 and 2 of this regulation shall ensure that the competency of both deck and engineer officers is maintained.

CHAPTER VIII

Watchkeeping

Regulation VIII/1

Fitness for duty

- 1 Each Administration shall, for the purpose of preventing fatigue:
 - .1 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
 - .2 require that watch systems are so arranged that the efficiency of all watchkeeping personnel is not impaired by fatigue and that duties are so organized that the first watch at the commencement of a voyage and subsequent relieving watches are sufficiently rested and otherwise fit for duty.
- 2 Each Administration 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 while taking into account the guidance given in section B-VIII/1 of the STCW Code.

Regulation VIII/2

Watchkeeping arrangements and principles to be observed

- 1 Administrations 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.
- 2 Administrations 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:
 - .1 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;

- .2 radio operators are responsible for maintaining a continuous radio watch on appropriate frequencies during their periods of duty;
- .3 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;
- .4 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 organization 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
- .5 as applicable, an appropriate and effective watch or watches are maintained for the purposes of security.”

**„A tengerészek képzéséről,
képesítéséről és az őrszolgálat ellátásáról szóló 1978. évi nemzetközi egyezmény**

I. Cikk

1. Az Egyezményből eredő általános kötelezettségek

(1) A Felek kötelezik magukat, hogy az Egyezmény és az Egyezmény szerves részét képező *melléklet* rendelkezéseinek érvényt szereznek. Az Egyezményre való bármely hivatkozás egyben hivatkozás annak mellékletére is.

(2) A Felek kötelezik magukat, hogy hatályba léptetnek minden olyan törvényt, rendeletet, utasítást és szabályzatot, továbbá megtesznek minden egyéb olyan intézkedést, mely szükséges lehet az Egyezményben foglaltak teljes és maradéktalan megvalósításához, annak biztosítása végett, hogy a tengeri élet- és vagyonbiztonság, továbbá a tengeri környezet védelme szempontjából a hajón lévő tengerészek feladataik ellátására megfelelően képzettek és alkalmasak legyenek.

II. Cikk

2. Fogalom meghatározások

Az Egyezmény alkalmazása tekintetében, amennyiben ettől kifejezetten eltérő rendelkezés nincs:

- a) a *Fél* olyan államot jelent, melynek tekintetében az Egyezmény hatályba lépett;
- b) az *Igazgatás* olyan Fél kormányzatát jelenti, melynek lobogóját a hajó viselni jogosult;
- c) a *Bizonyítvány* olyan érvényes okmányt jelent, bármi legyen is annak megnevezése, melyet az Igazgatás adott ki, vagy az Igazgatás felhatalmazásával adták ki, illetőleg amelyet az Igazgatás elismer, és amely feljogosítja tulajdonosát arra, hogy az ebben az okmányban feltüntetett vagy a nemzeti szabályokban megállapított szolgálati beosztást betöltse;
- d) a *képesített* a Bizonyítványt jogosan birtokoló személyt jelenti;
- e) a *Szervezet* a Nemzetközi Tengerészeti Szervezetet (IMO) jelenti;
- f) a *Főtitkár* a Szervezet főtitkárát jelenti;

g) a *tengerjáró hajó* olyan hajót jelent, amely nem kizárólag belvizeken vagy védett vizeken belül vagy azok közvetlen közelében, vagy olyan körzetekben közlekedik, ahol kikötői előírások érvényesek;

h) a *halászhajó* hal, bálnák, fókák, rozmárok vagy egyéb tengeri élőlények elejtésére használt hajót jelent;

i) a *Rádió Szabályzat* a mindenkor hatályos Nemzetközi Távközlési Egyezmény mellékletét képező, vagy annak mellékletének tekintendő Rádió Szabályzatot jelenti.

III. Cikk

3. Alkalmazás

Az Egyezmény a valamely Fél lobogójának viselésére jogosult tengerjáró hajókon szolgálatot teljesítő tengerészekre vonatkozik, kivéve az alábbi hajókon szolgálatot teljesítőket:

a) hadihajók, haditengerészeti segédhajók, illetőleg az állam tulajdonában lévő, vagy az általa üzemben tartott egyéb, csak kormányzati és nem kereskedelmi szolgálatban foglalkoztatott hajók, azonban mindegyik Fél a tulajdonában lévő vagy általa üzemben tartott ilyen hajók műveleteinek, illetve műveletképességének veszélyeztetése nélkül a megfelelő intézkedések meghozatalával biztosítja, hogy az ilyen hajókon szolgálatot teljesítő személyek az Egyezmény követelményeinek megfelelően olyan mértékben, amennyire ez ésszerű és megvalósítható;

b) halászhajók,

c) kereskedelembe nem foglalkoztatott kedvtelési célú jachtok, illetőleg

d) kezdetleges építésű fahajók.

IV. Cikk

4. Információk közzétele

(1) A Felek, amint ez lehetséges, közlik a Főtitkárral:

a) az Egyezmény hatálya alá tartozó tárgyban közzétett törvények, rendeletek, utasítások, szabályzatok és egyéb okiratok szövegét;

b) a tanfolyamok tantervére és tanulmányi idejére vonatkozó összes részletet, ahol ez lehetséges, továbbá az Egyezményeknek megfelelően kiállított Bizonyítvánnyal kapcsolatos nemzeti vizsgáztatási és egyéb követelményeket;

c) az Egyezménynek megfelelően kiállítandó bizonyítványok kellő számú mintapéldányát.

(2) A Főtitkár az (1) bekezdés *a)* pontja értelmében kapott bármilyen tájékoztatásról valamennyi Felet értesíti, és egyebek között, a IX. és X. Cikk teljesítése céljából felkérésre közli velük az (1) bekezdés *b)* és *c)* pontja alapján kapott összes információt.

V. Cikk

5. Egyéb szerződések és értelmezés

(1) A Felek között hatályban lévő, a tengerészek képzéséről, képesítéséről és az őrszolgálat ellátásáról szóló szerződés, egyezmény és megállapodás, az alábbiak tekintetében érvényességi ideje alatt teljesen és maradéktalanul hatályban marad

a) azon tengerészek tekintetében, akikre ez az Egyezmény nem vonatkozik;

b) azon tengerészekre nézve, akikre ez az Egyezmény vonatkozik, azon ügyek tekintetében, melyekről az kifejezetten nem rendelkezik.

(2) Azonban amennyiben az ilyen szerződések, egyezmények és megállapodások az Egyezmény rendelkezéseivel ellentétesek, a Felek az ilyen szerződések, egyezményekből

és megállapodásokból eredő kötelezettségeiket felülvizsgálják, annak biztosítására, hogy ezek a kötelezettségek az Egyezményből fakadó kötelezettségeikkel ne ütközzenek.

(3) Minden olyan ügy, melyre nézve az Egyezmény kifejezetten nem rendelkezik, a Felek jogalkotásának tárgya.

(4) Az Egyezmény semmiképpen nem prejudikálhatja a tengerjognak az Egyesült Nemzetek Szervezete Közgyűlésének 2750 C(XXV.) számú határozata alapján összehívott Egyesült Nemzetek Szervezetének Tengerjogi Konferenciája által végzendő kodifikálását és továbbfejlesztését, sem bármely állam jelenlegi és jövőbeni igényeit és jogi nézeteit a tengerjog kérdései, továbbá a parti állam és lobogó szerinti állam joghatóságának természete és mértéke tekintetében.

VI. Cikk

6. Bizonyítványok

(1) Parancsnoki, tiszti vagy beosztotti képesítő bizonyítványokat kell kiállítani azon jelöltek részére, akik az Igazgatás szerint eleget tettek az Egyezmény mellékletében foglalt vonatkozó rendelkezéseknek megfelelően a szolgálati, életkori, egészségi alkalmassági, képzési, képesítési és vizsgakövetelményeknek.

(2) Az e cikknek megfelelően kiállított parancsnoki és tiszti bizonyítványokat a kiállító Igazgatásnak a melléklet I/2 Szabályában előírt módon érvényesítenie kell. Amennyiben az alkalmazott nyelv nem angol, az érvényesítésnek angol nyelvű fordítást is magában kell foglalnia.

VII. Cikk

7. Átmeneti rendelkezések

(1) A képesítő vagy szolgálati bizonyítványt olyan beosztásra, melyre nézve az Egyezmény bizonyítványt követel meg, és amelyet az Egyezménynek a Félre tekintetében való hatálybalépése előtt az illető Fél jogszabályainak vagy a Rádió Szabályzatnak megfelelően állítottak ki a szolgálat ellátására nézve, az Egyezménynek az érintett Fél tekintetében való hatálybalépése után érvényesnek kell elismerni.

(2) Az Egyezménynek valamely Fél tekintetében való hatálybalépése után annak igazgatása képesítő bizonyítványokat a korábbi gyakorlatának megfelelően legfeljebb ötévi időtartamra továbbra is kiadhat. Az ilyen bizonyítványokat az Egyezmény tekintetében érvényesnek kell elismerni. Ezen átmeneti idő alatt az ilyen bizonyítványokat csak olyan tengerészeknek lehet kiállítani, akik az Egyezménynek az illető Fél tekintetében való hatálybalépése előtt kezdtek meg tengeri szolgálatukat azon szolgálati ágazatban, amelyre ezek a bizonyítványok vonatkoznak. Az Igazgatásnak biztosítania kell, hogy minden más képesítésre pályázó jelöltet az Egyezménynek megfelelően vizsgáztassanak és képesítsenek.

(3) Az Egyezménynek valamely Fél tekintetében való hatálybalépését követő két éven belül, ez a Fél kiállíthat szolgálati bizonyítványt azon tengerészek részére, akik sem az Egyezménynek megfelelő kellő bizonyítvánnyal nem rendelkeznek, sem az Egyezménynek az illető Fél tekintetében való hatálybalépése előtt a saját jogszabályai szerint kiállított képesítő bizonyítvánnyal nem rendelkeznek, de akik

a) az Egyezménynek ennek a Félnek a tekintetében való hatálybalépését megelőző utolsó hét éven belül legalább háromévi tengeri szolgálatot teljesítettek abban a beosztásban, amelyre nézve szolgálati bizonyítványért folyamodnak;

b) igazolják, hogy ezt a szolgálatot kielégítően látták el;

c) eleget tesznek az Igazgatás követelményeinek az egészségi alkalmasság tekintetében, beleértve a látást és hallást, és tekintetbe véve életkorukat a folyamatosság idején.

Az Egyezmény tekintetében az e bekezdésnek megfelelően kiállított szolgálati bizonyítványt az Egyezménynek megfelelően kiállított bizonyítvánnyal egyenértékűnek kell tekinteni.

VIII. Cikk

Felmentés

(1) Rendkívüli körülmények esetén az Igazgatások, amennyiben véleményük szerint ez személyekre, vagyokra vagy környezetre nézve veszélyt nem jelent, felmentést adhatnak ki, mely engedélyezi egy meghatározott tengerész számára egy meghatározott hajón legfeljebb hat hónapi időtartamra a szolgálat ellátását olyan beosztásban, amelyre nem rendelkezik megfelelő bizonyítvánnyal, feltéve, hogy az a személy, akinek a felmentést megadják, megfelelő és az Igazgatást kielégítő képzettséggel rendelkezik az üres beosztás biztonságos betöltéséhez. Rádióosztási vagy rádiótávbeszélő-kezelői beosztás betöltéséhez ilyen felmentés csak a Rádió Szabályzat vonatkozó rendelkezéseiben előírt feltételekkel adható. Mindazonáltal felmentés nem adható hajóparancsnoknak, illetve gépüzemvezetőnek, kivéve az elháríthatatlan külső ok esetét, de akkor is csak a lehető legrövidebb időre.

(2) Felmentés valamely beosztásra csak olyan személy részére adható, aki a közvetlenül alatta levő beosztás betöltésére megfelelő képesítéssel rendelkezik. Ahol az Egyezmény képesítést a közvetlenül alatta levő beosztáshoz nem követel meg, ott felmentést olyan személynek lehet adni, akinek képességei és tapasztalatai az Igazgatás véleménye szerint nyilvánvalóan egyenértékűek a betöltendő beosztásra vonatkozó követelményekkel. Amennyiben az ilyen személy nem rendelkezik megfelelő bizonyítvánnyal, meg kell felelnie az Igazgatás által elfogadott és azt igazoló tesztnek, hogy a felmentés biztonsággal kiadható. Ezen túlmenően, az Igazgatásnak biztosítania kell, hogy a kérdéses beosztást a lehető legrövidebb időn belül megfelelő képesítéssel rendelkező személlyel töltsék be.

(3) A Felek minden év január 1-je után a lehető leghamarabb jelentésben tájékoztatják a Főtitkárt az év során a tengerjáró hajókra az év során összesen kiadott felmentések számáról minden olyan beosztás tekintetében, amelyhez bizonyítvány szükséges, az 1600 BRT feletti, illetve alatti hajók számát külön közölve.

IX. Cikk

Egyenértékek

(1) Az Egyezmény nem akadályozza meg az Igazgatásokat abban, hogy megtartsanak vagy elfogadjanak egyéb elméleti és gyakorlati oktatási rendszereket, beleértve azokat, melyek a műszaki fejlődéshez és különleges típusú hajókhoz és szállítási módokhoz adaptált tengeri szolgálattal és hajón belüli szervezettel járnak együtt, feltéve, hogy a hajó navigációs és műszaki irányításának, továbbá a rakomány kezelésének tekintetében a tengeri szolgálati gyakorlati ismeretek és a jártasság szint legalább az Egyezményben foglalt követelményekkel egyenértékű tengeri biztonsággal és a környezetszennyezés megelőzésével jár.

(2) Az ilyen intézkedésekre vonatkozó részleteket a gyakorlatilag lehető leghamarabb jelenteni kell a Főtitkárnak, aki az ilyen részleteket körlevélben valamennyi Féllel ismerteti.

X. Cikk

8. Ellenőrzés

(1) A hajók, a III. Cikkben foglalt kivételekkel, amikor valamelyik Fél kikötőiben tartózkodnak, az illető Fél által erre kellően felhatalmazott hivatalos személyek ellenőrzése alá tartoznak annak igazolása tekintetében, hogy a hajón szolgálatot teljesítő valamennyi tengerész, akinek az Egyezmény értelmében képesítéssel kell rendelkeznie, ilyen képesítéssel, illetve megfelelő felmentéssel rendelkezik. Az ilyen bizonyítványokat el kell fogadni, hacsak nincs alapos ok annak feltételezésére, hogy valamely bizonyítványt csalárd módon szereztek meg, illetve a bizonyítvány birtokosa nem az a személy, akinek részére a bizonyítványt eredetileg kiállították.

(2) Olyan esetben, amikor az (1) bekezdés alapján, illetve az "Ellenőrzési eljárások" című I/4 Szabályban meghatározott ellenőrzési eljárások alapján bármilyen hiányosságot észlelnek, az ellenőrzést végző hivatalos személy erről haladéktalanul írásban értesíti a hajó parancsnokát és a konzult, vagy annak hiányában, annak az államnak legközelebbi diplomáciai képviselőjét vagy tengerészeti hatóságát, amelynek lobogója viselésére a hajó jogosult, hogy megfelelő intézkedés történhessen. Az ilyen értesítésekben részletezni kell az észlelt hiányosságokat, és azokat az indokokat, amelyeknek alapján a Fél megállapítja, hogy ezek a hiányosságok a személyekre, vagyonra, illetve a környezetre nézve veszélyt jelentenek.

(3) Az (1) bekezdés alapján végzett ellenőrzés során, tekintetbe véve a hajó méretét és típusát, továbbá az út hosszát és jellegét, amennyiben az I/4 Szabály (3) bekezdésében említett hiányosságokat nem küszöbölik ki, és megállapítást nyer, hogy ez a tény a személyekre, vagyonra, illetve a környezetre nézve veszélyt jelent, az ellenőrzést végző Fél tegyen lépéseket annak biztosítására, hogy a hajó ne induljon el mindaddig, amíg ezek a követelmények a veszély megszüntetéséhez szükséges mértékben nem teljesülnek. Az intézkedésre vonatkozó tényeket a Főtitkárnak haladéktalanul jelenteni kell.

(4) Az e cikk alapján végzett ellenőrzések végrehajtása során minden lehető meg kell tenni a hajó indokolatlan visszatartásának vagy késleltetésének elkerülésére. Amennyiben egy hajót ilyen módon visszatartanak vagy késleltetnek, úgy az igényt tarthat minden ebből eredő veszteségének, illetve kárának megtérítésére.

(5) Ezt a cikket szükség szerint kell alkalmazni annak biztosítására, hogy az Egyezményben nem részes állam lobogójának viselésére jogosult hajó ne részesüljön kedvezőbb elbánásban, mint amilyenben valamely Fél lobogóját viselni jogosult hajó részesül.

XI. Cikk

A technikai együttműködés elősegítése

(1) Az Egyezményben részes Felek, a Szervezettel konzultálva és annak közreműködésével támogatást nyújtanak azon Felek részére, akik technikai segítséget kérnek a következőkhöz:

- a) adminisztratív és technikai személyzet képzése,
- b) tengerészképző tanintézetek létrehozása,
- c) a tanintézetek berendezésekkel és eszközökkel való ellátása,
- d) megfelelő képzési programok kidolgozása, beleértve a tengerjáró hajókon történő gyakorlati képzést, és
- e) egyéb intézkedések a tengerészképzés elősegítése érdekében,

lehetőleg nemzeti, szubregionális vagy regionális alapon, az Egyezmény célkitűzéseinek és rendeltetésének megvalósítása elősegítése végett, számításba véve a fejlődő országok különleges igényeit ebben a vonatkozásban.

(2) A Szervezet a maga részéről támogatni fogja a fent említett erőfeszítéseket, más nemzetközi szervezetekkel, de különösen a Nemzetközi Munkaügyi Szervezettel konzultálva, illetve azzal társulva.

XII. Cikk

Módosítások

(1) Az Egyezmény az alábbi eljárások bármelyikével módosítható:

a) módosítások a szervezeten belüli megvitatás után:

(i) a valamelyik Fél által javasolt bármely módosítást a Főtitkárhoz kell benyújtani, aki ezt követően a megvitatást megelőzően legalább hat hónappal körlevélben közli azt e Szervezet

valamennyi tagjával, valamennyi Féllel és a Nemzetközi Munkaügyi Szervezet Főigazgatójával,

(ii) minden ily módon javasolt és köröztetett módosítást a Szervezet Tengerészeti Biztonsági Bizottsága elé kell utalni megvitatás végett,

(iii) a Felek, akár tagjai a Szervezetnek, akár nem, jogosultak rész venni a Tengerészeti Biztonsági Bizottságnak a módosítás megvitatásával és elfogadásával kapcsolatos munkájában,

(iv) a módosításokat az *a)* pont (iii) alpontjában foglalt rendelkezéseknek megfelelően kibővített Tengerészeti Bizottságban (a továbbiakban: kibővített Tengerészeti Biztonsági Bizottság) jelen lévő és szavazó Felek kétharmados többségével kell elfogadni, azzal a feltétellel, hogy a szavazás idején a Felek legalább egyharmadának jelen kell lennie,

(v) az így elfogadott módosításokat a Főtitkár valamennyi Félhez elfogadás végett továbbítja,

(vi) valamely cikk módosítását azon a napon kell elfogadottnak tekinteni, amikor ezt a Felek kétharmada elfogadja,

(vii) a melléklet valamely módosítását elfogadottnak kell tekinteni:

1. attól a naptól számított két év elteltével, amikor azt a Felekhez elfogadás végett továbbították,

2. vagy ettől eltérő, de legalább egyéves időszak elteltével, ha annak elfogadásakor a kibővített Tengerészeti Biztonsági Bizottságban jelen lévő és szavazó Felek kétharmados többsége úgy határozott; azonban a módosítást el nem fogadottnak kell tekinteni, ha a meghatározott időn belül vagy a Felek egyharmada, vagy pedig azok a Felek, melyeknek együttes hajótere a világ 100 BRT, illetve annál nagyobb hajókból álló hajóterének legalább hetven százalékát teszi ki, a módosítás ellen tiltakozást jelentenek be a Főtitkárnál,

(viii) valamely cikk módosítása hat hónappal azt követően lép hatályba az azt elfogadó Felekre, amely napon azt elfogadottnak kell tekinteni, és minden olyan Félre nézve, amely ezt követően fogadja el, az általa történt elfogadás napját követően hat hónappal,

(ix) a melléklet valamely módosítása valamennyi Félre nézve - kivéve azokat, akik az *a)* pont (vii) alpontjának megfelelően a módosításra nézve tiltakozást jelentettek be, és az ilyen tiltakozást nem vonták vissza - azt a napot követően hat hónappal lép hatályba, amelyen azt elfogadottnak kell tekinteni. A hatálybalépésre előírt időpont előtt, bármelyik Fél bejelentést tehet a Főtitkárnál arra nézve, hogy kivonja magát a módosítás hatálybalépése alól annak hatálybalépésétől számított legfeljebb egy évi időtartamra, vagy olyan hosszabb időtartamra, amennyit a módosítás elfogadásakor a kibővített Tengerészeti Biztonsági Bizottságban jelen lévő és szavazó Felek kétharmados többsége megállapított; vagy

b) módosítás értekezleten

(i) valamely Félnek a Felek legalább egyharmada által támogatott kívánságára, a Szervezet, a Nemzetközi Munkaügyi Szervezet Főigazgatójával együttesen és vele konzultálva, összehívja a Felek értekezletét az Egyezmény módosításának megvitatására,

(ii) az ilyen értekezleten a jelen lévő és szavazó Felek kétharmados többsége által elfogadott minden módosítást a Főtitkár a Felekhez továbbítja elfogadásra,

(iii) amennyiben az Értekezlet ettől eltérően nem határoz, a módosítást az *a)* pont (vi) és (viii), illetve (vii) és (ix) alpontjának megfelelően kell elfogadottnak tekinteni, és az annak megfelelően lép hatályba, azzal az eltéréssel, hogy az ezekben az alpontokban a kibővített Tengerészeti Biztonsági Bizottságra történő utalás alatt az Értekezletre való utalást kell érteni.

(2) Minden, valamely módosításra vonatkozó elfogadó nyilatkozatot vagy tiltakozást, illetve az (1) bekezdés *a)* pontja (ix) alpontjának megfelelően tett minden bejelentést írásban

kell benyújtani a Főtitkárhoz, aki az ilyen előterjesztésekről és azok kézhezvételének időpontjáról valamennyi Felet tájékoztatja.

(3) Minden hatálybalépő módosításról, továbbá a módosítás hatálybalépésének időpontjáról a Főtitkár valamennyi Felet értesíti.

XIII. Cikk

Aláírás, megerősítés, elfogadás, jóváhagyás, csatlakozás

(1) Az Egyezmény a Szervezet Központjában az 1978. év december 1. napjától az 1979. év november 30. napjáig aláírásra, ezt követően pedig csatlakozásra nyitva áll. Az Egyezménynek bármely állam részesévé válhat:

a) megerősítésre, elfogadásra vagy jóváhagyásra vonatkozó fenntartás nélküli aláírással, vagy

b) megerősítéstől, elfogadástól vagy jóváhagyástól függő aláírással, melyet megerősítés, elfogadás vagy jóváhagyás követ, vagy

c) csatlakozással.

(2) A megerősítés, elfogadás, jóváhagyás vagy csatlakozás a vonatkozó okiratnak a Főtitkárnál való letétbe helyezésével történik.

(3) A Főtitkár az Egyezményt aláírt vagy ahhoz csatlakozott államokat, továbbá a Nemzetközi Munkaügyi Szervezet Főigazgatóját minden aláírásról, illetőleg minden megerősítő, elfogadó, jóváhagyó vagy csatlakozási okirat letétbe helyezéséről és a letétbe helyezés időpontjáról értesíti.

XIV. Cikk

Hatálybalépés

(1) Az Egyezmény azt követően tizenkét hónappal lép hatályba, amikor legalább huszonöt olyan állam, amelyek együttes kereskedelmi hajótere a világ 100 BRT, illetve annál nagyobb hajókból álló teljes hajóterének legalább ötven százalékát teszi ki, azt megerősítésre, elfogadásra vagy jóváhagyásra vonatkozó fenntartás nélkül aláírta, vagy pedig a XIII. Cikknek megfelelően megerősítő, elfogadó, jóváhagyó vagy csatlakozási okiratát letétbe helyezte.

(2) A Főtitkár az Egyezmény hatálybalépésének napjától valamennyi azt aláíró, illetve ahhoz csatlakozott államot értesíti.

(3) Minden olyan megerősítő, elfogadó, jóváhagyó vagy csatlakozási okirat, amelyet az (1) bekezdésben említett tizenkét hónap alatt helyeznek letétbe, az Egyezmény hatálybalépésekor vagy az okirat letétbe helyezését követő három hónap eltelte után lép hatályba, aszerint, hogy melyik a későbbi időpont.

(4) Minden olyan megerősítő, elfogadó, jóváhagyó vagy csatlakozási okirat, amelyet az Egyezmény hatálybalépésének napja után helyeznek letétbe, a letétbe helyezés napját követő három hónappal lép hatályba.

(5) Minden olyan megerősítő, elfogadó, jóváhagyó vagy csatlakozási okiratot, amelyet olyan időpontot követően helyeztek letétbe, amikor valamely módosítást a XII. Cikk értelmében elfogadottnak kell tekinteni, a módosított Egyezményre kell vonatkoztatni.

XV. Cikk

Felmondás

(1) Az Egyezményt bármelyik Fél attól a naptól számított öt év elteltével, amikor az Egyezmény ránézve hatályba lépett, bármikor felmondhatja.

(2) A felmondás a Főtitkárhoz intézett írásbeli bejelentéssel történik, aki az összes többi Felet és a Nemzetközi Munkaügyi Szervezet Főigazgatóját minden ilyen kézhez vett bejelentésről, annak kézhezvételének időpontjáról, valamint a felmondás hatálybalépéséről értesíti.

(3) A felmondás tizenkét hónappal azt követően lép hatályba, amikor a Főtitkár a felmondásról szóló bejelentést kézhez vette, vagy pedig a bejelentésben feltüntetett ennél későbbi időpontban.

XVI. Cikk

Letétbe helyezés és nyilvántartásba vétel

(1) Az Egyezmény a Főtitkárnál kerül letétbe helyezésre, aki annak hiteles másolatát az Egyezményt aláírt, illetve ahhoz csatlakozott valamennyi államhoz megküldi.

(2) Az Egyezmény hatálybalépése után a Főtitkár annak szövegét az Egyesült Nemzetek Szervezete Alapokmányának 102. Cikke szerint nyilvántartásba vételre és közzétételre az Egyesült Nemzetek Szervezet Főtitkárának megküldi.

XVII. Cikk

Nyelvek

Ez az Egyezmény egy példányban, angol, francia, kínai, orosz és spanyol nyelven készült, mindegyik szöveg egyaránt hiteles. Hivatalos fordítás arab és német nyelven készül, és azok az aláírt eredetivel együtt kerülnek letétbe helyezésre.

Ennek hitelül a Kormányai által erre kellőképpen meghatalmazott alulírottak az Egyezményt aláírták.

Készült Londonban, az ezerkilencszázhetvennyolcadik évi július hó hatodik napján.

MELLÉKLET

I. FEJEZET

Általános rendelkezések

I/1. szabály

Meghatározások és pontosítások

- 1 Az Egyezmény alkalmazása tekintetében, amennyiben ettől kifejezetten eltérő rendelkezés nincs:
 - .1 *A rendelkezések jelentése* az Egyezmény mellékletében szereplő rendelkezések;
 - .2 *Az elfogadott jelentése* a részes Fél által a jelen rendelkezésekkel összhangban elfogadott;
 - .3 *Parancsnok*: a hajót vezénylő személy;
 - .4 *Tiszt*: a hajószemélyzetnek az, a parancsnoktól eltérő tagja, akit nemzeti jogszabályok vagy egyéb előírások, illetve ezek hiányában kollektív szerződés szerint vagy szokásjog alapján tisztnek neveznek ki;
 - .5 *Fedélzeti tiszt*: az Egyezmény II. fejezetében foglalt rendelkezések szerint képzett tiszt;

- .6 *Első tisztt:* rangban a parancsnok után következő tisztt, aki a parancsnok akadályoztatása esetén átveszi a hajó vezénylését;
- .7 *Géptisztt:* az Egyezmény III. fejezete 1., 2., illetve 3. pontjában foglalt rendelkezések szerint képzett tisztt;
- .8 *Gépüzemvezető:* a rangidős géptisztt, aki a hajó gépi meghajtásáért, valamint gépészeti és villamos berendezéseinek üzemeltetéséért és karbantartásáért felelős;
- .9 *Másodgéptisztt:* a gépüzemvezető után rangban következő tisztt, aki, a gépüzemvezető akadályoztatása esetén, átveszi a hajó gépi meghajtásának, valamint gépészeti és villamos berendezéseinek üzemeltetési és karbantartási feladatát;
- .10 *Géptiszttjelölt:* géptisztt képzésben részt vevő személy, akit a nemzeti törvények vagy rendeletek ilyenként jelölnek meg;
- .11 *Rádiókezelőt:* az Igazgatás által kibocsátott vagy elismert bizonyítvánnyal rendelkező személy, a Rádió Használati Szabályzat értelmében;
- .12 *GMDSS rádiókezelőt:* az Egyezmény IV. fejezetében foglalt rendelkezéseknek megfelelő képesítéssel rendelkező személy;
- .13 *Személyzet:* a hajószemélyzet olyan tagja, aki nem parancsnok vagy tisztt;
- .14 *Part menti utak:* a részes Fél közeli vizein történő utazás, amint azt az illető részes Fél meghatározza;
- .15 *Főgépteljesítmény:* a hajó fő meghajtó gépezetének kilowattban kifejezett, maximális, folyamatos, névleges összteljesítménye, ahogyan azt a hajó lajstromozási okmányában vagy más hivatalos okiratban feltüntették;
- .16 *Rádiós szolgálat:* a Rádió Használati Szabályzat, az „Életbiztonság a tengeren” tárgyú, 1974. évi, módosított nemzetközi egyezmény (SOLAS 74), valamint – az egyes illetékes hatóságok megítélése szerint – a Szervezet vonatkozó ajánlásainak megfelelően végzett őrszolgálat, illetve műszaki karbantartás és javítás;
- .17 *Olajszállító tartályhajó:* a kőolaj és a kőolajszármazékok ömlesztett szállítása céljából épített és használt hajó;
- .18 *Vegyianyag-szállító tartályhajó:* a mindenkor hatályos Nemzetközi Vegyianyag Szabályzat 17. fejezetében felsorolt bármely cseppfolyós termék ömlesztett szállítása céljára épített vagy alkalmassá tett, és e célra használt hajó;
- .19 *Cseppfolyósított gázt szállító tartályhajó:* a mindenkor hatályos Nemzetközi Gázszállítási Szabályzat 19. fejezetében felsorolt bármely cseppfolyósított gáz vagy egyéb termék ömlesztett szállítása céljából épített vagy alkalmassá tett, és e célra használt hajó;
- .20 *Személyszállító hajó:* az „Életbiztonság a tengeren” tárgyú, 1974. évi, módosított nemzetközi egyezményben ilyenként meghatározott hajó;
- .21 *Ro-ro személyszállító hajó:* ro-ro rakománytérrel vagy olyan különleges kategóriájú terekkel rendelkező személyszállító hajó, amely megfelel az „Életbiztonság a tengeren” tárgyú, 1974. évi, módosított nemzetközi egyezmény meghatározásának;
- .22 *Hónap:* egy naptári hónap, vagy az egy hónapnál rövidebb időszakból összeadott 30 napos időszak;

- .23 *STCW Szabályzat*: a tengerészek képzéséről, képesítéséről és az őrszolgálat ellátásáról (STWC) szóló, az 1995. évi Konferencia 2. határozatával elfogadott szabályzat, a Szervezet mindenkori módosításai szerint;
- .24 *Funkció*: az STCW Szabályzatban meghatározott feladatok, kötelezettségek és felelősségek azon csoportja, amelyek a hajó üzemeltetéséhez, a tengeri életbiztonsághoz és a tengeri környezet védelméhez szükségesek;
- .25 *Társaság*: a hajó tulajdonosa vagy bármely más szervezet vagy személy, mint pl. az ügyvezető vagy a hajót személyzet nélkül bérlő, aki a hajó tulajdonosától átvállalta a hajó üzemeltetésének felelősségét, és aki e felelősség átvállalásával a társaságra nézve a jelen szabályok szerint irányadó valamennyi kötelezettséget és felelősséget felvállalja;
- .26 *Tengeri szolgálat*: a képesítési bizonyítványnak vagy más, az alkalmasságot bizonyító igazolásnak megfelelő hajón töltött szolgálat;
- .27 *ISPS Szabályzat*: az „Életbiztonság a tengeren” tárgyú, 1974. évi nemzetközi egyezmény (SOLAS) Szerződő Kormányai Konferenciájának 2. határozatával, 2002. december 12-én elfogadott, a hajók és kikötőlétesítmények védelmére vonatkozó nemzetközi szabályzat (ISPS), a Szervezet mindenkori módosításai szerint;
- .28 *A hajó védelmi tisztje*: a fedélzeten tartózkodó és a parancsnoknak elszámolási kötelezettséggel tartozó olyan személy, akit a társaság a hajó védelméért felelősként nevezett ki, beleértve a hajó védelmi tervének végrehajtását és kezelését, valamint a társaság védelmi tisztjével és a kikötőlétesítmény védelmi tisztjeivel való kapcsolattartást;
- .29 *Biztonsági feladatok*: az „Életbiztonság a tengeren” tárgyú nemzetközi egyezmény (módosított SOLAS 1974) XI-2 fejezete, valamint a hajók és kikötőlétesítmények védelmére vonatkozó nemzetközi szabályzat (ISPS) szerint meghatározott, hajón teljesítendő biztonsági feladatok és kötelezettségek;
- .30 *Képesítő bizonyítvány*: a jelen melléklet II., III. IV., illetve VII. fejezeteinek rendelkezései alapján, parancsnokok, tisztek és GMDSS rádiókezelők részére kiállított és érvényesített bizonyítvány, amely felhatalmazza jogos tulajdonosát arra, hogy az abban meghatározott minőségben a vonatkozó feladatokat az előírt felelősségi szinten ellássa;
- .31 *Jártassági bizonyítvány*: tengerész részére kiállított, a képesítő bizonyítványtól eltérő bizonyítvány, mely igazolja az Egyezményben meghatározott képzési, képesítési, illetve a tengeri szolgálattal kapcsolatosan támasztott követelmények teljesítését;
- .32 *Igazoló okmányok*: a képesítő bizonyítványtól vagy a jártassági bizonyítványtól eltérő, az Egyezmény vonatkozó előírásai teljesítésének igazolására használt dokumentum;
- .33 *Elektrotechnikus tiszt*: az Egyezmény III. fejezete 6. pontjának rendelkezései szerinti képzettséggel rendelkező tiszt;
- .34 *Tengerhajózási fedélzeti szolgálatot ellátó legénység*: az Egyezmény II. fejezete 5. pontjának rendelkezései szerinti képzettséggel rendelkező személyzet;
- .35 *Tengerhajózási gépész szolgálatot ellátó legénység*: az Egyezmény III. fejezete 5. pontjának rendelkezései szerinti képzettséggel rendelkező személyzet; valamint

.36 *Elektrotechnikus személyzet*: az Egyezmény III. fejezete 7. pontjának rendelkezései szerinti képzettséggel rendelkező személyzet.

2 A jelen szabályok kiegészülnek az STCW Szabályzat A részében foglalt kötelező rendelkezésekkel, valamint:

- .1 egy szabály előírására történő bármilyen hivatkozás egyben az STCW Szabályzat A része megfelelő szakaszára történő hivatkozást is jelent;
- .2 a jelen szabályok alkalmazásánál az STCW Szabályzat B részében foglalt útmutatót és magyarázó anyagot a lehető legnagyobb mértékig figyelembe kell venni annak érdekében, hogy az Egyezmény rendelkezéseinek világ méretű alkalmazása minél egységesebb legyen;
- .3 az STCW Szabályzat A részének módosításait az Egyezmény XII. cikkében a melléklet módosításához alkalmazandó eljárásokra vonatkozóan foglaltak szerint kell elfogadni, hatályba léptetni és érvényesíteni; valamint
- .4 az STCW Szabályzat B részét a Tengeri Biztonsági Bizottság saját eljárási szabályai szerint módosítja.

3 Az Egyezmény VI. cikkében az „Igazgatásra” és az „okmányt kiállító Igazgatásra” tett utalás nem akadályozza bármelyik Felet abban, hogy ezen előírásoknak megfelelő bizonyítványokat adjon ki vagy hagyjon jóvá.

I/2. szabály

Bizonyítványok és érvényesítések

1 Képesítő bizonyítványt, a szükséges igazoló okmányok hitelességének és érvényességének ellenőrzését követően, kizárólag az igazgatás állít ki.

2 Az V/1-1. és V/1-2. szabály rendelkezései alapján, parancsnokok és tisztek részére kiállított bizonyítványokat kizárólag Igazgatás állít ki.

3 A bizonyítványokat a kiállító ország hivatalos nyelvén, illetve nyelvein kell készíteni. Amennyiben a használt nyelv nem az angol, a szövegnek tartalmaznia kell az adott nyelvű fordítást is.

4 A rádiókezelőkre vonatkozóan a Felek:

- .1 a Rádió Használati Szabályzatnak megfelelő képesítési bizonyítvány kiadásához szükséges vizsga követelményeit kiegészíthetik az irányadó rendeletekben előírt kiegészítő ismeretekkel; vagy
- .2 külön bizonyítványt bocsáthatnak ki, amely igazolja, hogy tulajdonosa rendelkezik a vonatkozó rendeletekben előírt kiegészítő ismeretekkel.

5 A bizonyítványnak az Egyezmény VI. cikke szerint a kiállítás hitelesítéséhez szükséges érvényesítése csak akkor adható ki, ha az megfelel az Egyezmény összes vonatkozó előírásainak.

6 Az érvényesítéseket bármely Fél, saját belátása szerint az STCW Szabályzat A-I/2. szakaszának megfelelő mintájú bizonyítványokba is bejegyezheti. Ha így tesz, akkor a használt formának egyeznie kell az A-1/2. szakasz 1. pontjában megállapított mintával. Amennyiben ettől eltérő mintát használ, annak ugyanezen szakasz 2. pontjában foglaltakkal kell egyeznie.

7 Az az Igazgatás, amely az I/10. szabálynak megfelelően:

- .1 képesítő bizonyítványt; vagy

- .2 jártassági bizonyítványt állít ki parancsnokok és tisztek részére az V/1-1. és V/1-2. szabály rendelkezései alapján, a bizonyítvány érvényesítése útján csak azt követően tanúsítja annak elismerését, miután meggyőződött a bizonyítvány hitelességéről és érvényességéről.

Az érvényesítés csak akkor adható ki, ha az Egyezmény összes előírása teljesül. Az érvényesítésre használt mintának az STCW Szabályzat A-1/2. szakasza 3. pontjában foglaltaknak kell megfelelnie.

8 Az 5., 6. és 7. pont szerinti érvényesítés:

- .1 lehet önállóan kiadott okmány;
- .2 kizárólag illetékes hatóság adhatja ki;
- .3 mindegyiknek egyedi sorszámmal kell rendelkeznie, kivéve, ha az érvényesítést igazoló okmány és az ahhoz kapcsolódó bizonyítvány ugyanazzal a sorszámmal rendelkezik, feltéve, hogy ez a szám egyedi; és
- .4 érvényét veszti, amint a hozzá kapcsolódó bizonyítvány lejár, visszavonásra vagy felfüggesztésre kerül, vagy az azt kiállító Igazgatás érvényteleníti, valamint minden esetben legkésőbb a kibocsátást követő öt év elteltével.

9 Azt a beosztást, amelyben a bizonyítvány tulajdonosa szolgálatot ellátni jogosult, az Igazgatásnak a biztonságos személyzetre vonatkozó követelményeinél alkalmazott érvényesítéssel azonos formában kell megállapítani.

10 Az Igazgatás az STCW Szabályzat A-I/2. szakaszában megadott formától eltérő formát is használhat, feltéve, hogy az abban a minimálisan előírt adatokat latin betűkkel és arab számokkal tüntetik fel, figyelemmel az A-I/1. szakaszban megengedett változatokra.

11 Az I/10. szabály 5. pontja rendelkezéseinek megfelelően az Egyezmény által előírt minden bizonyítvány eredeti példányát azon a hajón kell tartani, ahol a bizonyítvány tulajdonosa szolgálatot teljesít.

12 A részes Felek mindegyike biztosítja, hogy bizonyítványt kizárólag olyan jelölteknek ad ki, akik megfelelnek a jelen szabály követelményeinek.

13 A jelölteknek a bizonyítvány elnyeréséhez hitelt érdemlően bizonyítaniuk kell:

- .1 személyazonosságukat;
- .2 azt, hogy életkoruk nem kevesebb, mint amit az elnyerni kívánt képesítő okmányra vonatkozó rendelkezés előír;
- .3 azt, hogy megfelelnek az STCW Szabályzat A-1/9. szakaszában az egészségi alkalmasságra vonatkozóan előírt követelményeknek;
- .4 teljesítették az elnyerni kívánt képesítő okmányra vonatkozóan a jelen szabályok által előírt tengeri szolgálatot és más kötelező képzést; és
- .5 rendelkeznek azzal a szakmai színvonallal, amelyet jelen szabályok a szakképzettség, a feladatok és a szintek vonatkozásában előírnak, és amelyeket a képesítő okmány rögzít.

14 Minden Fél kötelezettséget vállal arra, hogy minden, a parancsnokok, tisztek és adott esetben a beosztottak részére kiállított, lejárt vagy megújított, felfüggesztett, visszavont, elvesztett vagy megsemmisült bizonyítványról, annak érvényesítését igazoló okmányról és kiadott felmentésről nyilvántartást vagy nyilvántartást vezet.

15 Minden Fél kötelezettséget vállal arra, hogy az ilyen bizonyítványok, érvényesítések vagy felmentések állapotáról információt szolgáltatnak egyéb olyan Feleknek és társaságoknak, akik az olyan tengerészek által bemutatott bizonyítványok hitelességének és érvényességének tisztázását kérik, akik az I/10. szabály szerint képesítő okmányuk elismeréséért vagy a hajón történő alkalmazásukért folyamodtak.

16 2017. január 1-jétől az információk helyzetével kapcsolatos, a jelen szabály 15. pontjának megfelelően rendelkezésre bocsátandó információt angol nyelven, elektronikus úton kell rendelkezésre bocsátani.

I/3. szabály

A part menti utakon történő hajózást szabályozó alapelvek

1 A part menti utaknak az Egyezmény alkalmazása tekintetében történő meghatározása során egyik Fél sem támaszthat szigorúbb képzési, tapasztalatszerzési vagy képesítési követelményeket azon tengerészekkel szemben, akik egy másik Fél lobogójának viselésére jogosult hajón teljesítenek szolgálatot és ilyen utakon vannak alkalmazva, mint amilyenek azokra a tengerészekre vonatkoznak, akik saját lobogójának viselésére jogosult hajókon teljesítenek szolgálatot. Az ilyen Fél semmilyen körülmények között sem támaszthat a másik Fél lobogóját viselő hajókon szolgálatot teljesítő tengerészekre nézve olyan követelményeket, melyek meghaladják az Egyezménynek a part menti utakon nem foglalkoztatott hajókra vonatkozó követelményeit.

2 Az Egyezménynek a part menti utakra vonatkozó rendelkezéseiből fakadó előnyöket élvező hajók tekintetében az a Fél, amelyik rendszeresen közlekedik másik Felek partjai előtt olyan part menti utakon, melyeket azok part menti útnak minősítenek, köteles megállapodni az érintett Felekkel és meghatározni mind az adott kereskedelmi területeket, mind az egyéb vonatkozó feltételeket.

3 A valamely Fél lobogóját viselni jogosult olyan hajók tekintetében, melyek rendszeresen közlekednek egy másik Fél partjai előtt part menti utakon, annak a Félnek, amelynek lobogóját a hajó viselni jogosult, az ilyen hajókon szolgálatot teljesítő tengerészekre vonatkozóan olyan képzési, tapasztalatszerzési és képesítési követelményeket kell előírnia, melyek legalább azon Fél követelményeivel azonosak, amelynek partjai előtt a hajó közlekedik, de amelyek nem haladják meg az Egyezménynek a part menti utakon nem közlekedő hajókra vonatkozó követelményeit. Az olyan hajókon szolgáló tengerészekre, amelyeknek az útja valamely Fél által part menti útként meghatározott területeken túlra terjed, és olyan területekre lép, amelyekre nézve ez a meghatározás nem vonatkozik, az Egyezmény vonatkozó előírásai érvényesek.

4 Bármely Fél engedélyezheti a lobogója viselésére jogosult hajónak az Egyezménynek a part menti utakra vonatkozó rendelkezéseiből fakadó előnyök élvezését, ha az rendszeresen közlekedik az Egyezményben nem részes valamely állam partjai előtt olyan utakon, melyet ez a Fél part menti útnak minősít.

5 Az egyik Fél által a part menti útként meghatározott utakra kiadott tengerészképesítési bizonyítványokat másik Felek elfogadhatják olyan utakon történő szolgálatteljesítés céljából, melyeket maguk part menti utaknak minősítenek, ha az érintett Felek erről megállapodnak és részletesen meghatározzák mind az érintett kereskedelmi területeket, mind az arra vonatkozó, egyéb feltételeket.

6 A part menti utakat meghatározó Felek, a jelen szabály előírásaival összhangban, kötelesek:

- .1 betartani az A-I/3. szakasz szerinti, a part menti utakat szabályozó alapelveket;
- .2 az I/7. szabály előírásainak megfelelően tájékoztatni a Főtitkárt az elfogadott rendelkezések részleteiről; és

- .3 az I/2. szabály 5., 6. vagy 7. pontja értelmében kiállított érvényesítésekbe belefoglalni a part menti utakra vonatkozó meghatározást.

7 A jelen szabályban foglaltak egyetlen állam joghatóságát sem korlátozhatják, függetlenül attól, hogy az részese-e az Egyezménynek vagy sem.

I/4. szabály

Ellenőrzési eljárások

1 Az erre kellőképpen felhatalmazott hivatalos személy által a X. cikk alapján végzett ellenőrzés a következőkre korlátozódik:

- .1 a X. cikk (1) bekezdésének megfelelően annak vizsgálata, hogy a hajón szolgálatot teljesítő és az Egyezmény értelmében bizonyítvánnyal rendelkezni köteles összes tengerész megfelelő bizonyítvánnyal vagy érvényes felmentéssel rendelkezik-e, illetve igazolni tudja-e az Igazgatáshoz az I/1.0 szabály 5. pontjának megfelelő érvényesítés iránti kérelmének előterjesztését;
- .2 annak vizsgálata, hogy a hajón szolgálatot teljesítő tengerészek létszáma és képzettsége megfelel-e az Igazgatás biztonságos személyzeti feltételekre vonatkozó előírásainak; és
- .3 az STCW Szabályzat A-I/4. szakaszának megfelelően annak elbírálása, hogy a hajón szolgáló tengerészek mennyire képesek az Egyezményben előírt őrszolgálattal kapcsolatos követelményeknek eleget tenni, ha alapos ok van azt feltételezni, hogy ezek a normák az alábbi okok bármelyike miatt nem teljesülnek:
 - .3.1 a hajó ütközött, megfeneklett vagy zátonyra futott, vagy
 - .3.2 menet közben, horgonyon vagy kikötött állapotban a hajóból olyan anyagkibocsátás történt, amely bármely nemzetközi egyezmény szerint illegális, vagy
 - .3.3 hajó irányítása, manőverezése hibásan vagy veszélyes módon történt, mely során a Szervezet által elfogadott, a hajó kezelésére vonatkozó szabályokat vagy a biztonságos hajóműveletezés gyakorlatát és menetét nem követték, vagy
 - .3.4 a hajó kezelése egyéb vonatkozásban oly módon történt, ami a személyek, vagyon vagy környezet szempontjából veszélyt jelent.

2 A személyekre, vagyonra vagy környezetre veszélyt jelentő hiányosságok az alábbiak lehetnek:

- .1 a bizonyítvánnyal rendelkezni köteles tengerészek nem rendelkeznek megfelelő bizonyítvánnyal vagy érvényes felmentéssel, illetve nem tudják igazolni, hogy az Igazgatáshoz az I/10. szabály 5. pontjának megfelelően érvényesítés iránti kérelmet terjesztettek be;
- .2 nem teljesülnek az Igazgatásnak a biztonságos személyi feltételekre vonatkozó előírásai;
- .3 a navigációs vagy gépüzemi őrszolgálat rendszere nincs összhangban az Igazgatásnak a hajóra előírt követelményeivel;
- .4 őrszolgálatban nincs olyan személy, aki megfelelő képzettséggel rendelkezik a biztonságos navigáláshoz, a biztonságos rádiókapcsolathoz és a tenger

szennyezésének megelőzéséhez elengedhetetlenül szükséges berendezések üzemeltetéséhez; és

- .5 az út kezdetét követő első őrsgben és az azt követő váltásokban a hajón nem képesek az őrszolgálat ellátásához kiphent, és egyéb szempontokból is a szolgálatra alkalmas személyeket biztosítani.

3 A 2. pontban foglalt hiányosságok az ellenőrzést végző Fél által aszerint megállapított mértékig történő kiküszöbölésének elmulasztása, hogy azok mennyiben veszélyeztetik a személyek, a vagyon vagy a környezet biztonságát, lehet csak alapja annak, hogy az illető Fél a hajót a X. cikk alapján visszatartsa.

I/5. szabály

Nemzeti rendelkezések

1 Mindegyik részes Fél köteles kialakítani az illető Fél által kiállított, az adott tevékenységi kör ellátására jogosító bizonyítvánnyal, illetve érvényesítéssel rendelkező személyeknek a tengeri élet- és vagyonbiztonságot, továbbá a tengeri környezetet közvetlenül veszélyeztető hozzá nem értése, cselekedete vagy mulasztása, továbbá a bizonyítványaikban feltüntetett szolgálat ellátása pártatlan kivizsgálásának, illetve e bizonyítványok említett esetekben történő visszavonásának, felfüggesztésének, illetve érvénytelenítésének, valamint a csalások megelőzésének módszereit és eljárásait.

2 Minden részes Fél köteles megfelelő intézkedéseket tenni és fogatosítani a kiállított bizonyítványokkal és érvényesítésekkel kapcsolatos csalás és egyéb törvénybe ütköző gyakorlatok megelőzése érdekében.

3 Minden részes Fél köteles büntető, illetve szabálysértési intézkedéseket megállapítani azokra az esetekre, amikor az Egyezmény előírásainak érvényt szerző nemzeti jogszabályok rendelkezéseinek a lobogója viselésére jogosult valamely hajó vonatkozásában, illetve az adott Fél által bizonyítványokkal ellátott tengerész vonatkozásában nem tesznek eleget.

4 Ilyen büntető és szabálysértési intézkedéseket különösen azokra az esetekre kell megállapítani és érvényesíteni, amikor

- .1 a társaság vagy a hajóparancsnok az Egyezmény által előírt bizonyítvánnyal nem rendelkező személyt alkalmazott;
- .2 a hajóparancsnok bármilyen, a jelen szabályok szerint csak megfelelő bizonyítvánnyal rendelkező személy által ellátható feladat vagy szolgálat bármilyen szinten történő ellátását olyan személynek engedte meg, aki az előírt bizonyítványokkal, érvényes felmentéssel vagy az I/10. szabály 5. pontjának megfelelő igazoló okmánnyal nem rendelkezik; vagy
- .3 valamely személy csalással, illetve hamis okmányokkal bármilyen szintű, olyan feladathoz vagy beosztáshoz jutott, amely a jelen szabályok értelmében csak olyan személlyel tölthető be, illetve végezhető, aki bizonyítvánnyal, illetve felmentéssel rendelkezik.

5 Az a Fél, amelynek joghatósága alá tartozó területén olyan társaság vagy olyan személy található, amely, illetve aki megalapozottan felelős az Egyezménynek a 4. pontban foglaltak szerinti megszegéséért, illetve ilyenről tudomása van, együttműködését minden lehetséges formában köteles kiterjeszteni azon Fél vonatkozásában, aki értesítette őt a joghatósága szerinti eljárás kezdeményezésének szándékáról.

I/6. szabály*Képzés és értékelés*

Minden Fél köteles biztosítani, hogy

- .1 a tengerészek Egyezménynek megfelelő képzésének és vizsgáztatásának intézése, ellenőrzése és felügyelete az STCW Szabályzat A-I/6. szakasz előírásai szerint történjék; és
- .2 a tengerészek szakmai képzéséért és vizsgáztatásáért az Egyezmény előírásainak megfelelően felelős személyek, az STCW Szabályzat A-I/6. szakasz rendelkezéseivel összhangban, megfelelő képesítéssel rendelkezzenek az adott jellegű és szintű oktatáshoz és vizsgáztatáshoz.

I/7. szabály*Információk továbbítása*

1 Az információk IV. cikkben meghatározott közlésén túlmenően minden Fél az STCW Szabályzat A-I/7. szakaszában előírt időszakon belül és formában köteles értesíteni a Főtitkárt az olyan egyéb, a Szabályzat rendelkezései alapján elvárható információról, amely a Fél azon lépéseire vonatkozik, amelyeket az Egyezmény teljes és maradéktalan érvényesítése érdekében megtett.

2 Amikor a IV. cikknek és az STCW Szabályzat A-I/7. szakaszának megfelelő teljes információ kézhezvétele megtörtént és az ilyen információ igazolja, hogy az Egyezmény előírásainak teljes és maradéktalan érvényesítése megtörtént, a Főtitkár erről jelentést küld a Tengerészeti Biztonsági Bizottságnak.

3 A Tengerészeti Biztonsági Bizottságnak a Bizottság által elfogadott eljárásnak megfelelő, ezt követő megerősítése bizonyítja, hogy a kapott információ igazolja az Egyezmény érvényesítésének teljes és maradéktalan megtörténtét:

- .1 a Tengerészeti Biztonsági Bizottság megnevezi az így érintetté vált Feleket;
- .2 átvizsgálja azon Felek listáját, akik olyan információt közöltek, hogy teljes körűen és maradéktalanul érvényesítették az Egyezmény előírást, oly módon, hogy a listán csak az érintett Felek szerepeljenek; és
- .3 más Feleket feljogosít az I/4. és I/10. szabályoknak megfelelően annak elvi elismerésére, hogy a 3.1pont alapján megnevezett Felek által vagy nevében kiállított bizonyítványok az Egyezménnyel összhangban vannak.

4 Az Egyezmény és az STCW Szabályzat azon módosításaira, melyek hatályba lépésére a Főtitkár számára az 1. pont rendelkezéseivel összhangban adott vagy adandó tájékoztatás közlésének napja után került sor, az A-I/7. szakasz 1. és 2. pontjában foglalt rendelkezések nem irányadók.

I/8. szabály*Minőségi követelmények*

1 Minden Fél köteles biztosítani, hogy

- .1 Az STCW Szabályzat A-I/8. szakaszának előírásai értelmében minden képzési, vizsgáztatási, képesítési, érvényesítési és megújítási tevékenységgel kapcsolatos nem kormányzati szervezet vagy meghatalmazásával bíró személy általi végrehajtását, a meghatározott célok elérése érdekében, a minőségi követelményrendszer

tekintetében folyamatosan ellenőrizni kell, beleértve az oktatók és vizsgáztatók képesítését és gyakorlottságát;

- .2 ahol az ilyen tevékenységet kormányzati intézmények vagy személyek végzik, ott minőségi követelményrendszert kell bevezetni.

2 Minden Félnek biztosítania kell azt is, hogy az STCW Szabályzat A-I/8. szakaszának megfelelően, időszakos kiértékeléseket végezzenek olyan megfelelően képzett személyek közreműködésével, akik maguk az adott tevékenységben nem érintettek. Ennek az értékelésnek ki kell terjednie a nemzeti rendelkezéseknek és eljárásoknak az Egyezmény és az STCW Szabályzat módosításainak megfelelő, mindazon változásaira, melyeknek hatályba lépése későbbi, mint a Főtitkárnak adott tájékoztatás közlésének napja.

3 A 2. pontban előírt értékelés eredményeit tartalmazó jelentést az STCW Szabályzat A-I/7. szakaszában meghatározott formában kell közölni a Főtitkárral.

I/9. szabály

Egészségi alkalmassági követelmények

1 A jelen szabály és az STCW Szabályzat A-I/9. szakasza rendelkezéseinek megfelelően mindegyik Fél megállapítja a tengerészek egészségi alkalmasságára és az egészségi alkalmassági bizonyítvány kiállításának eljárásaira vonatkozó követelményeket.

2 Mindegyik fél biztosítja, hogy a tengerészeknek az STCW Szabályzat A-I/9. szakaszának rendelkezései szerinti egészségi alkalmassági vizsgálatáért felelős személyek a tengerészek orvosi vizsgálatainak elvégzése céljából az adott Fél által elismert orvosok legyenek.

3 Az Egyezmény rendelkezéseinek értelmében kiállított bizonyítvánnyal rendelkező, tengeri szolgálatot teljesítő tengerészeknek, a jelen szabály és az STCW Szabályzat A-I/9. szakasza előírásainak megfelelő, érvényes egészségi alkalmassági bizonyítvánnyal is rendelkezniük kell.

4 A bizonyítványért folyamadó jelöltnek meg kell felelnie a következőknek:

- .1 16. életévét betöltötte;
- .2 személyazonosságát hitelt érdemlően bizonyította; és
- .3 megfelel az adott Fél által előírt egészségi alkalmassági követelményeknek.

5 Az egészségi alkalmassági bizonyítvány érvényessége legfeljebb két év a 18 év alatti tengerészek kivételével, mely esetben az érvényesség maximális időtartama egy év.

6 Amennyiben az egészségi alkalmassági bizonyítvány érvényessége az út során jár le, akkor az a legközelebbi kikötőbe való megérkezésig érvényben marad, ahol rendelkezésre áll az adott fél által elismert orvos, feltéve, hogy ez az időtartam nem haladja meg a három hónapot.

7 Sürgős esetekben az Igazgatás engedélyezheti, hogy a legközelebbi kikötőbe való megérkezésig, ahol rendelkezésre áll az adott Fél által elismert orvos, a tengerész érvényes egészségi alkalmassági bizonyítvány nélkül dolgozzon, feltéve, hogy

- .1 az ilyen engedély időtartama nem haladja meg a három hónapot; és
- .2 az érintett tengerész rendelkezik egy nemrégiben lejárt egészségi alkalmassági bizonyítvánnyal.

I/10. szabály*Képesítések elismerése*

1 Minden Igazgatás köteles biztosítani a jelen szabály előírásainak az elismerés céljából történő betartását egy másik Fél által vagy felhatalmazásával, parancsnoknak, tisztnek vagy rádiókezelőnek kiadott bizonyítvány I/2. szabály 7. pontja szerinti érvényesítési okmány kiállításával, valamint hogy

- .1 Az Igazgatás az adott Fél értékelése segítségével – mely létesítményekre és eljárásokra is kiterjedhet – igazolja, hogy az Egyezménynek az alkalmassági, képzési, képesítési és minőségi követelményekre vonatkozó előírásait teljes körűen betartják; és
- .2 az érintett Fél kötelezettséget vállaljon arra, hogy haladéktalanul tájékoztatást ad az Egyezménnyel összhangban folytatott képzéssel és képesítéssel kapcsolatos minden jelentős változásról.

2 Olyan intézkedéseket kell bevezetni, amelyek biztosítják, hogy azok a tengerészek, akik az STCW Szabályzatban meghatározottak szerint a II/2., III/2. vagy III/3. szabály, illetve a vezetés szintjén a VII/1. szabály előírásainak megfelelően kiadott bizonyítványt elismertetés céljából nyújtanak be, rendelkeznek az Igazgatás azzal a feladatkörrel kapcsolatos tengerészeti jogszabályainak ismeretével, amelynek ellátására engedélyt kaptak.

3 A jelen szabállyal kapcsolatos és az annak értelmében létrejött megállapodásokra vonatkozó információkat az I/7. szabálynak megfelelően a Főtitkár számára továbbítani kell.

4 A nem részes Fél hatóságai által vagy megbízásukból kiadott bizonyítványokat nem lehet elismerni.

5 Az I/2. szabály 7. pontjában foglaltak ellenére az Igazgatás, amennyiben a körülmények megkívánják, engedélyezheti a tengerész számára, hogy három hónapot nem meghaladó időtartamra szolgálatot láthasson el egy lobogóját viselni jogosult hajón, ha rendelkezik a másik Fél előírásai alapján kiadott és érvényesített, az adott Fél hajóira szóló, megfelelő és érvényes olyan bizonyítvánnyal, ami még nem került érvényesítésre az illető Igazgatás lobogóját viselni jogosult hajókon történő szolgálat ellátására. Az igazoló okmányoknak az Igazgatáshoz benyújtott érvényesítés kérelemhez rendelkezésre kell állniuk.

6 Valamely Igazgatás jelen szabály előírásainak megfelelően egy másik Fél által kiadott bizonyítvány elismerésére vagy az elismerés igazolására vonatkozóan kiállított bizonyítványai és érvényesítési okmányai nem használhatók egy harmadik Fél általi további elismerés alapjául.

I/11. szabály*Képesítések újraérvényesítése*

1 Minden olyan, az Egyezmény bármely, a VI. fejezettől eltérő fejezete alapján kiállított vagy elismert bizonyítvánnyal rendelkező hajóparancsnok, tiszt vagy rádiókezelő, aki tengeri szolgálatot teljesít, vagy parti beosztást követően oda visszatérni kíván, a tengeri szolgálat adott képesítéssel történő ellátásnak folytatásához öt évet meg nem haladó időszakonként köteles:

- .1 megfelelni az I/9. szabályban előírt egészségi alkalmassági előírásoknak; és
- .2 gondoskodni az STCW Szabályzat A-I/11. szakaszának megfelelően szakmai alkalmasságának folyamatosságáról.

2 Minden hajóparancsnoknak, tisztnek és rádiókezelőnek sikeresen be kell fejeznie egy megfelelő, jóváhagyott képzést az olyan hajókon történő tengeri szolgálat ellátásához, amelyekre nemzetközileg elfogadott speciális képzési szabályok vonatkoznak.

3 Tartályhajókon teljesítendő folyamatos szolgálathoz minden hajóparancsnoknak és tisztnek meg kell felelnie a jelen szabály 1. pontjában szereplő követelményeknek, valamint öt évet meg nem haladó időszakonként, az STCW Szabályzat A-I/13. szakasza 3. pontjának megfelelően köteles gondoskodni a tartályhajón teljesítendő szolgálathoz szükséges szakmai alkalmasságának folyamatosságáról.

4 Minden Félnek össze kell hasonlítania a jelöltektől a 2017. január 1. előtt kiadott bizonyítványok elnyeréséhez megkövetelt szakmai szintet az STCW Szabályzat A részében, a megfelelő bizonyítványok vonatkozásában megállapítóval, és döntenie kell arról, hogy az ilyen bizonyítványok tulajdonosainak részt kell-e venniük megfelelő ismeretfelújító és továbbképző képzésen, illetve vizsgán.

5 A Fél az STCW Szabályzat A-I/11. szakaszának megfelelően, az érintettekkel konzultálva, köteles kialakítani ki az ilyen ismeretfelújító és továbbképzési tanfolyamok felépítését, illetve köteles arra javaslatot tenni.

6 A hajóparancsnokok, tisztek és rádiókezelők ismereteinek naprakész szinten tartása érdekében minden Igazgatás köteles biztosítani, hogy a tengeri életbiztonságot és a tengeri környezet védelmét érintő, nemzeti vagy nemzetközi szabályok legfrissebb módosításainak szövege a lobogója viselésére jogosult hajókon rendelkezésre álljon.

I/12. szabály

Szimulátorok használata

1 Az STCW Szabályzat A-I/12. szakaszában és az A rész egyéb rendelkezéseiben megállapított, bármely bizonyítvánnyal összefüggő követelményrendszernek és az egyéb vonatkozó előírásoknak eleget kell tenni a következők tekintetében:

- .1 szimulátorra alapozott, összes kötelező képzés;
- .2 bármiféle, az STCW Szabályzat A részében megállapított, szimulátorral történő képesítő vizsgáztatás; és
- .3 az STCW Szabályzat A részében, a szakmai alkalmasság folyamatosságának bizonyítására megkövetelt szimulátoros bemutató.

I/13. szabály

Próbaüzemeltetések lefolytatása

1 Jelen szabályok nem akadályozzák meg, hogy egy Igazgatás engedélyezze a lobogójának viselésére jogosult hajók próbaüzemeltetését.

2 E szabály alkalmazása tekintetében a „*próbaüzem*” kifejezés olyan korlátozott időtartamú kísérletet vagy kísérletsorozatot jelent, amely automatikus vagy integrált rendszerek alkalmazására terjed ki a célból, hogy egyes meghatározott szolgálatok végrehajtásának alternatív módszereit, illetve az Egyezmény által előírtak teljesítése érdekében tett olyan különleges intézkedéseket kiértékeljék, amelyek a tengerhajózás biztonságát és a tengeri környezet védelmét legalább a jelen szabályokban foglaltakkal azonos szinten biztosítják.

3 A próbaüzemeltetésben részt vevő hajókat felhatalmazó Igazgatásnak meg kell győződnie arról, hogy a kísérletek olyan módon folytatódnak, hogy az a tengerhajózás biztonságát és a tengeri környezet védelmét legalább az erre vonatkozó szabályokban előírtakkal azonos szinten biztosítja. E kísérleteket a Szervezet által elfogadott irányelvekkel összhangban kell lefolytatni.

4 Az ilyen próbaüzemeltetések részletes ismertetését - annyival előbb, amennyire ésszerűen lehetséges, de legalább a próbaüzemeltetés tervezett megkezdésének tervezett időpontja előtt hat

hónappal - be kell jelenteni a Szervezetnek. A Szervezet e részletes ismertetést valamennyi Féllel körlevélben közli.

5 Az 1. pont szerinti engedéllyel végrehajtott próbaüzem eredményeit és az Igazgatásnak az eredmények alapján kialakított bármely ajánlásait jelenteni kell a Szervezetnek, amely az eredményeket és ajánlásokat valamennyi Féllel körlevélben közli.

6 Bármely, a jelen szabály szerint engedélyezett különleges kísérlet ellen ellenvetéssel élő Félnek - annyival előbb amennyire az ésszerűen lehetséges - ellenvetését be kell jelentenie a Szervezetnek. A Szervezet az ellenvetéseket az összes Féllel körlevélben, részletesen közli.

7 A kísérlet lefolytatását engedélyező Igazgatásnak figyelembe kell vennie a többi Fél által az ilyen kísérlettel szemben tett ellenvetéseket, és utasítania kell a lobbogója viselésére jogosult hajókat, hogy ne folytassanak próbákat addig, amíg a Szervezetnél ellenvetést bejelentő Állam parti vizein hajóznak.

8 Az Igazgatás, amely a kísérlet alapján arra a következtetésre jutott, hogy egy adott rendszer legalább azonos szinten biztosítja a tengerhajózás biztonságát a szennyezés megelőzését, ahogyan azt e szabályok előírják, az alábbi követelményeket teljesítése mellett, felhatalmazhatja a lobbogója viselésére jogosult hajókat, hogy az ilyen rendszert határozatlan ideig továbbra is alkalmazzák:

- .1 az Igazgatás, miután a kísérlet eredményeit az 5. pontban foglaltak szerint közölte, köteles közölni a Szervezettel az ilyen engedély részleteit is - ideértve azoknak a kijelölt hajóknak az azonosító adatait, amelyek az engedélyezett körébe tartoznak - ; a Szervezet e tájékoztatást valamennyi Féllel körlevélben közli;
- .2 bármely e bekezdés értelmében engedélyezett tevékenységet a Szervezet által kidolgozott irányelvekkel összhangban, ugyanolyan mértékben lehet folytatni, mint ahogyan az a kísérlet során történt;
- .3 az ilyen tevékenységek esetében, a 7. bekezdésben foglaltakkal összhangban, mindaddig figyelembe kell venni a más Felektől kapott ellenvetéseket, amíg azokat vissza nem vonják; és
- .4 az e bekezdés szerinti engedély alapján végzett tevékenységet csak a Tengerészeti Biztonsági Bizottság arra vonatkozó döntésétől függően szabad engedélyezni, hogy nem szükséges-e az Egyezményt módosítani, és ha ez így van, akkor a tevékenység folytatása a módosítás hatálybalépése előtt engedélyezhető-e vagy leállítandó.

9 Bármelyik Fél kérelmére a Tengerészeti Biztonsági Bizottságnak a kísérleti eredmények megvitatására és döntéshozatalra tárgyalási időpontot kell kitűznie.

I/14. szabály

A társaságok felelőssége

1 Minden Igazgatásnak, az A-I/14. szakasz előírásainak megfelelően, a Társaságokat kell felelőssé tennie a hajóikon alkalmazott tengerészek jelen Egyezmény előírásai szerinti szolgálati beosztásáért, és minden Társaság számára elő kell írnia annak biztosítását, hogy

- .1 a hajójára beosztott összes tengerész az Egyezmény előírásainak megfelelő és az Igazgatás által megállapított képesítéssel rendelkezék;
- .2 a hajóinak személyzettel történő ellátása feleljen meg az Igazgatás biztonságos személyi feltételekre vonatkozó követelményeinek;
- .3 a hajóikon szolgálatra beosztott összes tengerész az Egyezmény előírásainak megfelelő, ismeretfelújító és továbbképző képzést kapott;

- .4 a hajóikon alkalmazott összes tengerészre vonatkozó okmányok és adatok napra készek és hozzáférhetőek legyenek, és ebbe minden korlátozás nélkül beletartoznak a tapasztalataikra, képzettségükre, egészségi alkalmasságukra és szolgálati beosztásukra előírt szakképzettségükre vonatkozó okmányok és adatok;
- .5 a hajóikon szolgálatra beosztott tengerészek tisztában legyenek meghatározott feladataikkal, a hajó berendezéseinek elhelyezésével, felszerelésével és az eljárásokkal, valamint a hajó azon jellemzőivel, amelyek szokásos munkájukkal vagy vészhelyzetben ellátandó feladataikkal kapcsolatosak;
- .6 a hajó szolgálati ágazatai hatékonyan össze tudják hangolni tevékenységüket vészhelyzetben és azoknak a feladatoknak a végrehajtása során, amelyek létfontosságúak a biztonság vagy a környezetszennyezés megelőzése, illetve csökkentése érdekében; és
- .7 az „Életbiztonság a tengeren” tárgyú, 1974. évi, módosított nemzetközi egyezmény (SOLAS) V. fejezet 14. szabály 3. és 4. pontjának megfelelően, hajóikon mindenkor hatékony szóbeli kommunikációra kerüljön sor.

I/15. szabály

Átmeneti rendelkezések

1 Mindegyik Fél 2017. január 1. napjáig folytathatja azon bizonyítványoknak az Egyezmény szerinti kiadását, elismerését vagy érvényesítését az Egyezménynek a közvetlenül 2012. január 1. napja előtt alkalmazott rendelkezései szerinti azon tengerészek vonatkozásában, akik az elismert tengeri szolgálatot, a jóváhagyott oktatási és kiképzési programot vagy a jóváhagyott tanfolyamot 2013. július 1. előtt kezdik meg.

2 Mindegyik Fél 2017. január 1. napjáig folytathatja a bizonyítványoknak és érvényesítési okmányoknak az Egyezménynek a közvetlenül 2012. január 1. napja előtt alkalmazott rendelkezései szerinti megújítását és érvényesítését.

II. FEJEZET

Hajóparancsnok és fedélzeti ágazat

II/1. szabály

500 bruttó regisztertonnás vagy annál nagyobb hajókon navigációs őrszolgálatot ellátó tisztek képesítésére vonatkozó, kötelező minimális követelmények

- 1 Az 500 bruttó regisztertonnás vagy annál nagyobb tengerjáró hajón navigációs őrszolgálatot ellátó minden tisztnak megfelelő képesítéssel kell rendelkeznie.
- 2 A képesítésért folyamadó jelöltnek meg kell felelnie a következőknek:
 - .1 18. életévét betöltötte;
 - .2 valamely jóváhagyott képzési program részeként rendelkeznie kell legalább 12 hónapos, elismert, olyan tengeri szolgálattal, amely magában foglalja az STCW Szabályzat A-II/1. szakasza előírásainak megfelelő fedélzeti gyakorlati képzést, és amelyet a jóváhagyott gyakorlati vizsgakönyv igazol, vagy rendelkeznie kell legalább 36 hónapos, elismert tengeri szolgálattal;
 - .3 az előírt tengeri szolgálat ideje alatt legalább hat hónapig navigációs őrszolgálatot teljesített a hajóparancsnok vagy képesített tiszt felügyelete alatt;

- .4 megfelel a rendeletek IV. fejezetben szereplő, a Rádió Használati Szabályzat szerinti rádiós szolgálat ellátására irányadó előírásoknak;
- .5 jóváhagyott oktatásban és képzésben részesült és megfelel az STCW Szabályzat A-II/1. szakaszában előírt alkalmassági követelményeknek; és
- .6 megfelel az STCW Szabályzat A-VI/1. szakasz 2. pontjában, A-VI/2. szakasz 1-4. pontjában, A-VI/3. szakasz 1-4. pontjában, valamint az A-VI/4. szakasz 1-3. pontjában meghatározott alkalmassági követelményeknek.

II/2. szabály

500 bruttó regisztertonnás vagy annál nagyobb hajókon szolgálatot teljesítő parancsnokok és az első tisztek képzésére vonatkozó, kötelező minimális követelmények

3000 bruttó regisztertonnás vagy annál nagyobb hajók parancsnoka és első tisztje

- 1 A 3000 bruttó regisztertonnás vagy annál nagyobb tengerjáró hajón szolgálatot teljesítő minden parancsnoknak és első tisztnek megfelelő képesítéssel kell rendelkeznie.
- 2 A képzésért folyamadó jelöltnek meg kell felelnie a következőknek:
 - .1 500 bruttó regisztertonnás vagy annál nagyobb hajókon navigációs őr szolgálatot ellátó tisztnek megfelelő képzés és ilyen minőségben teljesített, elismert tengeri szolgálat;
 - .1.1 első tiszti képzéshez legalább 12 hónap, és
 - .1.2 parancsnoki képzéshez legalább 36 hónap, azonban ez az idő legfeljebb 24 hónapra csökkenthető, amennyiben az ilyen tengeri szolgálatból legalább 12 hónapot első tiszti beosztásban töltött el; valamint
 - .2 jóváhagyott oktatásban és képzésben részesült és megfelel az STCW Szabályzat A-II/2. szakaszában a 3000 bruttó regisztertonnás vagy annál nagyobb hajók parancsnokaira és első tisztjeire megállapított alkalmassági követelményeknek.

500 és 3000 bruttó regisztertonna közötti hajók parancsnoka és első tisztje

- 3 Az 500 és 3000 bruttó regisztertonna közötti tengerjáró hajón szolgálatot teljesítő minden parancsnoknak és első tisztnek megfelelő képesítéssel kell rendelkeznie.
- 4 A képzésért folyamadó jelöltnek meg kell felelnie a következőknek:
 - .1 első tiszti képzéshez megfelel az 500 bruttó regisztertonnás vagy annál nagyobb hajókon navigációs őr szolgálatot ellátó tiszttel szemben támasztott követelményeknek;
 - .2 parancsnoki képzéshez megfelel az 500 bruttó regisztertonnás vagy annál nagyobb hajókon navigációs őr szolgálatot ellátó tiszttel szemben támasztott követelményeknek és ilyen minőségben legalább 36 hónapos, elismert tengeri szolgálattal rendelkezik, azonban ez az idő legfeljebb 24 hónapra csökkenthető, amennyiben az ilyen tengeri szolgálatból legalább 12 hónapot első tiszti beosztásban töltött el; valamint
 - .3 jóváhagyott képzésben részesült és megfelel az STCW Szabályzat A-II/2. szakaszában az 500 és 3000 bruttó regisztertonnás hajók parancsnokaira és első tisztjeire megállapított alkalmassági követelményeknek.

II/3. szabály

500 bruttó regisztertonnánál kisebb hajókon navigációs őrszolgálatot ellátó tisztek és parancsnokok képzésére vonatkozó kötelező minimumkövetelmények

Nem part menti utakon közlekedő hajók

1 Az 500 bruttó regisztertonnánál kisebb, nem part menti úton közlekedő tengerjáró hajón navigációs őrszolgálatot ellátó minden tisztek rendelkeznie kell az 500 bruttó regisztertonna vagy annál nagyobb hajókra előírt képesítéssel.

2 Az 500 bruttó regisztertonnánál kisebb, nem part menti úton közlekedő tengerjáró hajón szolgálatot teljesítő minden parancsnoknak rendelkeznie kell az 500 és 3000 bruttó regisztertonna közötti hajók parancsnoki szolgálatának ellátáshoz előírt képesítéssel.

Part menti utakon közlekedő hajók

Navigációs őrszolgálatot ellátó tiszt

3 Az 500 bruttó regisztertonnánál kisebb, part menti úton közlekedő tengerjáró hajón navigációs őrszolgálatot ellátó minden tisztnek megfelelő képesítéssel kell rendelkeznie.

4 Az 500 bruttó regisztertonnánál kisebb, part menti úton közlekedő tengerjáró hajón navigációs őrszolgálatot ellátó tiszt képesítéséért folyamadó jelöltnek meg kell felelnie a következőknek:

- .1 18. életévét betöltötte;
- .2 rendelkeznie kell:
 - .2.1 speciális képzéssel, beleértve az Igazgatás által megkövetelt, kellő időtartamú, megfelelő tengeri szolgálatot, vagy
 - .2.2 legalább 36 hónapos, fedélzeti ágazatban eltöltött, elismert tengeri szolgálattal;
- .3 megfelel a rendeletek IV. fejezetben szereplő, a Rádió Használati Szabályzat szerinti rádiós szolgálat ellátására irányadó előírásoknak;
- .4 jóváhagyott oktatásban és képzésben részesült és megfelel az STCW Szabályzat A-II/3. szakaszában az 500 bruttó regisztertonnánál kisebb, part menti úton közlekedő hajókon navigációs őrszolgálatot ellátó tisztekre megállapított alkalmassági követelményeknek; valamint
- .5 megfelel az STCW Szabályzat A-VI/1. szakasz 2. pontjában, A-VI/2. szakasz 1-4. pontjában, A-VI/3. szakasz 1-4. pontjában, valamint az A-VI/4. szakasz 1-3. pontjában meghatározott alkalmassági követelményeknek.

Parancsnok

5 Az 500 bruttó regisztertonnánál kisebb, part menti úton közlekedő tengerjáró hajón szolgálatot teljesítő minden parancsnoknak megfelelő képesítéssel kell rendelkeznie.

6 Az 500 bruttó regisztertonnánál kisebb, part menti úton közlekedő tengerjáró hajón szolgálatot teljesítő parancsnok képesítéséért folyamadó jelöltnek meg kell felelnie a következőknek:

- .1 20. életévét betöltötte;
- .2 legalább 12 hónapos, navigációs őrszolgálatot ellátó tisztként teljesített, elismert tengeri szolgálat;

- .3 jóváhagyott oktatásban és képzésben részesült és megfelel az STCW Szabályzat A-II/3. szakaszában az 500 bruttó regisztertonnánál kisebb, part menti úton közlekedő hajókon szolgálatot teljesítő parancsnokokra megállapított alkalmassági követelményeknek; valamint
- .4 megfelel az STCW Szabályzat A-VI/1. szakasz 2. pontjában, A-VI/2. szakasz 1-4. pontjában, A-VI/3. szakasz 1-4. pontjában, valamint az A-VI/4. szakasz 1-3. pontjában meghatározott alkalmassági követelményeknek.

Felmentések

7 Az Igazgatás, ha úgy ítéli, hogy a hajó mérete és az út körülményei olyanok, hogy a jelen szabály és az STCW Szabályzat A-II/3. szakasza összes előírásának alkalmazása ésszerűtlen vagy kivihetetlen, akkor az ilyen hajón vagy hajóosztályon szolgálatot teljesítő hajóparancsnok és navigációs őrszolgálatért felelős tiszt vonatkozásában ilyen mértékű kivételt tehetnek néhány kötelezettség alól, szem előtt tartva az azokon a vizeken esetleg közlekedő összes többi hajó biztonságát.

II/4. szabály

A navigációs őrszolgálatban részt vevő beosztott személyekre vonatkozó, kötelező minimális követelmények

1 Az 500 bruttó regisztertonnás vagy annál nagyobb tengerjáró hajón a navigációs őrszolgálat tagjaként szolgáló minden beosztott személynek, a kiképzés alatt álló és a navigációs őrszolgálatban szaktudást nem igénylő feladatot ellátó beosztottakat kivéve, szolgálata ellátásához megfelelő képesítéssel kell rendelkeznie.

2 A képesítésért folyamadó jelöltnek meg kell felelnie a következőknek:

- .1 16. életévét betöltötte;
- .2 rendelkeznie kell:
 - .2.1 elismert tengeri szolgálattal, beleértve legalább hat hónapos gyakorlati képzést és tapasztalatot, vagy
 - .2.2 behajózás előtti vagy hajón elvégzett speciális tanfolyammal, beleértve egy legalább két hónapos, jóváhagyott idejű tengeri szolgálatot; és
- .3 meg kell felelnie az STCW Szabályzat A-II/4. szakaszában részletezett alkalmassági követelményeknek.

3 A 2.2.1. és 2.2.2. alpontok előírásainak megfelelő tengeri szolgálatnak, képzésnek és tapasztalatnak a navigációs őrszolgálat feladataihoz kell kapcsolódnia, és a hajóparancsnok, az őrszolgálat ellátásáért felelős tiszt vagy képzett beosztott közvetlen irányítása alatt végzett feladatok ellátását kell magában foglalnia.

II/5. szabály

Tengerhajózási fedélzeti szolgálatot ellátó legénységi állományú tengerészek képzésére vonatkozó, kötelező minimális követelmények

1 Az 500 bruttó regisztertonnás vagy annál nagyobb tengerjáró hajón minden fedélzeti szolgálatot ellátó, legénységi állományú tengerésznek megfelelő képesítéssel kell rendelkeznie.

2 A képesítésért folyamadó jelöltnek meg kell felelnie a következőknek:

- .1 18. életévét betöltötte;

- .2 megfelel a navigációs őrszolgálat tagjaként szolgáló, legénységi állományú tengerészek képzésére vonatkozó követelményeknek;
- .3 a navigációs őrszolgálatban beosztottként részt vevő tengerészi képzés mellett a fedélzeti ágazatban eltöltött, elismert tengeri szolgálattal rendelkezik, amely:
 - .3.1 legkevesebb 18 hónap, vagy
 - .3.2 legkevesebb 12 hónap és jóváhagyott képzésben részesült; és
- .4 megfelel az STCW Szabályzat A-II/5. szakaszában részletezett alkalmassági követelményeknek.

3 Minden Félnek össze kell hasonlítania a szakképzett tengerészekről a 2012. január 1. előtt kiadott bizonyítványok elnyeréséhez megkövetelt szakmai szintet az STCW Szabályzat A-II/5. szakaszában a megfelelő bizonyítványok vonatkozásában megállapítottal, és el kell döntenie, hogy az ilyen bizonyítványok tulajdonosainak részt kell-e venniük továbbképzésen.

4 Az a Fél, amelyik egyben részes Fele a szakképzett tengerészek képzéséről szóló 1946. évi egyezménynek is (International Labour Organization Certification of Able Seamen Convention - 74. sz.), 2012. január 1-ig folytathatja a bizonyítványoknak a fent említett Egyezmény szerinti kiadását, elismerését és érvényesítését.

5 Az a Fél, amelyik egyben részes Fele a szakképzett tengerészek képzéséről szóló 1946. évi egyezménynek is (International Labour Organization Certification of Able Seamen Convention - 74. sz.), 2017. január 1-ig folytathatja a bizonyítványoknak és érvényesítéseknek a fent említett Egyezmény szerinti megújítását és újraérvényesítését.

6 A részes Fél akkor állapíthatja meg, hogy a tengerészek megfelelnek a jelen szabály előírásainak, ha azok e szabálynak az adott félre nézve történt hatályba lépését megelőző, utolsó 60 hónap során legalább 12 hónapig ebben a minőségben szolgáltak a fedélzeti ágazatban.

III. FEJEZET

Gépészeti ágazat

III/1. szabály

A személyzettel üzemeltetett géptérben a gépüzemi őrszolgálat ellátásáért felelős tiszt és az időszakosan személyzet nélkül üzemeltetett géptérben ügyeletre kijelölt gépszemélyzet képzésére vonatkozó, kötelező minimális követelmények

1 A 750 kW vagy nagyobb főgépteljesítményű tengerjáró hajókon személyzettel ellátott géptérben a gépüzemi őrszolgálat ellátásáért felelős minden tisztnek vagy az időszakosan személyzet nélküli géptérben kijelölt minden ügyeletes géptisztnak megfelelő képzéssel kell rendelkeznie.

2 A képzésért folyamadó jelöltnek meg kell felelnie a következőknek:

- .1 18. életévét betöltötte;
- .2 valamely jóváhagyott képzési program részeként legalább 12 hónapos, műhelyben zajló, gyakorlati képzést kellett kapnia és rendelkeznie kell olyan, elismert tengeri szolgálattal, amely magában foglalja az STCW Szabályzat A-III/1. szakasza előírásainak megfelelő fedélzeti gyakorlati képzést, és amelyet a jóváhagyott gyakorlati vizsgakönyv igazol, vagy egyéb módon kellett legalább 36 hónapos gyakorlati képzésben részesülnie és rendelkeznie kell olyan, elismert tengeri

- szolgálat, amelyből legalább 30 hónap tengeri szolgálatot a gépészeti ágazatban teljesített;
- .3 az előírt tengeri szolgálat ideje alatt legalább hat hónapig gépüzemi órászolgálatot teljesített a gépüzemvezető vagy egy képesített géptiszt felügyelete alatt;
 - .4 jóváhagyott oktatásban és képzésben részesült és megfelel az STCW Szabályzat A-III/1. szakaszában előírt alkalmassági követelményeknek; és
 - .5 megfelel az STCW Szabályzat A-VI/1. szakasz 2. pontjában, A-VI/2. szakasz 1-4. pontjában, A-VI/3. szakasz 1-4. pontjában, valamint az A-VI/4. szakasz 1-3. pontjában meghatározott alkalmassági követelményeknek.

III/2. szabály

A 3000 kW és annál nagyobb főgépteljesítményű hajók gépüzemvezetőire és másodgéptisztjeire vonatkozó, kötelező minimális követelmények

- 1 A 3000 kW főgépteljesítményű és nagyobb tengerjáró hajók minden gépüzemvezetőjének és másodgéptisztjének megfelelő képesítéssel kell rendelkeznie.
- 2 A képesítésért folyamadó jelöltnek meg kell felelnie a következőknek:
 - .1 megfelel a 750 kW vagy nagyobb főgépteljesítményű tengerjáró hajókon gépüzemi órászolgálat ellátásáért felelős tiszt képesítéséhez szükséges követelményeknek és ilyen minőségben teljesített, elismert tengeri szolgálattal rendelkezik:
 - .1.1 másodgéptiszt képesítéshez legalább 12 hónapos, képesített géptisztként teljesített szolgálat, és
 - .1.2 gépüzemvezetői képesítéshez legalább 36 hónapos szolgálat, azonban ez az idő legfeljebb 24 hónapra csökkenthető, amennyiben az ilyen tengeri szolgálattól legalább 12 hónapot másodgéptiszt beosztásban töltött el; valamint
 - .2 jóváhagyott oktatásban és képzésben részesült és megfelel az STCW Szabályzat A-III/2. szakaszában előírt alkalmassági követelményeknek.

III/3. szabály

A 750 kW és 3000 kW közötti főgépteljesítményű hajók gépüzemvezetőinek és másodgéptisztjeinek képesítésére vonatkozó, kötelező minimális követelmények

- 1 A 750 kW és 3000 kW főgépteljesítményű tengerjáró hajók minden gépüzemvezetőjének és másodgéptisztjének megfelelő képesítéssel kell rendelkeznie.
- 2 A képesítésért folyamadó jelöltnek meg kell felelnie a következőknek:
 - .1 megfelel a gépüzemi órászolgálat ellátásáért felelős tiszt képesítéséhez szükséges követelményeknek és:
 - .1.1 másodgéptiszt képesítéshez legalább 12 hónapos, géptisztjelöltként vagy géptisztként teljesített, elismert tengeri szolgálat, és
 - .1.2 gépüzemvezetői képesítéshez legalább 24 hónapos, elismert tengeri szolgálat, amelyből legalább 12 hónap szolgálatot másodgéptiszt minőségben teljesített; valamint
 - .2 jóváhagyott oktatásban és képzésben részesült és megfelel az STCW Szabályzat A-III/3. szakaszában előírt alkalmassági követelményeknek.

3 Minden géptiszt, aki másodgéptishti szolgálat ellátására jogosult 3000 kW-os vagy annál nagyobb főgépteljesítményű hajókon, gépüzemvezetői beosztást is elláthat 3000 kW-nál kisebb főgépteljesítményű hajókon, feltéve, hogy bizonyítványának érvényesítése erre feljogosítja.

III/4. szabály

A személyzettel ellátott a gépüzemi őrszolgálat tagjaként, valamint az időszakosan személyzet nélküli géptérben szolgálatot teljesítő beosztottak képesítésére vonatkozó, kötelező minimális követelmények

1 A 750 kW vagy nagyobb főgépteljesítményű tengerjáró hajón a gépüzemi őrszolgálat tagjaként szolgálatot teljesítő, vagy az időszakosan személyzet nélküli géptérben szolgálat ellátására jogosult minden beosztottnak, a kiképzés alatt álló és szaktudást nem igénylő feladatot ellátó beosztottakat kivéve, szolgálata ellátásához megfelelő képesítéssel kell rendelkeznie.

2 A képesítésért folyamadó jelöltnek meg kell felelnie a következőknek:

- .1 16. életévét betöltötte;
- .2 rendelkeznie kell:
 - .2.1 elismert tengeri szolgálattal, beleértve legalább hat hónapos gyakorlati képzést és tapasztalatot, vagy
 - .2.2 behajózás előtti vagy hajón elvégzett speciális tanfolyammal, beleértve egy legalább két hónapos, jóváhagyott idejű tengeri szolgálatot; és
- .3 megfelel az STCW Szabályzat A-III/4. szakaszában részletezett alkalmassági követelményeknek.

3 A 2.2.1. és 2.2.2. alpontok követelményeinek megfelelő tengeri szolgálatnak, képzésnek és gyakorlatnak gépüzemi őrszolgálati feladatok ellátásához kell kapcsolódnia, és magában kell foglalnia egy képzett géptiszt vagy képzett beosztott közvetlen irányítása alatt végzett feladatok teljesítését.

III/5. szabály

A személyzettel ellátott géptérben tengerhajózási gépészként, valamint az időszakosan személyzet nélküli géptérben szolgálatot teljesítő szakképzett gépészek képesítésére vonatkozó, kötelező minimális követelmények

1 A 750 kW vagy nagyobb főgépteljesítményű tengerjáró hajón szolgálatot teljesítő minden szakképzett gépésznek megfelelő képesítéssel kell rendelkeznie.

2 A képesítésért folyamadó jelöltnek meg kell felelnie a következőknek:

- .1 18. életévét betöltötte;
- .2 megfelel a személyzettel ellátott a gépüzemi őrszolgálat tagjaként, valamint az időszakosan személyzet nélküli géptérben szolgálatot teljesítő beosztottak képesítésére vonatkozó, kötelező minimális követelményeknek;
- .3 a gépüzemi őrszolgálatban beosztottként részt vevő tengerészi képesítés mellett a gépészeti ágazatban eltöltött, elismert tengeri szolgálattal rendelkezik, amely:
 - .3.1 legkevesebb 12 hónap, vagy
 - .3.2 legkevesebb 6 hónap és jóváhagyott képzésben részesült; és
- .4 megfelel az STCW Szabályzat A-III/5. szakaszában részletezett alkalmassági követelményeknek.

3 Minden Félnek össze kell hasonlítania a gépészeti ágazatban szolgálatot ellátó beosztottaktól a 2012. január 1. előtt kiadott bizonyítványok elnyeréséhez megkövetelt szakmai szintet az STCW Szabályzat A-III/5. szakaszában a megfelelő bizonyítványok vonatkozásában megállapítással, és el kell döntenie, hogy az ilyen bizonyítványok tulajdonosainak részt kell-e venniük továbbképzésen.

4 A részes Fél akkor állapíthatja meg, hogy a tengerészek megfelelnek a jelen szabály előírásainak, ha azok e szabálynak az adott félre nézve történt hatályba lépését megelőző, utolsó 60 hónap során legalább 12 hónapig ebben a minőségben szolgáltak a gépészeti ágazatban.

III/6. szabály

Az elektrotechnikus tisztek képesítésére vonatkozó, kötelező minimális követelmények

1 A 750 kW főgépteljesítményű és nagyobb tengerjáró hajókon szolgálatot ellátó minden elektrotechnikus tisztnak megfelelő képesítéssel kell rendelkeznie.

2 A képesítésért folyamadó jelöltnek meg kell felelnie a következőknek:

- .1 18. életévét betöltötte;
- .2 valamely jóváhagyott képzési program részeként legalább 12 hónapos, műhelyben zajló, gyakorlati képzésben kellett részesülnie és rendelkeznie kell olyan, elismert tengeri szolgálattal, amely megfelel az STCW Szabályzat A-III/6. szakasza előírásainak, és amelyet a jóváhagyott gyakorlati vizsgakönyv igazol, vagy egyéb módon kellett legalább 36 hónapos gyakorlati képzésben részesülnie és rendelkeznie kell olyan, elismert tengeri szolgálattal, amelyből legalább 30 hónap tengeri szolgálatot a gépészeti ágazatban teljesített;
- .3 jóváhagyott oktatásban és képzésben részesült és megfelel az STCW Szabályzat A-III/6. szakaszában előírt alkalmassági követelményeknek; és
- .4 megfelel az STCW Szabályzat A-VI/1. szakasz 2. pontjában, A-VI/2. szakasz 1-4. pontjában, A-VI/3. szakasz 1-4. pontjában, valamint az A-VI/4. szakasz 1-3. pontjában meghatározott alkalmassági követelményeknek.

3 Minden Félnek össze kell hasonlítania az elektrotechnikus tisztektől a 2012. január 1. előtt kiadott bizonyítványok elnyeréséhez megkövetelt szakmai szintet az STCW Szabályzat A-III/6. szakaszában a megfelelő bizonyítványok vonatkozásában megállapítással, és el kell döntenie, hogy az ilyen bizonyítványok tulajdonosainak részt kell-e venniük továbbképzésen.

4 A részes Fél akkor állapíthatja meg, hogy a tengerészek megfelelnek a jelen szabály előírásainak, ha azok e szabálynak az adott félre nézve történt hatályba lépését megelőző, utolsó 60 hónap során legalább 12 hónapig ebben a minőségben hajón teljesítettek szolgálatot és megfelelnek az STCW Szabályzat A-III/6. szakaszában részletezett alkalmassági követelményeknek.

5 Az 1-4. pontokban foglaltak ellenére a részes Fél egy megfelelő képzettséggel rendelkező személyt alkalmasnak tekinthet az A-III/6. szakaszban szereplő bizonyos feladatok ellátására.

III/7. szabály

Az elektrotechnikus beosztottak képesítésére vonatkozó, kötelező minimális követelmények

1 A 750 kW vagy nagyobb főgépteljesítményű tengerjáró hajón szolgálatot teljesítő minden beosztotti állományú elektrotechnikus tengerésznek megfelelő képesítéssel kell rendelkeznie.

2 A képesítésért folyamadó jelöltnek meg kell felelnie a következőknek:

- .1 18. életévét betöltötte;

- .2 rendelkeznie kell az alábbiakkal:
 - .2.1 elismert tengeri szolgálat, beleértve legalább 12 hónapos képzést és tapasztalatot, vagy
 - .2.2 elvégzett, jóváhagyott képzés, beleértve legalább 6 hónapos időtartamú, elismert tengeri szolgálatot, vagy
 - .2.3 az A-III/7. táblázatban szereplő műszaki felkészültségnek megfelelő képzettség és legalább 3 hónapos időtartamú, elismert tengeri szolgálat; és
- .3 megfelel az STCW Szabályzat A-III/7. szakaszában részletezett alkalmassági követelményeknek.

3 Minden Félnek össze kell hasonlítania a beosztotti állományú elektrotechnikus tengerészekről a 2012. január 1. előtt kiadott bizonyítványok elnyeréséhez megkövetelt szakmai szintet az STCW Szabályzat A-III/7. szakaszában a megfelelő bizonyítványok vonatkozásában megállapítottal, és el kell döntenie, hogy az ilyen bizonyítványok tulajdonosainak részt kell-e venniük továbbképzésen.

4 A részes Fél akkor állapíthatja meg, hogy a tengerészek megfelelnek a jelen szabály előírásainak, ha azok e szabálynak az adott félre nézve történt hatályba lépését megelőző, utolsó 60 hónap során legalább 12 hónapig ebben a minőségben hajón teljesítettek szolgálatot és megfelelnek az STCW Szabályzat A-III/7. szakaszában részletezett alkalmassági követelményeknek.

5 Az 1-4. pontokban foglaltak ellenére a részes Fél egy megfelelő képzettséggel rendelkező személyt alkalmasnak tekinthet az A-III/7. szakaszban szereplő bizonyos feladatok ellátására.

IV. FEJEZET

Rádiótávközlés és rádiószemélyzet

Magyarázó megjegyzés

A rádiós őrszolgálatra vonatkozó, kötelező előírásokat a Rádió Használati Szabályzat és az 1974. évi, módosított, „Életbiztonság a tengeren” tárgyú nemzetközi egyezmény tartalmazza. A rádiós berendezések üzemeltetésére vonatkozó előírásokat az 1974. évi, módosított, „Életbiztonság a tengeren” tárgyú nemzetközi egyezmény (SOLAS) és a Szervezet által elfogadott irányelvek tartalmazzák.

IV/1. szabály

Alkalmazás

1 A 2. pont előírásainak kivételével jelen fejezet rendelkezéseit olyan hajók rádiószemélyzetére kell alkalmazni, amelyek a módosított, 1974. évi „Életbiztonság a tengeren” tárgyú nemzetközi egyezmény által szabályozott Általános Tengeri Vészjelző és Biztonsági Rendszerben (GMDSS) üzemelnek.

2 Az olyan hajókon szolgálatot teljesítő rádiószemélyzetre, amely a SOLAS Egyezmény IV. fejezete szerint nem köteles megfelelni a GMDSS előírásainak, a jelen fejezet szabályai nem kötelezőek. Ugyanakkor az ilyen hajók rádiószemélyzetének meg kell felelnie a Rádió Használati Szabályzat előírásainak. Az Igazgatásnak biztosítania kell azt, hogy az ilyen rádiószemélyzet a Rádió Használati Szabályzatnak megfelelően kiadott vagy elismert bizonyítvánnyal rendelkezzen.

IV/2. szabály

A GMDSS rádiókezelők képzésére vonatkozó, kötelező minimális követelmények

1 A GMDSS-rendszer hatálya alá tartozó hajókon a rádiószolgálat ellátásáért felelős vagy rádiós feladatokat ellátó minden személynek rendelkeznie kell a GMDSS-re vonatkozó, az Igazgatás által a Rádió Használati Szabályzat rendelkezésével összhangban kiadott vagy elismert megfelelő bizonyítvánnyal.

2 Ezenfelül, minden olyan hajón, amelynek a módosított, 1974. évi „Életbiztonság a tengeren” tárgyú nemzetközi egyezmény szerinti rádióállomással kell rendelkeznie, a jelen szabálynak megfelelő képzésre pályázó minden jelöltnek meg kell felelnie az alábbiaknak:

- .1 18. életévét betöltötte; és
- .2 jóváhagyott oktatásban és képzésben részesült és megfelel az STCW Szabályzat A-IV/2. szakaszában előírt alkalmassági követelményeknek.

V. FEJEZET**Bizonyos hajótípusokon szolgáló személyzettel szemben támasztott, speciális képzési követelmények****V/1-1. szabály**

Olajszállító és vegyianyag-szállító tartályhajók parancsnokainak, tisztjeinek és beosztottainak képzésére és képzésére vonatkozó, kötelező minimális követelmények

1 Olajszállító vagy vegyianyag-szállító tartályhajók rakományával és rakodó berendezéseivel kapcsolatos, különleges feladatokat ellátó és az ezzel összefüggő felelősséget viselő tiszteknek és beosztottaknak az olaj- és vegyianyag-szállító tartályhajók rakományának kezelésére vonatkozó alapfokú képzettséget tanúsító bizonyítvánnyal kell rendelkezniük.

2 Az olajszállító vagy vegyianyag-szállító tartályhajók rakományának kezelésére vonatkozó alapképzettséget tanúsító bizonyítványra pályázó minden jelöltnek rendelkeznie kell az STCW Szabályzat A-VI/1. szakasza rendelkezéseinek megfelelő alapfokú képzettséggel, valamint a következőkkel:

- .1 olajszállító vagy vegyianyag-szállító tartályhajókon teljesített, legalább három hónapos, elismert tengeri szolgálat és meg kell felelnie az STCW Szabályzat A-V/1-1. szakaszában megállapított alkalmassági követelményeknek; vagy
- .2 olajszállító vagy vegyianyag-szállító tartályhajók rakományának kezelésére vonatkozó, jóváhagyott alapfokú képzettség és meg kell felelnie az STCW Szabályzat A-V/1-1. szakaszában megállapított alkalmassági követelményeknek.

3 A hajóparancsnokoknak, gépüzemvezetőknek, első tiszteknek, másodgéptiszteknek, illetve bármely, olajszállító tartályhajókon folyó berakásért, kirakásért, átrakásért, rakománykezelésért, tartálytisztításért vagy egyéb, a rakomány kezelésével kapcsolatos műveletért közvetlen felelősséggel bíró személynek az olajszállító tartályhajók rakományának kezelésére vonatkozó, emelt szintű képzést tanúsító bizonyítvánnyal kell rendelkezniük.

4 Az olajszállító tartályhajók rakományának kezelésére vonatkozó, emelt szintű képzést tanúsító bizonyítványért pályázó minden jelöltnek meg kell felelnie az alábbiaknak:

- .1 megfelel az olajszállító és vegyianyag-szállító tartályhajókon történő rakománykezeléssel kapcsolatos, alapfokú képzettséget tanúsító bizonyítványhoz szükséges követelményeknek; és

- .2 az olajszállító és vegyianyag-szállító tartályhajókon történő rakománykezeléssel kapcsolatos alapfokú képzettség birtokában rendelkezik a következőkkel:
 - .2.1 olajszállító tartályhajókon teljesített, legalább három hónapos, elismert tengeri szolgálat, vagy
 - .2.2 legalább egy hónapos, a beosztotti szintnek megfelelő minőségben kapott, legkevesebb három ki- és berakodási műveletre kiterjedő, jóváhagyott, olyan fedélzeti képzés olajszállító tartályhajókon, amelyet a jóváhagyott gyakorlati vizsgakönyv igazol, figyelembe véve a B-V/1. szakaszban foglalt útmutatót; és
- .3 olajszállító tartályhajók rakományának kezelésére vonatkozó, jóváhagyott, emelt szintű képzés és megfelel az STCW Szabályzat A-V/1-1. szakasza 2. pontjában megállapított alkalmassági követelményeknek.

5 A hajóparancsnokoknak, gépüzemvezetőknek, első tiszteknek, másodgépíszteknek, illetve bármely, vegyianyag-szállító tartályhajókon folyó berakásért, kirakásért, átrakásért, rakománykezelésért, tartálytisztításért vagy egyéb, a rakomány kezelésével kapcsolatos műveletért közvetlen felelősséggel bíró személynek a vegyianyag-szállító tartályhajók rakományának kezelésére vonatkozó, emelt szintű képzést tanúsító bizonyítvánnyal kell rendelkezniük.

6 A vegyianyag-szállító tartályhajók rakományának kezelésére vonatkozó, emelt szintű képzettséget tanúsító bizonyítványért pályázó minden jelöltnek meg kell felelnie az alábbiaknak:

- .1 megfelel az olajszállító és vegyianyag-szállító tartályhajókon történő rakománykezeléssel kapcsolatos, alapfokú képzettséget tanúsító bizonyítványhoz szükséges követelményeknek; és
- .2 az olajszállító és vegyianyag-szállító tartályhajókon történő rakománykezeléssel kapcsolatos alapfokú képzettség birtokában rendelkezik a következőkkel:
 - .2.1 vegyianyag-szállító tartályhajókon teljesített, legalább három hónapos, elismert tengeri szolgálat, vagy
 - .2.2 legalább egy hónapos, a beosztotti szintnek megfelelő minőségben kapott, legkevesebb három ki- és berakodási műveletre kiterjedő, jóváhagyott, olyan fedélzeti képzés vegyianyag-szállító tartályhajókon, amelyet a jóváhagyott gyakorlati vizsgakönyv igazol, figyelembe véve a B-V/1. szakaszban foglalt útmutatót; és
- .3 vegyianyag-szállító tartályhajók rakományának kezelésére vonatkozó, jóváhagyott, emelt szintű képzés és megfelel az STCW Szabályzat A-V/1-1. szakasza 3. pontjában megállapított alkalmassági követelményeknek.

7 Az Igazgatásnak intézkednie kell, hogy a 2., 4. és 6. pontok rendelkezései szerinti képzettséggel rendelkező tengerészek részére kiadásra kerüljön a megfelelő jártasságot igazoló bizonyítvány, vagy a meglévő képesítő bizonyítványok kellő érvényesítése megtörténjen.

V/1-2. szabály

Cseppfolyósított gázt szállító tartályhajók parancsnokainak, tisztjeinek és beosztottainak képzésére és képesítésére vonatkozó, kötelező minimális követelmények

1 Cseppfolyósított gázt szállító tartályhajók rakományával és rakodó berendezéseivel kapcsolatos, különleges feladatokat ellátó és az ezzel összefüggő felelősséget viselő tiszteknek és beosztottaknak a cseppfolyósított gázt szállító tartályhajók rakományának kezelésére vonatkozó alapfokú képzettséget tanúsító bizonyítvánnyal kell rendelkezniük.

2 A cseppfolyósított gázt szállító tartályhajók rakományának kezelésére vonatkozó alapképzettséget tanúsító bizonyítványra pályázó minden jelöltnek rendelkeznie kell az STCW Szabályzat A-VI/1. szakasza rendelkezéseinek megfelelő alapfokú képzettséggel, valamint a következőkkel:

- .1 cseppfolyósított gázt szállító tartályhajókon teljesített, legalább három hónapos, elismert tengeri szolgálat és meg kell felelnie az STCW Szabályzat A-V/1-2. szakasza 1. pontjában megállapított alkalmassági követelményeknek; vagy
- .2 cseppfolyósított gázt szállító tartályhajók rakományának kezelésére vonatkozó, jóváhagyott alapfokú képzettség és meg kell felelnie az STCW Szabályzat A-V/1-2. szakasza 1. pontjában megállapított alkalmassági követelményeknek.

3 A hajóparancsnokoknak, gépüzemvezetőknek, első tisztnek, másodgépítiszteknek, illetve bármely, cseppfolyósított gázt szállító tartályhajókon folyó berakásért, kirakásért, átrakásért, rakománykezelésért, tartálytisztításért vagy egyéb, a rakomány kezelésével kapcsolatos műveletért közvetlen felelősséggel bíró személynek a cseppfolyósított gázt szállító tartályhajók rakományának kezelésére vonatkozó, emelt szintű képzettséget tanúsító bizonyítvánnyal kell rendelkezniük.

4 A cseppfolyósított gázt szállító tartályhajók rakományának kezelésére vonatkozó, emelt szintű képzettséget tanúsító bizonyítványért pályázó minden jelöltnek meg kell felelnie az alábbiaknak:

- .1 megfelel a cseppfolyósított gázt szállító tartályhajókon történő rakománykezeléssel kapcsolatos, alapfokú képzettséget tanúsító bizonyítványhoz szükséges követelményeknek; és
- .2 a cseppfolyósított gázt szállító tartályhajókon történő rakománykezeléssel kapcsolatos alapfokú képzettség birtokában rendelkezik a következőkkel:
 - .2.1 cseppfolyósított gázt szállító tartályhajókon teljesített, legalább három hónapos, elismert tengeri szolgálat, vagy
 - .2.2 legalább egy hónapos, a beosztotti szintnek megfelelő minőségben kapott, legkevesebb három ki- és berakodási műveletre kiterjedő, jóváhagyott, olyan fedélzeti képzés cseppfolyósított gázt szállító tartályhajókon, amelyet a jóváhagyott gyakorlati vizsgakönyv igazol, figyelembe véve a B-V/1. szakaszban foglalt útmutatót; és
- .3 cseppfolyósított gázt szállító tartályhajók rakományának kezelésére vonatkozó, jóváhagyott, emelt szintű képzés és megfelel az STCW Szabályzat A-V/1-2. szakasza 2. pontjában megállapított alkalmassági követelményeknek.

5 Az Igazgatásnak intézkednie kell, hogy a 2. és 4. pontok rendelkezései szerinti képzettséggel rendelkező tengerészek részére kiadásra kerüljön a megfelelő jártasságot igazoló bizonyítvány, vagy a meglévő képesítő bizonyítványok kellő érvényesítése megtörténjen.

V/2. szabály

Személyszállító hajók parancsnokainak, tisztjeinek, legénységének és egyéb személyzetének képzésére és képesítésére vonatkozó, kötelező minimális követelmények

1 E szabály a nemzetközi útvonalon közlekedő személyszállító hajókon szolgálatot teljesítő parancsnokokra, tisztekre, legénységre és egyéb személyzetre alkalmazandó. E követelményeknek a belföldi útvonalon közlekedő személyszállító hajókon szolgáló személyzetre történő alkalmazását az Igazgatásoknak kell meghatározniuk.

- 2 A személyszállító hajókon ellátandó feladataik kijelölése előtt a tengerészeknek, beosztásuknak, feladataiknak és felelősségi körüknek megfelelően, a 4-7. pontok szerinti kiképzésben kell részesülniük.
- 3 Azok a tengerészek, akiknek a 4., 6. és 7. pont szerinti kiképzésben kell részesülniük, legfeljebb öt évenként megfelelő, ismeretfelújító képzésben kötelesek részt venni, vagy igazolniuk kell, hogy a megelőző öt éven belül elérték az előírt alkalmassági követelményszintet.
- 4 A személyszállító hajókon szolgálatot teljesítő parancsnokok, tisztek és a riadójegyzék szerint az utasokat vészhelyzetben segítő személyzet kötelesek részt venni az STCW Szabályzat A-V/2. szakasza 1. pontjában meghatározott, a tömegek irányítására vonatkozó képzésben.
- 5 A személyszállító hajókon az utasok számára az utastérben közvetlenül szolgáltatást nyújtó személyzet köteles elvégezni az STCW Szabályzat A-V/2. szakasza 3. pontjában szereplő biztonsági képzést.
- 6 A személyszállító hajókon szolgálatot teljesítő parancsnokok, gépüzemvezetők, első tisztek, másodgéptisztek és a riadójegyzék szerint az utasok vészhelyzeti biztonságáért felelős minden személy köteles elvégezni az STCW Szabályzat A-V/2. szakasza 3. pontjának megfelelő, a válságkezelésről és az emberi viselkedésről szóló, elismert képzést.
- 7 A személyszállító hajókon szolgálatot teljesítő parancsnokok, gépüzemvezetők, első tisztek, másodgéptisztek és minden, az utasok be- és kihajózásában, a be- és kirakodásban és a rakomány rögzítésében, vagy a hajótest nyílásainak lezárásában közvetlenül felelős, kijelölt személy kötelesek elvégezni az STCW Szabályzat A-V/2. szakasza 4. pontjának megfelelő, az utasok biztonságáról, a rakománybiztonságról és a hajótest zártságáról szóló, elismert képzést.
- 8 Az Igazgatások az e szabályba foglalt rendelkezések alapján képesített minden személy számára kötelesek biztosítani az elvégzett képzést tanúsító okmányok kibocsátását.

VI. FEJEZET

Vészhelyzet, munkavédelem, egészségügyi ellátás és túlélési feladatok

VI/1. szabály

A tengerészek általános és biztonsági alapképzésére és oktatására vonatkozó, kötelező minimális követelmények

- 1 A tengerészeknek az STCW Szabályzat A-VI/1. szakaszában meghatározott, általános és biztonsági alapképzésben kell részesülniük, és meg kell felelniük az azokban meghatározott szakmai színvonalnak.
- 2 Ahol az alapfokú képzés nem része a kiadott bizonyítványhoz szükséges képzésnek, ott a jártasságot tanúsító bizonyítványt kell kiállítani, igazolva, hogy a bizonyítvány tulajdonosa elvégezte az alapfokú tanfolyamot.

VI/2. szabály

Túlélési járművek, felkutató csónakok és gyorsjáratú felkutató csónakok kezelésére vonatkozó jártassági bizonyítványok kiadásának minimális kötelező követelményei

- 1 A túlélési járművek és felkutató csónakok - a gyorsjáratú felkutató csónakokat kivéve - jártassági bizonyítványáért pályázó minden jelöltnek meg kell felelnie az alábbiaknak:
- .1 18. életévét betöltötte;
 - .2 legalább 12 hónapos, elismert tengeri szolgálat vagy jóváhagyott tanfolyam elvégzése és legalább hat hónapos, elismert tengeri szolgálat; valamint

- .3 megfelel az STCW Szabályzat A-VI/2. szakasza 1-4. pontjában a túlélési járművekre és felkutató csónakokra vonatkozó jártassági bizonyítvány elnyeréséhez megkövetelt szakmai szintnek.
- 2 A gyorsjáratú felkutató csónakok jártassági bizonyítványáért pályázó minden jelöltnek meg kell felelnie az alábbiaknak:
- .1 rendelkeznie kell a túlélési járművekre és felkutató csónakokra - a gyorsjáratú felkutató csónakokat kivéve – vonatkozó jártassági bizonyítvánnyal;
 - .2 részt vett a jóváhagyott tanfolyamon; és
 - .3 megfelel az STCW Szabályzat A-VI/2. szakasza 7-10. pontjában, a gyorsjáratú felkutató csónakokra vonatkozóan a jártassági bizonyítvány elnyeréséhez előírt szakmai szintnek.

VI/3. szabály

Az emelt szintű tűzoltó tanfolyamokra vonatkozó, minimális kötelező követelmények

1 A tűzoltási tevékenység irányítására jogosult tengerészeknek sikeresen el kell végezniük az STCW Szabályzat VI/3. szakasza 1-4. pontjában szereplő előírásainak megfelelő, a tűzoltás technikájával, azon belül is főként a szervezéssel, a taktikával és az irányítással kapcsolatos, emelt szintű tanfolyamot, és meg kell felelniük a Szabályzatban meghatározott szakmai követelménynek.

2 Ahol az emelt szintű tűzoltó tanfolyam nem része a kiadott bizonyítványhoz szükséges képzésnek, ott a jártasságot tanúsító bizonyítványt kell kiállítani, igazolva, hogy a bizonyítvány tulajdonosa elvégezte az emelt szintű tűzoltó tanfolyamot.

VI/4. szabály

Az elsősegéllyel és egészségügyi ellátással kapcsolatos, kötelező minimális követelmények

1 A hajón elsősegélynyújtásra jogosult tengerészeknek meg kell felelniük az STCW Szabályzat A-VI/4. szakasza 1-3. pontjában előírt, az elsősegélynyújtásra vonatkozó szakmai szintnek.

2 A hajón elsősegélynyújtásra jogosult tengerészeknek meg kell felelniük az STCW Szabályzat A-VI/4. szakasza 4-6. pontjában előírt, a hajókon történő elsősegélynyújtásra vonatkozó szakmai szintnek.

3 Ahol az elsősegélynyújtásról, illetve az egészségügyi ellátásról szóló tanfolyam nem része a kiadott bizonyítványhoz szükséges képzésnek, ott a jártasságot tanúsító bizonyítványt kell kiállítani, igazolva, hogy a bizonyítvány tulajdonosa elvégezte az elsősegélynyújtásról, illetve az egészségügyi ellátásról szóló tanfolyamot.

VI/5. szabály

Hajóvédelmi tisztek képzési bizonyítványának kiadására vonatkozó, kötelező minimális követelmények

1 A hajóvédelmi tiszt jártassági bizonyítványáért pályázó minden jelöltnek meg kell felelnie az alábbiaknak:

- .1 legalább 12 hónapos, elismert tengeri szolgálat vagy megfelelő tengeri szolgálat és a hajó üzemeltetésével kapcsolatos ismeretek; valamint
- .2 megfelel az STCW Szabályzat A-VI/5. szakasza 1-4. pontjában szereplő, a hajóvédelmi tisztek jártassági bizonyítványának elnyeréséhez előírt szakmai szintnek.

2 Az Igazgatások az e szabályba foglalt rendelkezések alapján képesített minden személy számára kötelesek biztosítani a jártasságot tanúsító bizonyítvány kibocsátását.

VI/6. szabály

Tengerész védelemmel kapcsolatos képzésére és oktatására vonatkozó, kötelező minimális követelmények

1 A tengerészeknek az STCW Szabályzat A-VI/6. szakasza 1-4. pontjában meghatározott, védelmi alapozó, illetve a védelemmel kapcsolatos tudatosságot erősítő képzésben kell részesülniük, és meg kell felelniük az azokban meghatározott szakmai színvonalnak.

2 Ahol a védelemmel kapcsolatos tudatosságot erősítő képzés nem része a kiadott bizonyítványhoz szükséges képzésnek, ott a jártasságot tanúsító bizonyítványt kell kiállítani, igazolva, hogy a bizonyítvány tulajdonosa elvégezte a védelemmel összefüggő tudatosságot erősítő tanfolyamot.

3 Minden Félnek össze kell hasonlítania a védelemmel kapcsolatos képzésre és oktatásra vonatkozóan a jelen szabály hatályba lépését megelőzően kiadott bizonyítványok elnyeréséhez a tengerészekről megkövetelt szakmai szintet az STCW Szabályzat A-VI/6. szakasza 4. pontjában megállapítottal, és el kell döntenie, hogy az ilyen tengerészeknek részt kell-e venniük továbbképzésen.

Védelmi feladatok ellátására kijelölt tengerészek

4 A védelmi feladatok ellátására kijelölt tengerészeknek meg kell felelniük az STCW Szabályzat A-VI/6. szakasza 6-8. pontjában előírt alkalmassági követelményeknek.

5 Ahol a védelmi feladatok ellátásáról szóló képzés nem része a kiadott bizonyítványhoz szükséges képzésnek, ott a jártasságot tanúsító bizonyítványt kell kiállítani, igazolva, hogy a bizonyítvány tulajdonosa elvégezte a védelmi feladatok ellátásához szükséges tanfolyamot.

6 Minden Félnek össze kell hasonlítania a védelmi képzésre vonatkozóan a jelen szabály hatályba lépését megelőzően kiadott bizonyítványok megszerzéséhez a tengerészekről megkövetelt szakmai szintet az STCW Szabályzat A-VI/6. szakasza 8. pontjában megállapítottal, és el kell döntenie, hogy az ilyen tengerészeknek részt kell-e venniük továbbképzésen.

VII. FEJEZET

Alternatív (kettős) képesítés

VII/1. szabály

Az alternatív képesítések kiadása

1 A jelen melléklet II. és III. fejezetében, a képesítésre vonatkozóan megállapított követelmények ellenére a Felek az e fejezetek előírásaitól eltérő bizonyítványok kiadása mellett is dönthetnek, illetve engedélyezhetik ilyen bizonyítványok kiállítását, feltéve, hogy:

- .1 a bizonyítványban és az érvényesítési okmányban szereplő, kapcsolódó feladatok és felelősségi szintek kiválasztása az STCW Szabályzat 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. és A-IV/2. szakaszaiból történt, vagy azokkal megegyezik;
- .2 a képesítésre pályázó jelöltek elvégezték a jóváhagyott oktatást és képzést, valamint megfelelnek az STCW Szabályzat vonatkozó részeiben meghatározott, a szakmai követelményekkel kapcsolatos előírásoknak, illetve a Szabályzat A-VII/1.

szakaszával összhangban azoknak a feladatköröknek és szinteknek, amelyek a bizonyítványban és a érvényesítési okmányban szerepelnek;

- .3 a jelöltek rendelkeznek a bizonyítványban szereplő feladatköröknek és szinteknek megfelelő, elismert tengeri szolgálattal. A tengeri szolgálat minimális időtartama azonos a jelen melléklet II. és III. fejezetében előírt tengeri szolgálati idővel. Mindazonáltal a tengeri szolgálat minimális időtartama nem lehet kevesebb, mint amit az STCW Szabályzat A-VII/2. szakasza előír;
- .4 a navigációs feladatkörök végrehajtási szintjére vonatkozó képesítésre pályázó jelölteknek meg kell felelniük a IV. fejezet vonatkozó előírásainak, rádiós szolgálat ellátásához pedig a Rádió Használati Szabályzat követelményeinek; és
- .5 a bizonyítványok kiadására az I/2. szabálynak, valamint az STCW Szabályzat VII. fejezete rendelkezéseinek megfelelően kerül sor.

2 A jelen fejezet alapján bizonyítványt csak akkor lehet kiállítani, ha az egyezményben részes Fél a IV. cikk és az I/7. szabály rendelkezése szerint a Szervezetet tájékoztatta.

VII/2. szabály

Tengerészek képesítése

1 Minden tengerésznek, aki az STCW Szabályzat II. fejezet A-II/1, A-II/2, A-II/3 vagy A-II/4, illetve A-II/5, a III. fejezet A-III/1, A-III/2, A-III/3, A-III/4, illetve A-III/5, vagy a IV. fejezet A-IV/2 táblázataiban meghatározott bármilyen feladatot vagy feladatkört lát el, megfelelő képesítéssel vagy jártassággal kell rendelkeznie.

VII/3. szabály

Az alternatív bizonyítványok kiállítását szabályozó alapelvek

1 Az alternatív bizonyítványok kiállítását vagy a kiállítás engedélyezését választó bármely Fél köteles gondoskodni az alábbi alapelvek betartásáról:

- .1 nem lehet alternatív képesítési rendszert érvényesíteni, csak ha az biztosítja a tengeri biztonság az egyéb fejezetekben előírt fokát, és a szennyezés vonatkozásában olyan megelőző hatással bír, ami az egyéb fejezetek előírásaival legalább azonos; és
- .2 bármely, a jelen fejezet alapján az alternatív képesítésekkel kapcsolatban kiadott rendelkezésnek biztosítania kell a bizonyítványok felcserélhetőségét az egyéb fejezetek alapján kiadott bizonyítványok vonatkozásában.

2 Az 1. pontban foglalt felcserélhetőségi alapelvnek biztosítania kell, hogy

- .1 a II. és/vagy III. fejezet rendelkezései értelmében képesített tengerészek, valamint azok, akik a VII. fejezet szerint szereztek képesítést, szolgálhassanak olyan hajókon, amelyek vagy hagyományos, vagy egyéb szervezeti felépítés alapján üzemelnek; és
- .2 a tengerészek valamely meghatározott fedélzeti feladatra történő kiképzése ne úgy történjék, hogy az csorbíthassa más irányú szakmai képességeiket.

3 A jelen fejezet előírásainak megfelelő bármely bizonyítvány kiállításánál az alábbi alapelveket kell figyelembe venni:

- .1 alternatív bizonyítványok kiállítása nem irányulhat:
 - .1.1 a hajószemélyzet létszámának csökkentésére,
 - .1.2 a szakma tisztességének aláásására, a tengerészek szaktudásának lejáratására,

illetve

- .1.3 a kombinált gépészeti és fedélzeti tisztai őrszolgálati beosztás olyan személyre történő átruházására bármely őrszolgálat idejére, aki csak egy képesítéssel rendelkezik; és
 - .2 a hajót irányító személyt parancsnoknak kell kinevezni; valamint a hajóparancsnok és mások jogállását, illetve tekintélyét az alternatív képesítéssel kapcsolatosan semmilyen rendelkezés nem érintheti hátrányosan.
- 4 A jelen szabály 1. és 2. pontjában szereplő alapelveknek biztosítaniuk kell mind a fedélzeti, mind a géptisztek szakképzettségének fenntartását.

VIII. FEJEZET

Őrszolgálat

VIII/1. szabály

A szolgálat ellátására való alkalmasság

- 1 Minden Igazgatás a kimerültség megelőzése érdekében köteles:
- .1 az STCW Szabályzat A-VIII/1. szakasza előírásainak megfelelően pihenőidőt megállapítani és érvényre juttatni az őrszolgálatban részt vevő személyzet, valamint azok számára, akik biztonsági és a szennyezés megelőzését szolgáló feladatok ellátását végzik; és
 - .2 előírni, hogy az őrszolgálati rendszer olyan legyen, hogy a kimerültség ne legyen hatással az őrszolgálatot ellátó személyzet teljesítményére, továbbá, hogy a szolgálat ellátása úgy legyen megszervezve, hogy az út kezdete utáni első őrszolgálatban, majd az azt követő váltásokban részt vevő személyek kellőképpen kipihentek és a szolgálatra minden tekintetben alkalmasak legyenek.
- 2 A kábítószerrel és az alkohollal való visszaélés megelőzése érdekében minden Igazgatásnak gondoskodnia kell az A-VIII.1. szakasz rendelkezéseinek megfelelő intézkedések foganatosításáért, mely során figyelembe kell venni az STCW Szabályzat B-VIII/1. szakaszában szereplő útmutatást is.

VIII/2. szabály

Az őrszolgálatokkal kapcsolatos előírások és a követendő alapelvek

- 1 Az Igazgatások kötelesek felhívni az üzemeltető társaságok, hajóparancsnokok, gépüzemvezetők és az őrszolgálatban részt vevő összes személy figyelmét az STCW Szabályzat azon előírásaira, alapelveire és útmutatásaira, amelyeket a fennálló körülményeknek és helyzetnek megfelelő, folyamatos és biztonságos őrszolgálat, illetve őrszolgálatok fenntartása érdekében, az összes tengerjáró hajón, mindenkor be kell tartani.
- 2 Az Igazgatásoknak minden hajó parancsnoka számára elő kell írniuk, hogy az őrszolgálatokkal kapcsolatos intézkedések megfeleljenek a biztonságos őrszolgálat, illetve őrszolgálatok ellátására vonatkozó követelményeknek, figyelembe véve a fennálló körülményeket és helyzetet, továbbá azt, hogy a parancsnok általános irányításával:
- .1 szolgálati idejük alatt a navigációs őrszolgálatot irányító tisztek felelősek a hajó biztonságos műveletezéséért és a szolgálat teljes ideje alatt kötelesek személyesen jelen lenni a parancsnoki hídon vagy az ahhoz közvetlenül csatlakozó helyiségben,

mint például a térképszobában vagy a navigációs készülékek vezérlőkabinjában;

- .2 a rádiókezelők szolgálati idejük alatt felelősek a folyamatos rádiós figyelőszolgálatnak a megfelelő frekvenciákon történő ellátásáért;
- .3 a gépüzemi őrszolgálatot ellátó tiszteknek - amint ezt az STCW Szabályzat előírja - a gépüzemvezető irányításával azonnal elérhetőeknek kell lenniük és hívásra haladéktalanul meg kell jelenniük géptérben, valamint, ha szükséges, szolgálati idejük tartama alatt személyesen is a géptérben kell tartózkodniuk;
- .4 biztonság érdekében megfelelő és hatékony őrszolgálatot, illetve őrszolgálatokat kell ellátni mindenkor, amikor a hajó horgonyon vagy kikötve áll, és ha a hajó veszélyes rakományt szállít; az ilyen őrszolgálat, illetve őrszolgálatok megszervezésénél a lehető legnagyobb mértékig számításba kell venni a veszélyes rakomány jellegét, mennyiségét, csomagolását és rakodási jellemzőit és az úszó vagy kikötött hajón fennálló bármilyen különleges körülményeket; valamint
- .5 megfelelő és hatékony őrszolgálatot, illetve őrszolgálatokat kell ellátni a biztonság érdekében.”

2. melléklet a 2012. évi XIX. törvényhez

„THE MANILA AMENDMENTS TO THE SEAFARERS’ TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) CODE

PART A

Mandatory standards regarding provisions of the annex to the STCW Convention

Introduction

1 This part of the STCW Code contains mandatory provisions to which specific reference is made in the annex to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, hereinafter referred to as the STCW Convention. These provisions give in detail the minimum standards required to be maintained by Parties in order to give full and complete effect to the Convention.

2 Also contained in this part are standards of competence required to be demonstrated by candidates for the issue and revalidation of certificates of competency under the provisions of the STCW Convention. To clarify the linkage between the alternative certification provisions of chapter VII and the certification provisions of chapters II, III and IV, the abilities specified in the standards of competence are grouped, as appropriate, under the following seven functions:

- .1 Navigation
- .2 Cargo handling and stowage
- .3 Controlling the operation of the ship and care for persons on board
- .4 Marine engineering
- .5 Electrical, electronic and control engineering
- .6 Maintenance and repair
- .7 Radiocommunications

at the following levels of
responsibility:

- .1 Management level
- .2 Operational level
- .3 Support level

Functions and levels of responsibility are identified by subtitle in the tables of standards of competence given in chapters II, III and IV of this part. The scope of the function at the level of responsibility stated in a subtitle is defined by the abilities listed under it in column 1 of the table. The meaning of “function” and “level of responsibility” is defined in general terms in section A-I/1 below.

3 The numbering of the sections of this part corresponds with the numbering of the regulations contained in the annex to the STCW Convention. The text of the sections may be divided into numbered parts and paragraphs, but such numbering is unique to that text alone.

CHAPTER I

Standards regarding general provisions

Section A-I/1

Definitions and clarifications

1 The definitions and clarifications contained in article II and regulation I/1 apply equally to the terms used in parts A and B of this Code. In addition, the following supplementary definitions apply only to this Code:

- .1 *Standard of competence* means the level of proficiency to be achieved for the proper performance of functions on board ship in accordance with the internationally agreed criteria as set forth herein and incorporating prescribed standards or levels of knowledge, understanding and demonstrated skill;
- .2 *Management level* means the level of responsibility associated with:
 - .2.1 serving as master, chief mate, chief engineer officer or second engineer officer on board a seagoing ship, and
 - .2.2 ensuring that all functions within the designated area of responsibility are properly performed;
- .3 *Operational level* means the level of responsibility associated with:
 - .3.1 serving as officer in charge of a navigational or engineering watch or as designated duty engineer for periodically unmanned machinery spaces or as radio operator on board a seagoing ship, and
 - .3.2 maintaining direct control over the performance of all functions within the designated area of responsibility in accordance with proper procedures and under the direction of an individual serving in the management level for that area of responsibility;
- .4 *Support level* means the level of responsibility associated with performing assigned tasks, duties or responsibilities on board a seagoing ship under the direction of an individual serving in the operational or management level;
- .5 *Evaluation criteria* are the entries appearing in column 4 of the “Specification of Minimum Standard of Competence” tables in part A and provide the means for an assessor to judge whether or not a candidate can perform the related tasks, duties and responsibilities; and
- .6 *Independent evaluation* means an evaluation by suitably qualified persons, independent of, or external to, the unit or activity being evaluated, to verify that the administrative and operational procedures at all levels are managed, organized, undertaken and monitored internally

in order to ensure their fitness for purpose and achievement of stated objectives.

Section A-I/2

Certificates and endorsements

1 Where, as provided in regulation I/2, paragraph 6, the endorsement required by article VI of the Convention is incorporated in the wording of the certificate itself, the certificate shall be issued in the format shown hereunder, provided that the words “or until the date of expiry of any extension of the validity of this certificate as may be shown overleaf” appearing on the front of the form and the provisions for recording extension of the validity appearing on the back of the form shall be omitted where the certificate is required to be replaced upon its expiry. Guidance on completion of the form is contained in section B-I/2 of this Code.

(Official Seal)

(COUNTRY)

**CERTIFICATE ISSUED UNDER THE PROVISIONS OF
THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978,
AS AMENDED**

The Government of certifies that has been found duly qualified in accordance with the provisions of regulation of the above Convention, as amended, and has been found competent to perform the following functions, at the levels specified, subject to any limitations indicated until or until the date of expiry of any extension of the validity of this certificate as may be shown overleaf:

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on

(Official Seal)

.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this certificate must be kept available in accordance with regulation I/2, paragraph 11 of the Convention while its holder is serving on a ship.

Date of birth of the holder of the certificate

Signature of the holder of the certificate

Photograph of the holder of the certificate

Photograph of the holder
of the certificate

The validity of this certificate is hereby extended until

(Official Seal)

.....
Signature of duly authorized official

Date of revalidation

.....
Name of duly authorized official

The validity of this certificate is hereby extended until

(Official Seal)

.....
Signature of duly authorized official

Date of revalidation

.....
Name of duly authorized official

2 Except as provided in paragraph 1, the form used to attest the issue of a certificate shall be as shown hereunder, provided that the words “or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf” appearing on the front of the form and the provisions for recording extension of the validity appearing on the back of the form shall be omitted where the endorsement is required to be replaced upon its expiry.

Guidance on completion of the form is contained in section B-I/2 of this Code.

(Official Seal)

(COUNTRY)

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED

The Government of certifies that certificate No. has been issued to who has been found duly qualified in accordance with the provisions of regulation of the above Convention, as amended, and has been found competent to perform the following functions, at the levels specified, subject to any limitations indicated until or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf:

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Endorsement No. issued on

(Official Seal)

.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this endorsement must be kept available in accordance with regulation I/2, paragraph 11 of the Convention while its holder is serving on a ship.

Date of birth of the holder of the certificate

Signature of the holder of the certificate

Photograph of the holder of the certificate

Photograph of the holder of the certificate

The validity of this endorsement is hereby extended until

(Official Seal)

.....
Signature of the duly authorized official

Date of revalidation *Name of the duly authorized official*

The validity of this endorsement is hereby extended until

(Official Seal)

.....
Signature of the duly authorized official

Date of revalidation *Name of the duly authorized official*

3 The form used to attest the recognition of a certificate shall be as shown hereunder, except that the words “or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf” appearing on the front of the form and the provisions for recording extension of the validity appearing on the back of the form shall be omitted where the endorsement is required to be replaced upon its expiry. Guidance on completion of the form is contained in section B-I/2 of this Code.

(Official Seal)

(COUNTRY)

**ENDORSEMENT ATTESTING THE RECOGNITION OF A
CERTIFICATE UNDER THE PROVISIONS OF THE
INTERNATIONAL CONVENTION ON STANDARDS OF
TRAINING, CERTIFICATION AND WATCHKEEPING FOR
SEAFARERS, 1978, AS AMENDED**

The Government of certifies that certificate No. issued to

..... by or on behalf of the Government of
 is duly recognized in accordance with the provisions of regulation
 I/10 of the above Convention, as amended, and the lawful holder is authorized to perform
 the following functions, at the levels specified, subject to any limitations indicated until
 or until the date of expiry of any extension of the validity of
 this endorsement as may be shown overleaf:

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or
 capacities specified in the applicable safe manning requirements of the Administration:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Endorsement No. issued on

(Official Seal)

.....
Signature of duly authorized official

.....
Name of duly authorized official

The original of this endorsement must be kept available in accordance with regulation
 I/2, paragraph 11 of the Convention while its holder is serving on a ship.

Date of birth of the holder of the certificate

Signature of the holder of the certificate

Photograph of the holder of the certificate

Photograph of the holder of the certificate

The validity of this endorsement is hereby extended until

(Official Seal)

.....
Signature of the duly authorized official

Date of revalidation

Name of the duly authorized official

The validity of this endorsement is hereby extended until
 (Official Seal)

.....
Signature of the duly authorized official

Date of revalidation

Name of the duly authorized official

4 In using formats which may be different from those set forth in this section, pursuant to regulation I/2, paragraph 10, Parties shall ensure that in all cases:

- .1 all information relating to the identity and personal description of the holder, including name, date of birth, photograph and signature, along with the date on which the document was issued, shall be displayed on the same side of the documents; and
- .2 all information relating to the capacity or capacities in which the holder is entitled to serve, in accordance with the applicable safe manning requirements of the Administration, as well as any limitations, shall be prominently displayed and easily identified.

ISSUE AND REGISTRATION OF

CERTIFICATES Approval of seagoing

service

5 In approving seagoing service required by the Convention, Parties should ensure that the service concerned is relevant to the qualification being applied for, bearing in mind that, apart from the initial familiarization with service in seagoing ships, the purpose of such service is to allow the seafarer to be instructed in and to practice, under appropriate supervision, those safe and proper seagoing practices, procedures and routines which are relevant to the qualification applied for.

Approval of training courses

6 In approving training courses and programmes, Parties should take into account that the relevant IMO Model Courses can assist in the preparation of such courses and programmes and ensure that the detailed learning objectives recommended therein are suitably covered.

Electronic access to registers

7 In the maintenance of the electronic register in accordance with paragraph 15 of regulation I/2, provisions shall be made to allow controlled electronic access to such register or registers to allow Parties and companies to confirm:

- .1 the name of the seafarer to whom such certificate, endorsement or other qualification was issued, its relevant number, date of issue and date of expiry;
- .2 the capacity in which the holder may serve and any limitations attaching thereto; and
- .3 the functions the holder may perform, the levels authorized and any limitations attached thereto.

Development of a database for certificate registration

8 In implementing the requirement in paragraph 14 of regulation I/2 for the maintenance of a register of certificates and endorsements, a standard database is not necessary provided that all the relevant information is recorded and available in accordance with regulation I/2.

9 The following items of information should be recorded and available, either on paper or electronically, in accordance with regulation I/2:

.1 **Status of certificate**

Valid Suspended Cancelled Reported lost Destroyed

with a record of changes to status to be kept, including dates of changes.

.2 **Certificate details**

Seafarer's name Date of birth
Nationality Gender
Preferably a photograph
Relevant document number
Date of issue
Date of expiry

Last revalidation date
Details of dispensation(s)

.3 Competency details

STCW standard of competence (e.g.,
regulation II/1) Capacity
Function
Level of
responsibility
Endorsements
Limitations

.4 Medical details

Date of issue of latest medical certificate relating to the issue or
revalidation of the certificate of competency.

Section A-I/3

Principles governing near-coastal voyages

1 When a Party defines near-coastal voyages, *inter alia*, for the purpose of applying variations to the subjects listed in column 2 of the standard of competence tables contained in chapters II and III of part A of the Code, for the issue of certificates valid for service on ships entitled to fly the flag of that Party and engaged on such voyages, account shall be taken of the following factors, bearing in mind the effect on the safety and security of all ships and on the marine environment:

- .1 type of ship and the trade in which it is engaged;
- .2 gross tonnage of the ship and the propulsion power in kilowatts of the main machinery;
- .3 nature and length of the voyages;
- .4 maximum distance from a port of refuge;
- .5 adequacy of the coverage and accuracy of navigational position-fixing devices;
- .6 weather conditions normally prevailing in the near-coastal voyages area;
- .7 provision of shipboard and coastal communication facilities for search and rescue;
and
- .8 the availability of shore-based support, regarding especially technical maintenance on board.

2 It is not intended that ships engaged on near-coastal voyages extend their voyages worldwide, under the excuse that they are navigating constantly within the limits of designated near-coastal voyages of neighbouring Parties.

Section A-I/4

Control procedures

1 The assessment procedure provided for in regulation I/4, paragraph 1.3, resulting from any of the occurrences mentioned therein shall take the form of a verification that members of the crew who are required to be competent do in fact possess the necessary skills related to the occurrence.

2 It shall be borne in mind when making this assessment that onboard procedures are relevant to the International Safety Management (ISM) Code and that the provisions of this Convention are confined to the competence to safely execute those procedures.

3 Control procedures under this Convention shall be confined to the standards of competence of the individual seafarers on board and their skills related to watchkeeping as defined in part A of this Code. Onboard assessment of competency shall commence with verification of the certificates of the seafarers.

4 Notwithstanding verification of the certificate, the assessment under regulation I/4, paragraph 1.3 can require the seafarer to demonstrate the related competency at the place of duty. Such demonstration may include verification that operational requirements in respect of watchkeeping standards have been met and that there is a proper response to emergency situations within the seafarer's level of competence.

5 In the assessment, only the methods for demonstrating competence together with the criteria for its evaluation and the scope of the standards given in part A of this Code shall be used.

6 Assessment of competency related to security shall be conducted for those seafarers with specific security duties only in case of clear grounds, as provided for in chapter XI/2 of the International Convention for the Safety of Life at Sea (SOLAS). In all other cases, it shall be confined to the verification of the certificates and/or endorsements of the seafarers.

Section A-I/5

National provisions

The provisions of regulation I/5 shall not be interpreted as preventing the allocation of tasks for training under supervision or in cases of *force majeure*.

Section A-I/6

Training and assessment

1 Each Party shall ensure that all training and assessment of seafarers for certification under the Convention is:

- .1 structured in accordance with written programmes, including such methods and media of delivery, procedures, and course material as are necessary to achieve the prescribed standard of competence; and
- .2 conducted, monitored, evaluated and supported by persons qualified in accordance with paragraphs 4, 5 and 6.

2 Persons conducting in-service training or assessment on board ship shall only do so when such training or assessment will not adversely affect the normal operation of the ship and they can dedicate their time and attention to training or assessment.

Qualifications of instructors, supervisors and assessors

3 Each Party shall ensure that instructors, supervisors and assessors are appropriately qualified for the particular types and levels of training or assessment of competence of seafarers either on board or ashore, as required under the Convention, in accordance with the provisions of this section.

In-service training

4 Any person conducting in-service training of a seafarer, either on board or ashore, which is intended to be used in qualifying for certification under the Convention, shall:

- .1 have an appreciation of the training programme and an understanding of the specific training objectives for the particular type of training being conducted;
- .2 be qualified in the task for which training is being conducted; and
- .3 if conducting training using a simulator:
 - .3.1 have received appropriate guidance in instructional techniques involving the use of simulators; and
 - .3.2 have gained practical operational experience on the particular type of simulator being used.

5 Any person responsible for the supervision of in-service training of a seafarer intended to be used in qualifying for certification under the Convention shall have a full understanding of the training programme and the specific objectives for each type of training being conducted.

Assessment of competence

6 Any person conducting in-service assessment of competence of a seafarer, either on board or ashore, which is intended to be used in qualifying for certification under the Convention, shall:

- .1 have an appropriate level of knowledge and understanding of the competence to be assessed;
- .2 be qualified in the task for which the assessment is being made;
- .3 have received appropriate guidance in assessment methods and practice;
- .4 have gained practical assessment experience; and
- .5 if conducting assessment involving the use of simulators, have gained practical assessment experience on the particular type of simulator under the supervision and to the satisfaction of an experienced assessor.

Training and assessment within an institution

7 Each Party which recognizes a course of training, a training institution, or a qualification granted by a training institution, as part of its requirements for the issue of a certificate required under the Convention, shall ensure that the qualifications and experience of instructors and assessors are covered in the application of the quality standard provisions of section A-I/8. Such qualification, experience and application of quality standards shall incorporate appropriate training in instructional techniques, and training and assessment methods and practice, and shall comply with all applicable requirements of paragraphs 4 to 6.

Section A-I/7

Communication of information

1 The information required by regulation I/7, paragraph 1 shall be communicated to the Secretary-General in the formats prescribed in the paragraphs hereunder.

PART 1 – INITIAL COMMUNICATION OF INFORMATION

2 Within one calendar year of entry into force of regulation I/7, each Party shall report on the steps it has taken to give the Convention full and complete effect, which report shall include the following:

- .1 contact details and organization chart of the ministry, department or governmental agency responsible for administering the Convention;
- .2 a concise explanation of the legal and administrative measures provided and taken to ensure compliance, particularly with regulations I/2, I/6 and I/9;
- .3 a clear statement of the education, training, examination, competency assessment and certification policies adopted;

- .4 a concise summary of the courses, training programmes, examinations and assessments provided for each certificate issued pursuant to the Convention;
- .5 a concise outline of the procedures followed to authorize, accredit or approve training and examinations, medical fitness and competency assessments required by the Convention, the conditions attached thereto, and a list of the authorizations, accreditations and approvals granted;
- .6 a concise summary of the procedures followed in granting any dispensation under article VIII of the Convention; and
- .7 the results of the comparison carried out pursuant to regulation I/11 and a concise outline of the refresher and upgrading training mandated.

PART 2 – SUBSEQUENT REPORTS

3 Each Party shall, within six months of:

- .1 retaining or adopting any equivalent education or training arrangements pursuant to article IX, provide a full description of such arrangements;
- .2 recognizing certificates issued by another Party, provide a report summarizing the measures taken to ensure compliance with regulation I/10; and
- .3 authorizing the employment of seafarers holding alternative certificates issued under regulation VII/1 on ships entitled to fly its flag, provide the Secretary-General with a specimen copy of the type of safe manning documents issued to such ships.

4 Each Party shall report the results of each evaluation carried out pursuant to regulation I/8, paragraph 2 within six months of its completion. The report of the evaluation shall include the following information:

- .1 the qualifications and experience of those who conducted the evaluation; (e.g., certificates of competency held, experience as a seafarer and independent evaluator, experience in the field of maritime training and assessment, experience in the administration of certification systems, or any other relevant qualifications/experience);
- .2 the terms of reference for the independent evaluation and those of the evaluators;
- .3 a list of training institutions/centres covered by the independent evaluation; and

- .4 the results of the independent evaluation, including:
 - .1 verification that:
 - .1.1 all applicable provisions of the Convention and STCW Code, including their amendments, are covered by the Party's quality standards system in accordance with section A-I/8, paragraph 3.1; and
 - .1.2 all internal management control and monitoring measures and follow-up actions comply with planned arrangements and documented procedures and are effective in ensuring achievement of defined objectives in accordance with section A-I/8, paragraph 3.2;
 - .2 a brief description of:
 - .2.1 the non-conformities found, if any, during the independent evaluation,
 - .2.2 the corrective measures recommended to address the identified non-conformities, and
 - .2.3 the corrective measures carried out to address the identified non-conformities.

5 Parties shall report the steps taken to implement any subsequent mandatory amendments to the Convention and STCW Code, not previously included in the report on the initial communication of information pursuant to regulation I/7 or any previous report pursuant to regulation I/8. The information shall be included in the next report pursuant to regulation I/8, paragraph 3, following the entry into force of the amendment.

6 The information on the steps taken to implement mandatory amendments to the Convention and STCW Code shall include the following, where applicable:

- .1 a concise explanation of the legal and administrative measures provided and taken to ensure compliance with the amendment;
- .2 a concise summary of any courses, training programmes, examinations and assessments provided to comply with the amendment;
- .3 a concise outline of the procedures followed to authorize, accredit or approve training and examinations, medical fitness and competency assessments required under the amendment;
- .4 a concise outline of any refresher training and upgrading training required to meet the amendments; and
- .5 a comparison between the measures to implement the amendment and existing measures contained in previous reports pursuant to regulation I/7, paragraph 1 and/or regulation I/8, paragraph 2 where applicable.

PART 3 – PANEL OF COMPETENT PERSONS

7 The Secretary-General shall maintain a list of competent persons approved by the Maritime Safety Committee, including competent persons made available or recommended by the Parties, who may be called upon to evaluate the reports submitted pursuant to regulation I/7 and regulation I/8 and may be called to assist in the preparation of the report required by regulation I/7, paragraph 2. These persons shall ordinarily be available during relevant sessions of the Maritime Safety Committee or its subsidiary bodies, but need not conduct their work solely during such sessions.

8 In relation to regulation I/7, paragraph 2, the competent persons shall be knowledgeable of the requirements of the Convention and at least one of them shall have knowledge of the system of training and certification of the Party concerned.

9 When a report is received from any Party under regulation I/8, paragraph 3, the Secretary-General will designate competent persons from the list maintained in accordance with paragraph 7 above, to consider the report and provide their views on whether:

- .1 the report is complete and demonstrates that the Party has carried out an independent evaluation of the knowledge, understanding, skills and competence acquisition and assessment activities, and of the administration of the certification system (including endorsement and revalidation), in accordance with section A-I/8, paragraph 3;
- .2 the report is sufficient to demonstrate that:
 - .2.1 the evaluators were qualified,
 - .2.2 the terms of reference were clear enough to ensure that:
 - .2.2.1 all applicable provisions of the Convention and STCW Code, including their amendments, are covered by the Party's quality standards system; and
 - .2.2.2 the implementation of clearly defined objectives in accordance with regulation I/8, paragraph 1 could be verified over the full range of relevant activities,
 - .2.3 the procedures followed during the independent evaluation were appropriate to identify any significant non-conformities in the Party's system of training, assessment of competence, and certification of seafarers, as may be applicable to the Party concerned, and
 - .2.4 the actions being taken to correct any noted non-conformities are timely and appropriate.

10 Any meeting of the competent persons shall:

- .1 be held at the discretion of the Secretary-General;
- .2 be comprised of an odd number of members, ordinarily not to exceed five persons;
- .3 appoint its own chairman; and
- .4 provide the Secretary-General with the agreed opinion of its members, or if no agreement is reached, with both the majority and minority views.

11 The competent persons shall, on a confidential basis, express their views in writing on:

- .1 a comparison of the facts reported in the information communicated to the Secretary-General by the Party with all relevant requirements of the Convention;
- .2 the report of any relevant evaluation submitted under regulation I/8, paragraph 3;
- .3 the report of any steps taken to implement the amendments to the STCW Convention and Code submitted under paragraph 5; and
- .4 any additional information provided by the Party.

PART 4 – REPORT TO THE MARITIME SAFETY COMMITTEE

12 In preparing the report to the Maritime Safety Committee required by regulation I/7, paragraph 2, the Secretary-General shall:

- .1 solicit and take into account the views expressed by competent persons selected from the list established pursuant to paragraph 7;
- .2 seek clarification, when necessary, from the Party of any matter related to the information provided under regulation I/7, paragraph 1; and
- .3 identify any area in which the Party may have requested assistance to implement the Convention.

13 The Party concerned shall be informed of the arrangements for the meetings of competent persons, and its representatives shall be entitled to be present to clarify any matter related to the information provided pursuant to regulation I/7, paragraph 1.

14 If the Secretary-General is not in a position to submit the report called for by paragraph 2 of regulation I/7, the Party concerned may request the Maritime Safety Committee to take the action contemplated by paragraph 3 of regulation I/7, taking into account the information submitted pursuant to this section and the views expressed in accordance with paragraphs 10 and 11.

Section A-I/8

Quality standards

National objectives and quality standards

1 Each Party shall ensure that the education and training objectives and related standards of competence to be achieved are clearly defined and that the levels of knowledge, understanding and skills appropriate to the examinations and assessments required under the Convention are identified. The objectives and related quality standards may be specified separately for different courses and training programmes and shall cover the administration of the certification system.

2 The field of application of the quality standards shall cover the administration of the certification system, all training courses and programmes, examinations and assessments carried out by or under the authority of a Party and the qualifications and experience required of instructors and assessors, having regard to the policies, systems, controls and internal quality assurance reviews established to ensure achievement of the defined objectives.

3 Each Party shall ensure that an independent evaluation of the knowledge, understanding, skills and competence acquisition and assessment activities, and of the administration of the certification system, is conducted at intervals of not more than five years in order to verify that:

- .1 all applicable provisions of the Convention and STCW Code, including their amendments, are covered by the quality standards system;
- .2 all internal management control and monitoring measures and follow-up actions comply with planned arrangements and documented procedures and are effective in ensuring achievement of the defined objectives;
- .3 the results of each independent evaluation are documented and brought to the attention of those responsible for the area evaluated; and
- .4 timely action is taken to correct deficiencies.

Section A-I/9

Medical standards

1 Parties, when establishing standards of medical fitness for seafarers as required by regulation I/9, shall adhere to the minimum in-service eyesight standards set out in table A-I/9 and take into account the criteria for physical and medical fitness set out in paragraph 2. They should also take into account the guidance given in section B-I/9 of this Code and table B-I/9 regarding assessment of minimum physical abilities.

These standards may, to the extent determined by the Party without prejudice to the safety of the seafarers or the ship, differentiate between those persons seeking to start a career at sea and those seafarers already serving at sea and between different functions on board, bearing in mind the different duties of seafarers. They shall also take into account any impairment or disease that will limit the ability of the seafarer to effectively perform his/her duties during the validity period of the medical certificate.

2 The standards of physical and medical fitness established by the Party shall ensure that seafarers satisfy the following criteria:

- .1 have the physical capability, taking into account paragraph 5 below, to fulfil all the requirements of the basic training as required by section A-VI/1, paragraph 2;
- .2 demonstrate adequate hearing and speech to communicate effectively and detect any audible alarms;
- .3 have no medical condition, disorder or impairment that will prevent the effective and safe conduct of their routine and emergency duties on board during the validity period of the medical certificate;
- .4 are not suffering from any medical condition likely to be aggravated by service at sea or to render the seafarer unfit for such service or to endanger the health and safety of other persons on board; and
- .5 are not taking any medication that has side effects that will impair judgment, balance, or any other requirements for effective and safe performance of routine and emergency duties on board.

3 Medical fitness examinations of seafarers shall be conducted by appropriately qualified and experienced medical practitioners recognized by the Party.

4 Each Party shall establish provisions for recognizing medical practitioners. A register of recognized medical practitioners shall be maintained by the Party and made available to other Parties, companies and seafarers on request.

5 Each Party shall provide guidance for the conduct of medical fitness examinations and issuing of medical certificates, taking into account provisions set out in section B-I/9 of this Code. Each Party shall determine the amount of discretion given to recognized medical practitioners on the application of the medical standards, bearing in mind the different duties of seafarers, except that there shall not be discretion with respect to the minimum eyesight standards for distance vision aided, near/immediate vision and colour vision in table A-I/9 for seafarers in the deck department required to undertake look-out duties. A Party may allow discretion on the application of these standards with regard to seafarers in the engine department, on the condition that seafarers' combined vision fulfils the requirements set out in table A-I/9.

6 Each Party shall establish processes and procedures to enable seafarers who, after examination, do not meet the medical fitness standards or have had a limitation imposed on their ability to work, in particular with respect to time, field of work or trading area, to have their case reviewed in line with that Party's provisions for appeal.

7 The medical certificate provided for in regulation I/9, paragraph 3 shall include the following information as a minimum:

.1 Authorizing authority and the requirements under which the document is issued

.2 Seafarer information

.2.1 Name: *(Last, first, middle)*

.2.2 Date of birth: *(day/month/year)*

.2.3 Gender: *(Male/Female)*

.2.4 Nationality

.3 Declaration of the recognized medical practitioner

.3.1 Confirmation that identification documents were checked at the point of examination: *Y/N*

.3.2 Hearing meets the standards in section A-I/9: *Y/N*

.3.3 Unaided hearing satisfactory? *Y/N*

.3.4 Visual acuity meets standards in section A-I/9? *Y/N*

.3.5 Colour vision meets standards in section A-I/9? *Y/N*

.3.5.1 Date of last colour vision test.

.3.6 Fit for look-out duties? *Y/N*

.3.7 No limitations or restrictions on fitness? *Y/N*
If "N", specify limitations or restrictions.

.3.8 Is the seafarer free from any medical condition likely to be aggravated by service at sea or to render the seafarer unfit for such service or to endanger the health of other persons on board?: *Y/N*

.3.9 Date of examination: *(day/month/year)*

.3.10 Expiry date of certificate: *(day/month/year)*

.4 Details of the issuing authority

- .4.1 Official stamp (including name) of the issuing authority
- .4.2 Signature of the authorized person

.5 Seafarer's signature – confirming that the seafarer has been informed of the content of the certificate and of the right to a review in accordance with paragraph 6 of section A-I/9

8 Medical certificates shall be in the official language of the issuing country. If the language used is not English, the text shall include a translation into that language.

Table A-I/9
Minimum in-service eyesight standards for seafarers

STCW Convention regulation	Category of seafarer	Distance vision Aided ¹		Near/immediate vision	Colour vision ³	Visual fields ⁴	Night blindness ⁴	Diplopia (double vision) ⁴
		One eye	Other eye	Both eyes together, aided or unaided				
I/11 II/1 II/2 II/3 II/4 II/5 VII/2	Masters, deck officers and ratings required to undertake look-out duties	0.5 ²	0.5	Vision required for ship's navigation (e.g., chart and nautical publication reference, use of bridge instrumentation and equipment, and identification of aids to navigation)	See Note 6	Normal Visual fields	Vision required to perform all necessary functions in darkness without compromise	No significant condition evident
I/11 III/1 III/2 III/3 III/4 III/5 III/6 III/7 VII/2	All engineer officers, electro-technical officers, electro-technical ratings and ratings or others forming part of an engine-room watch	0.4 ⁵	0.4 (see Note 5)	Vision required to read instruments in close proximity, to operate equipment, and to identify systems/components as necessary	See Note 7	Sufficient visual fields	Vision required to perform all necessary functions in darkness without compromise	No significant condition evident
I/11 IV/2	GMDSS Radio operators	0.4	0.4	Vision required to read instruments in close proximity, to operate equipment, and to identify systems/ components as necessary	See Note 7	Sufficient visual fields	Vision required to perform all necessary functions in darkness without compromise	No significant condition evident

Notes:

- ¹ Values given in Snellen decimal notation.
- ² A value of at least 0.7 in one eye is recommended to reduce the risk of undetected underlying eye disease.
- ³ As defined in the *International Recommendations for Colour Vision Requirements for Transport* by the Commission Internationale de l'Éclairage (CIE-143-2001 including any subsequent versions).
- ⁴ Subject to assessment by a clinical vision specialist where indicated by initial examination findings.
- ⁵ Engine department personnel shall have a combined eyesight vision of at least 0.4.
- ⁶ CIE colour vision standard 1 or 2.
- ⁷ CIE colour vision standard 1, 2 or 3.

Section A-I/10*Recognition of certificates*

1 The provisions of regulation I/10, paragraph 4 regarding the non-recognition of certificates issued by a non-Party shall not be construed as preventing a Party, when issuing its own certificate, from accepting seagoing service, education and training acquired under the authority of a non-Party, provided the Party complies with regulation I/2 in issuing each such certificate and ensures that the requirements of the Convention relating to seagoing service, education, training and competence are complied with.

2 Where an Administration which has recognized a certificate withdraws its endorsement of recognition for disciplinary reasons, the Administration shall inform the Party that issued the certificate of the circumstances.

Section A-I/11*Revalidation of certificates***Professional competence**

1 Continued professional competence as required under regulation I/11 shall be established by:

- .1 approved seagoing service, performing functions appropriate to the certificate held, for a period of at least:
 - .1.1 twelve months in total during the preceding five years, or
 - .1.2 three months in total during the preceding six months immediately prior to revalidating; or
- .2 having performed functions considered to be equivalent to the seagoing service required in paragraph 1.1; or
- .3 passing an approved test; or
- .4 successfully completing an approved training course or courses; or
- .5 having completed approved seagoing service, performing functions appropriate to the certificate held, for a period of not less than three months in a supernumerary capacity, or in a lower officer rank than that for which the certificate held is valid immediately prior to taking up the rank for which it is valid.

2 The refresher and updating courses required by regulation I/11 shall be approved and include changes in relevant national and international regulations concerning the safety of life at sea, security and the protection of the marine environment and take account of any updating of the standard of competence concerned.

3 Continued professional competence for tankers as required under regulation I/11, paragraph 3 shall be established by:

- .1 approved seagoing service, performing duties appropriate to the tanker certificate or endorsement held, for a period of at least 3 months in total during the preceding 5 years; or
- .2 successfully completing an approved relevant training course or courses.

Section A-I/12

Standards governing the use of simulators

PART 1 – PERFORMANCE STANDARDS

General performance standards for simulators used in training

1 Each Party shall ensure that any simulator used for mandatory simulator-based training shall:

- .1 be suitable for the selected objectives and training tasks;
- .2 be capable of simulating the operating capabilities of shipboard equipment concerned, to a level of physical realism appropriate to training objectives, and include the capabilities, limitations and possible errors of such equipment;
- .3 have sufficient behavioural realism to allow a trainee to acquire the skills appropriate to the training objectives;
- .4 provide a controlled operating environment, capable of producing a variety of conditions, which may include emergency, hazardous or unusual situations relevant to the training objectives;
- .5 provide an interface through which a trainee can interact with the equipment, the simulated environment and, as appropriate, the instructor; and
- .6 permit an instructor to control, monitor and record exercises for the effective debriefing of trainees.

General performance standards for simulators used in assessment of competence

2 Each Party shall ensure that any simulator used for the assessment of competence required under the Convention or for any demonstration of continued proficiency so required shall:

- .1 be capable of satisfying the specified assessment objectives;
- .2 be capable of simulating the operational capabilities of the shipboard equipment concerned to a level of physical realism appropriate to the assessment objectives, and include the capabilities, limitations and possible errors of such equipment;

- .3 have sufficient behavioural realism to allow a candidate to exhibit the skills appropriate to the assessment objectives;
- .4 provide an interface through which a candidate can interact with the equipment and simulated environment;
- .5 provide a controlled operating environment, capable of producing a variety of conditions, which may include emergency, hazardous or unusual situations relevant to assessment objectives; and
- .6 permit an assessor to control, monitor and record exercises for the effective assessment of the performance of candidates.

Additional performance standards

3 In addition to meeting the basic requirements set out in paragraphs 1 and 2, simulation equipment to which this section applies shall meet the performance standards given hereunder in accordance with their specific type.

Radar simulation

4 Radar simulation equipment shall be capable of simulating the operational capabilities of navigational radar equipment which meets all applicable performance standards adopted by the Organization and incorporate facilities to:

- .1 operate in the stabilized relative-motion mode and sea- and ground-stabilized true-motion modes;
- .2 model weather, tidal streams, current, shadow sectors, spurious echoes and other propagation effects, and generate coastlines, navigational buoys and search and rescue transponders; and
- .3 create a real-time operating environment incorporating at least two own-ship stations with ability to change own ship's course and speed, and include parameters for at least 20 target ships and appropriate communication facilities.

Automatic Radar Plotting Aid (ARPA) simulation

5 ARPA simulation equipment shall be capable of simulating the operational capabilities of ARPAs which meet all applicable performance standards adopted by the Organization, and shall incorporate the facilities for:

- .1 manual and automatic target acquisition;
- .2 past track information;
- .3 use of exclusion areas;

- .4 vector/graphic time-scale and data display; and
- .5 trial manoeuvres.

PART 2 – OTHER

PROVISIONS Simulator

training objectives

6 Each Party shall ensure that the aims and objectives of simulator-based training are defined within an overall training programme and that specific training objectives and tasks are selected so as to relate as closely as possible to shipboard tasks and practices.

Training procedures

- 7 In conducting mandatory simulator-based training, instructors shall ensure that:
- .1 trainees are adequately briefed beforehand on the exercise objectives and tasks and are given sufficient planning time before the exercise starts;
 - .2 trainees have adequate familiarization time on the simulator and with its equipment before any training or assessment exercise commences;
 - .3 guidance given and exercise stimuli are appropriate to the selected exercise objectives and tasks and to the level of trainee experience;
 - .4 exercises are effectively monitored, supported as appropriate by audio and visual observation of trainee activity and pre- and post-exercise evaluation reports;
 - .5 trainees are effectively debriefed to ensure that training objectives have been met and that operational skills demonstrated are of an acceptable standard;
 - .6 the use of peer assessment during debriefing is encouraged; and
 - .7 simulator exercises are designed and tested so as to ensure their suitability for the specified training objectives.

Assessment procedures

- 8 Where simulators are used to assess the ability of candidates to demonstrate levels of competency, assessors shall ensure that:
- .1 performance criteria are identified clearly and explicitly and are valid and available to the candidates;
 - .2 assessment criteria are established clearly and are explicit to ensure reliability and uniformity of assessment and to optimize objective measurement and evaluation, so that subjective judgements are kept to the minimum;
 - .3 candidates are briefed clearly on the tasks and/or skills to be assessed and on the tasks and performance criteria by which their competency will be determined;
 - .4 assessment of performance takes into account normal operating procedures and any behavioural interaction with other candidates on the simulator or with simulator staff;
 - .5 scoring or grading methods to assess performance are used with caution until they have been validated; and
 - .6 the prime criterion is that a candidate demonstrates the ability to carry out a task safely and effectively to the satisfaction of the assessor.

Qualifications of instructors and assessors

9 Each Party shall ensure that instructors and assessors are appropriately qualified and experienced for the particular types and levels of training and corresponding assessment of competence as specified in regulation I/6 and section A-I/6.

Section A-I/13

Conduct of trials

(No provisions)

Section A-I/14

Responsibilities of companies

1 Companies, masters and crew members each have responsibility for ensuring that the obligations set out in this section are given full and complete effect and that such other measures as may be necessary are taken to ensure that each crew member can make a knowledgeable and informed contribution to the safe operation of the ship.

2 The company shall provide written instructions to the master of each ship to which the Convention applies, setting forth the policies and the procedures to be followed to ensure that all seafarers who are newly employed on board the ship are given a reasonable opportunity to become familiar with the shipboard equipment, operating

procedures and other arrangements needed for the proper performance of their duties, before being assigned to those duties. Such policies and procedures shall include:

- .1 allocation of a reasonable period of time during which each newly employed seafarer will have an opportunity to become acquainted with:
 - .1.1 the specific equipment the seafarer will be using or operating;
 - .1.2 ship-specific watchkeeping, safety, environmental protection, security and emergency procedures and arrangements the seafarer needs to know to perform the assigned duties properly; and
- .2 designation of a knowledgeable crew member who will be responsible for ensuring that an opportunity is provided to each newly employed seafarer to receive essential information in a language the seafarer understands.

3 Companies shall ensure that masters, officers and other personnel assigned specific duties and responsibilities on board their ro-ro passenger ships shall have completed familiarization training to attain the abilities that are appropriate to the capacity to be filled and duties and responsibilities to be taken up, taking into account the guidance given in section B-I/14 of this Code.

Section A-I/15

Transitional provisions

(No provisions)

CHAPTER II

Standards regarding the master and deck department

Section A-II/1

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

Standard of competence

- 1 Every candidate for certification shall:
 - .1 be required to demonstrate the competence to undertake, at the operational level, the tasks, duties and responsibilities listed in column 1 of table A-II/1;
 - .2 at least hold the appropriate certificate for performing VHF radiocommunications in accordance with the requirements of the Radio Regulations; and
 - .3 if designated to have primary responsibility for radiocommunications during distress incidents, hold the appropriate certificate issued or recognized under the provisions of the Radio Regulations.

2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/1.

3 The level of knowledge of the subjects listed in column 2 of table A-II/1 shall be sufficient for officers of the watch to carry out their watchkeeping duties.

4 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall be based on section A-VIII/2, part 4-1 – Principles to be observed in keeping a navigational watch – and shall also take into account the relevant requirements of this part and the guidance given in part B of this Code.

5 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-II/1.

Onboard training

6 Every candidate for certification as officer in charge of a navigational watch of ships of 500 gross tonnage or more whose seagoing service, in accordance with paragraph 2.2 of regulation II/1, forms part of a training programme approved as meeting the requirements of this section shall follow an approved programme of onboard training which:

- .1 ensures that, during the required period of seagoing service, the candidate receives systematic practical training and experience in the tasks, duties and responsibilities of an officer in charge of a navigational watch, taking into account the guidance given in section B-II/1 of this Code;
- .2 is closely supervised and monitored by qualified officers aboard the ships in which the approved seagoing service is performed; and
- .3 is adequately documented in a training record book or similar document.

Near-coastal voyages

7 The following subjects may be omitted from those listed in column 2 of table A-II/1 for issue of restricted certificates for service on near-coastal voyages, bearing in mind the safety of all ships which may be operating in the same waters:

- .1 celestial navigation; and
- .2 those electronic systems of position fixing and navigation that do not cover the waters for which the certificate is to be valid.

Table A-II/1

Specification of minimum standard of competence for officers in charge of a navigational watch on ships of 500 gross tonnage or more

Function: Navigation at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a passage and determine position	<p><i>Celestial navigation</i></p> <p>Ability to use celestial bodies to determine the ship's position</p> <p><i>Terrestrial and coastal navigation</i></p> <p>Ability to determine the ship's position by use of:</p> <p>.1 landmarks</p> <p>.2 aids to navigation, including lighthouses, beacons and buoys</p> <p>.3 dead reckoning, taking into account winds, tides, currents and estimated speed</p> <p>Thorough knowledge of and ability to use nautical charts, and publications, such as sailing directions, tide tables, notices to mariners, radio navigational warnings and ships' routing information</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p> <p>using chart catalogues, charts, nautical publications, radio navigational warnings, sextant, azimuth mirror, electronic navigation equipment, echo-sounding equipment, compass</p>	<p>The information obtained from nautical charts and publications is relevant, interpreted correctly and properly applied. All potential navigational hazards are accurately identified</p> <p>The primary method of fixing the ship's position is the most appropriate to the prevailing circumstances and conditions</p> <p>The position is determined within the limits of acceptable instrument/ system errors</p> <p>The reliability of the information obtained from the primary method of position fixing is checked at appropriate intervals</p> <p>Calculations and measurements of navigational information are accurate</p> <p>The charts selected are the largest scale suitable for the area of navigation and charts and publications are corrected in accordance with the latest information available</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a passage and	<i>Electronic systems of position fixing and navigation</i>		Performance checks and tests to navigation systems comply with manufacturer's

determine position (<i>continued</i>)	<p>Ability to determine the ship's position by use of electronic navigational aids</p> <p><i>Echo-sounders</i></p> <p>Ability to operate the equipment and apply the information correctly</p> <p><i>Compass – magnetic and gyro</i></p> <p>Knowledge of the principles of magnetic and gyro-compasses</p> <p>Ability to determine errors of the magnetic and gyro-compasses, using celestial and terrestrial means, and to allow for such errors</p> <p><i>Steering control system</i></p> <p>Knowledge of steering control systems, operational procedures and change-over from manual to automatic control and vice versa. Adjustment of controls for optimum performance</p> <p><i>Meteorology</i></p> <p>Ability to use and interpret information obtained from shipborne meteorological instruments</p> <p>Knowledge of the characteristics of the various weather systems, reporting procedures and recording systems</p> <p>Ability to apply the meteorological information available</p>		<p>recommendations and good navigational practice</p> <p>Errors in magnetic and gyro-compasses are determined and correctly applied to courses and bearings</p> <p>The selection of the mode of steering is the most suitable for the prevailing weather, sea and traffic conditions and intended manoeuvres</p> <p>Measurements and observations of weather conditions are accurate and appropriate to the passage</p> <p>Meteorological information is correctly interpreted and applied</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe navigational watch	<p><i>Watchkeeping</i></p> <p>Thorough knowledge of the content, application and intent of the International Regulations for Preventing Collisions at Sea, 1972, as amended</p> <p>Thorough knowledge of the Principles to be observed in keeping a navigational watch</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience;</p> <p>.2 approved training ship experience</p>	<p>The conduct, handover and relief of the watch conforms with accepted principles and procedures</p> <p>A proper look-out is maintained at all times and in such a way as to conform to accepted principles and procedures</p>

	<p>The use of routeing in accordance with the General Provisions on Ships' Routeing</p> <p>The use of information from navigational equipment for maintaining a safe navigational watch</p> <p>Knowledge of blind pilotage techniques</p> <p>The use of reporting in accordance with the General Principles for Ship Reporting Systems and with VTS procedures</p>	<p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>Lights, shapes and sound signals conform with the requirements contained in the International Regulations for Preventing Collisions at Sea, 1972, as amended, and are correctly recognized</p> <p>The frequency and extent of monitoring of traffic, the ship and the environment conform with accepted principles and procedures</p> <p>A proper record is maintained of the movements and activities relating to the navigation of the ship</p> <p>Responsibility for the safety of navigation is clearly defined at all times, including periods when the master is on the bridge and while under pilotage</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Maintain a safe navigational watch (continued)</p>	<p><i>Bridge resource management</i></p> <p>Knowledge of bridge resource management principles, including:</p> <p>.1 allocation, assignment, and prioritization of resources</p> <p>.2 effective communication</p> <p>.3 assertiveness and leadership</p> <p>.4 obtaining and maintaining situational awareness</p> <p>.5 consideration of team experience</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved training</p> <p>.2 approved in-service experience</p> <p>.3 approved simulator training</p>	<p>Resources are allocated and assigned as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Questionable decisions and/or actions result in appropriate challenge and response</p> <p>Effective leadership behaviours are identified</p> <p>Team member(s) share accurate understanding of current and predicted vessel state, navigation path, and external environment</p>

<p>Use of radar and ARPA to maintain safety of navigation</p> <p><i>Note:</i> Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned</p>	<p><i>Radar navigation</i></p> <p>Knowledge of the fundamentals of radar and automatic radar plotting aids (ARPA)</p> <p>Ability to operate and to interpret and analyse information obtained from radar, including the following:</p> <p>Performance, including:</p> <ol style="list-style-type: none"> .1 factors affecting performance and accuracy .2 setting up and maintaining displays .3 detection of misrepresentation of information, false echoes, sea return, etc., racons and SARTs 	<p>Assessment of evidence obtained from approved radar simulator and ARPA simulator plus in-service experience</p>	<p>Information obtained from radar and ARPA is correctly interpreted and analysed, taking into account the limitations of the equipment and prevailing circumstances and conditions</p> <p>Action taken to avoid a close encounter or collision with other vessels is in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended</p> <p>Decisions to amend course and/or speed are both timely and in accordance with accepted navigation practice</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Use of radar and ARPA to maintain safety of navigation (continued)</p>	<p>Use, including:</p> <ol style="list-style-type: none"> .1 range and bearing; course and speed of other ships; time and distance of closest approach of crossing, meeting overtaking ships .2 identification of critical echoes; detecting course and speed changes of other ships; effect of changes in own ship's course or speed or both .3 application of the International Regulations for Preventing Collisions at Sea, 1972, as amended .4 plotting techniques and relative- and true-motion concepts .5 parallel indexing <p>Principal types of ARPA, their display characteristics, performance standards and the dangers of over-reliance on ARPA</p>		<p>Adjustments made to the ship's course and speed maintain safety of navigation</p> <p>Communication is clear, concise and acknowledged at all times in a seamanlike manner</p> <p>Manoeuvring signals are made at the appropriate time and are in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended</p>

	<p>Ability to operate and to interpret and analyse information obtained from ARPA, including:</p> <p>.1 system performance and accuracy, tracking capabilities and limitations, and processing delays</p> <p>.2 use of operational warnings and system tests</p> <p>.3 methods of target acquisition and their limitations</p>		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use of radar and ARPA to maintain safety of navigation <i>(continued)</i>	<p>.4 true and relative vectors, graphic representation of target information and danger areas</p> <p>.5 deriving and analysing information, critical echoes, exclusion areas and trial manoeuvres</p>		
<p>Use of ECDIS to maintain the safety of navigation</p> <p><i>Note:</i> Training and assessment in the use of ECDIS is not required for those who serve exclusively on ships not fitted with ECDIS. This limitation shall be reflected in the endorsements issued to the seafarer concerned</p>	<p><i>Navigation using ECDIS</i></p> <p>Knowledge of the capability and limitations of ECDIS operations, including:</p> <p>.1 a thorough understanding of Electronic Navigational Chart (ENC) data, data accuracy, presentation rules, display options and other chart data formats</p> <p>.2 the dangers of over-reliance</p> <p>.3 familiarity with the functions of ECDIS required by performance standards in force</p> <p>Proficiency in operation, interpretation, and analysis of information obtained from ECDIS, including:</p> <p>.1 use of functions that are integrated with other navigation systems in various installations, including proper functioning and adjustment to desired settings</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved training ship experience</p> <p>.2 approved ECDIS simulator training</p>	<p>Monitors information on ECDIS in a manner that contributes to safe navigation</p> <p>Information obtained from ECDIS (including radar overlay and/or radar tracking functions, when fitted) is correctly interpreted and analysed, taking into account the limitations of the equipment, all connected sensors (including radar and AIS where interfaced), and prevailing circumstances and conditions</p> <p>Safety of navigation is maintained through adjustments made to the ship's course and speed through ECDIS-controlled track-keeping functions (when fitted)</p> <p>Communication is clear, concise and acknowledged at all times in a seamanlike manner</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use of ECDIS to maintain the safety of navigation (continued)	<p>.2 safe monitoring and adjustment of information, including own position, sea area display, mode and orientation, chart data displayed, route monitoring, user-created information layers, contacts (when interfaced with AIS and/or radar tracking) and radar overlay functions (when interfaced)</p> <p>.3 confirmation of vessel position by alternative means</p> <p>.4 efficient use of settings to ensure conformance to operational procedures, including alarm parameters for anti-grounding, proximity to contacts and special areas, completeness of chart data and chart update status, and backup arrangements</p> <p>.5 adjustment of settings and values to suit the present conditions</p> <p>.6 situational awareness while using ECDIS including safe water and proximity of hazards, set and drift, chart data and scale selection, suitability of route, contact detection and management, and integrity of sensors</p>		

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Respond to emergencies	<p><i>Emergency procedures</i></p> <p>Precautions for the protection and safety of passengers in emergency situations</p> <p>Initial action to be taken following a collision or a grounding; initial damage assessment and control</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p>	<p>The type and scale of the emergency is promptly identified</p> <p>Initial actions and, if appropriate, manoeuvring of the ship are in accordance with contingency plans and are appropriate to the urgency of the situation and nature of the emergency</p>

	Appreciation of the procedures to be followed for rescuing persons from the sea, assisting a ship in distress, responding to emergencies which arise in port	.3 approved simulator training, where appropriate .4 practical training	
Respond to a distress signal at sea	<i>Search and rescue</i> Knowledge of the contents of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual	Examination and assessment of evidence obtained from practical instruction or approved simulator training, where appropriate	The distress or emergency signal is immediately recognized Contingency plans and instructions in standing orders are implemented and complied with
Use the IMO Standard Marine Communication Phrases and use English in written and oral form	<i>English language</i> Adequate knowledge of the English language to enable the officer to use charts and other nautical publications, to understand meteorological information and messages concerning ship's safety and operation, to communicate with other ships, coast stations and VTS centres and to perform the officer's duties also with a multilingual crew, including the ability to use and understand the IMO Standard Marine Communication Phrases (IMO SMCP)	Examination and assessment of evidence obtained from practical instruction	English language nautical publications and messages relevant to the safety of the ship are correctly interpreted or drafted Communications are clear and understood

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Transmit and receive information by visual signalling	<i>Visual signalling</i> Ability to use the International Code of Signals Ability to transmit and receive, by Morse light, distress signal SOS as specified in Annex IV of the International Regulations for Preventing Collisions at Sea, 1972, as amended, and appendix 1 of the International Code of Signals, and visual signalling of single-letter signals as also specified in the International Code of Signals	Assessment of evidence obtained from practical instruction and/or simulation	Communications within the operator's area of responsibility are consistently successful
Manoeuvre the ship	<i>Ship manoeuvring and handling</i> Knowledge of: .1 the effects of deadweight, draught, trim, speed and under-keel clearance on turning circles and stopping	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience	Safe operating limits of ship propulsion, steering and power systems are not exceeded in normal manoeuvres Adjustments made to the ship's course and speed to

	distances	.2 approved training ship experience	maintain safety of navigation
.2	the effects of wind and current on ship handling	.3 approved simulator training, where appropriate	
.3	manoeuvres and procedures for the rescue of person overboard	.4 approved training on a manned scale ship model, where appropriate	
.4	squat, shallow-water and similar effects		
.5	proper procedures for anchoring and mooring		

Function: Cargo handling and stowage at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor the loading, stowage, securing, care during the voyage and the unloading of cargoes	<p><i>Cargo handling, stowage and securing</i></p> <p>Knowledge of the effect of cargo, including heavy lifts, on the seaworthiness and stability of the ship</p> <p>Knowledge of safe handling, stowage and securing of cargoes, including dangerous, hazardous and harmful cargoes, and their effect on the safety of life and of the ship</p> <p>Ability to establish and maintain effective communications during loading and unloading</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p>	<p>Cargo operations are carried out in accordance with the cargo plan or other documents and established safety rules/regulations, equipment operating instructions and shipboard stowage limitations</p> <p>The handling of dangerous, hazardous and harmful cargoes complies with international regulations and recognized standards and codes of safe practice</p> <p>Communications are clear, understood and consistently successful</p>
Inspect and report defects and damage to cargo spaces, hatch covers and ballast tanks	<p>Knowledge and ability to explain where to look for damage and defects most commonly encountered due to:</p> <p>.1 loading and unloading operations</p> <p>.2 corrosion</p> <p>.3 severe weather conditions</p> <p>Ability to state which parts of the ship shall be inspected each time in order to cover all parts within a given period of time</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p>	<p>The inspections are carried out in accordance with laid-down procedures, and defects and damage are detected and properly reported</p> <p>Where no defects or damage are detected, the evidence from testing and examination clearly indicates adequate competence in adhering to procedures and ability to distinguish between normal and defective or damaged parts of the ship</p>

	Identify those elements of the ship structure which are critical to the safety of the ship		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Inspect and report defects and damage to cargo spaces, hatch covers and ballast tanks <i>(continued)</i>	<p>State the causes of corrosion in cargo spaces and ballast tanks and how corrosion can be identified and prevented</p> <p>Knowledge of procedures on how the inspections shall be carried out</p> <p>Ability to explain how to ensure reliable detection of defects and damages</p> <p>Understanding of the purpose of the “enhanced survey programme”</p>		

Function: Controlling the operation of the ship and care for persons on board at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure compliance with pollution-prevention requirements	<p><i>Prevention of pollution of the marine environment and anti-pollution procedures</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Anti-pollution procedures and all associated equipment</p> <p>Importance of proactive measures to protect the marine environment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved training</p>	<p>Procedures for monitoring shipboard operations and ensuring compliance with MARPOL requirements are fully observed</p> <p>Actions to ensure that a positive environmental reputation is maintained</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain seaworthiness of the ship	<p><i>Ship stability</i></p> <p>Working knowledge and</p>	Examination and assessment of evidence obtained from one or	The stability conditions comply with the IMO intact stability criteria under all

	<p>application of stability, trim and stress tables, diagrams and stress-calculating equipment</p> <p>Understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy</p> <p>Understanding of the fundamentals of watertight integrity</p> <p><i>Ship construction</i></p> <p>General knowledge of the principal structural members of a ship and the proper names for the various parts</p>	<p>more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>conditions of loading</p> <p>Actions to ensure and maintain the watertight integrity of the ship are in accordance with accepted practice</p>
Prevent, control and fight fires on board	<p><i>Fire prevention and fire-fighting appliances</i></p> <p>Ability to organize fire drills</p> <p>Knowledge of classes and chemistry of fire</p> <p>Knowledge of fire-fighting systems</p> <p>Knowledge of action to be taken in the event of fire, including fires involving oil systems</p>	<p>Assessment of evidence obtained from approved fire-fighting training and experience as set out in section A-VI/3</p>	<p>The type and scale of the problem is promptly identified and initial actions conform with the emergency procedure and contingency plans for the ship</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The order of priority and the levels and time-scales of making reports and informing personnel on board are relevant to the nature of the emergency and reflect the urgency of the problem</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate life-saving appliances	<p><i>Life-saving</i></p> <p>Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids</p>	<p>Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4</p>	<p>Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards</p>

Apply medical first aid on board ship	<i>Medical aid</i> Practical application of medical guides and advice by radio, including the ability to take effective action based on such knowledge in the case of accidents or illnesses that are likely to occur on board ship	Assessment of evidence obtained from approved training as set out in section A-VI/4, paragraphs 1 to 3	The identification of probable cause, nature and extent of injuries or conditions is prompt and treatment minimizes immediate threat to life
Monitor compliance with legislative requirements	Basic working knowledge of the relevant IMO conventions concerning safety of life at sea, security and protection of the marine environment	Assessment of evidence obtained from examination or approved training	Legislative requirements relating to safety of life at sea, security and protection of the marine environment are correctly identified
Application of leadership and teamworking skills	Working knowledge of shipboard personnel management and training A knowledge of related inter-national maritime conventions and recommendations, and national legislation Ability to apply task and work load management, including: .1 planning and co-ordination .2 personnel assignment .3 time and resource constraints .4 prioritization	Assessment of evidence obtained from one or more of the following: .1 approved training .2 approved in-service experience .3 practical demonstration	The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned Training objectives and activities are based on assessment of current competence and capabilities and operational requirements Operations are demonstrated to be in accordance with applicable rules

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Application of leadership and teamworking skills (continued)	Knowledge and ability to apply effective resource management: .1 allocation, assignment, and prioritization of resources .2 effective communication onboard and ashore .3 decisions reflect consideration of team experiences .4 assertiveness and leadership, including motivation .5 obtaining and maintaining situational awareness Knowledge and ability to apply		Operations are planned and resources are allocated as needed in correct priority to perform necessary tasks Communication is clearly and unambiguously given and received Effective leadership behaviours are demonstrated Necessary team member(s) share accurate understanding of current and predicted vessel status and operational status and external

	decision-making techniques: .1 situation and risk assessment .2 identify and consider generated options .3 selecting course of action .4 evaluation of outcome effectiveness		environment Decisions are most effective for the situation
Contribute to the safety of personnel and ship	Knowledge of personal survival techniques Knowledge of fire prevention and ability to fight and extinguish fires Knowledge of elementary first aid Knowledge of personal safety and social responsibilities	Assessment of evidence obtained from approved training and experience as set out in section A-VI/1, paragraph 2	Appropriate safety and protective equipment is correctly used Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times Procedures designed to safeguard the environment are observed at all times Initial and follow-up action on becoming aware of an emergency conforms with established emergency response procedures

Section A-II/2

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

Standard of competence

1 Every candidate for certification as master or chief mate of ships of 500 gross tonnage or more shall be required to demonstrate the competence to undertake, at the management level, the tasks, duties and responsibilities listed in column 1 of table A-II/2.

2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/2. This incorporates, expands and extends in depth the subjects listed in column 2 of table A-II/1 for officers in charge of a navigational watch.

3 Bearing in mind that the master has ultimate responsibility for the safety and security of the ship, its passengers, crew and cargo, and for the protection of the marine environment against pollution by the ship, and that a chief mate shall be in a position to assume that responsibility at any time, assessment in these subjects shall be designed to test their ability to assimilate all available information that affects the safety and security of the ship, its passengers, crew or cargo, or the protection of the marine environment.

4 The level of knowledge of the subjects listed in column 2 of table A-II/2 shall be sufficient to enable the candidate to serve in the capacity of master or chief mate.

5 The level of theoretical knowledge, understanding and proficiency required under the different sections in column 2 of table A-II/2 may be varied according to whether the certificate is to be valid for ships of 3,000 gross tonnage or more or for ships of between 500 gross tonnage and 3,000 gross tonnage.

6 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take into account the relevant requirements of this part and the guidance given in part B of this Code.

7 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and criteria for evaluating competence tabulated in columns 3 and 4 of table A-II/2.

Near-coastal voyages

8 An Administration may issue a certificate restricted to service on ships engaged exclusively on near-coastal voyages and, for the issue of such a certificate, may exclude such subjects as are not applicable to the waters or ships concerned, bearing in mind the effect on the safety of all ships which may be operating in the same waters.

Table A-II/2

Specification of minimum standard of competence for masters and chief mates on ships of 500 gross tonnage or more

Function: Navigation at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan a voyage and conduct navigation	Voyage planning and navigation for all conditions by acceptable methods of plotting ocean tracks, taking into account, e.g.: .1 restricted waters .2 meteorological conditions .3 ice .4 restricted visibility .5 traffic separation schemes .6 vessel traffic service (VTS) areas .7 areas of extensive tidal effects	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved laboratory equipment training using: chart catalogues, charts, nautical publications and ship particulars	The equipment, charts and nautical publications required for the voyage are enumerated and appropriate to the safe conduct of the voyage The reasons for the planned route are supported by facts and statistical data obtained from relevant sources and publications Positions, courses, distances and time calculations are correct within accepted accuracy standards for navigational equipment All potential navigational

	<p>Routeing in accordance with the General Provisions on Ships' Routeing</p> <p>Reporting in accordance with the General principles for Ship Reporting Systems and with VTS procedures</p>		hazards are accurately identified
Determine position and the accuracy of resultant position fix by any means	<p>Position determination in all conditions:</p> <p>.1 by celestial observations</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p>	The primary method chosen for fixing the ship's position is the most appropriate to the prevailing circumstances and conditions

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Determine position and the accuracy of resultant position fix by any means (continued)	<p>.2 by terrestrial observations, including the ability to use appropriate charts, notices to mariners and other publications to assess the accuracy of the resulting position fix</p> <p>.3 using modern electronic navigational aids, with specific knowledge of their operating principles, limitations, sources of error, detection of misrepresentation of information and methods of correction to obtain accurate position fixing</p>	<p>.2 approved simulator training, where appropriate</p> <p>.3 approved laboratory equipment training using:</p> <p>.1 charts, nautical almanac, plotting sheets, chronometer, sextant and a calculator</p> <p>.2 charts, nautical publications and navigational instruments (azimuth mirror, sextant, log, sounding equipment, compass) and manufacturers' manuals</p> <p>.3 radar, terrestrial electronic position-fixing systems, satellite navigation systems and appropriate nautical charts and publications</p>	<p>The fix obtained by celestial observations is within accepted accuracy levels</p> <p>The fix obtained by terrestrial observations is within accepted accuracy levels</p> <p>The accuracy of the resulting fix is properly assessed</p> <p>The fix obtained by the use of electronic navigational aids is within the accuracy standards of the systems in use. The possible errors affecting the accuracy of the resulting position are stated and methods of minimizing the effects of system errors on the resulting position are properly applied</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Determine and allow for compass errors	<p>Ability to determine and allow for errors of the magnetic and gyro-compasses</p> <p>Knowledge of the principles of magnetic and gyro-compasses</p> <p>An understanding of systems under the control of the master gyro and a knowledge of the operation and care of the main types of gyro-compass</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved simulator training, where appropriate</p> <p>.3 approved laboratory equipment training</p> <p>using: celestial observations, terrestrial bearings and comparison between magnetic and gyro-compasses</p>	<p>The method and frequency of checks for errors of magnetic and gyro-compasses ensures accuracy of information</p>
Coordinate search and rescue operations	<p>A thorough knowledge of and ability to apply the procedures contained in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved simulator training, where appropriate</p> <p>.3 approved laboratory equipment training</p> <p>using: relevant publications, charts, meteorological data, particulars of ships involved, radiocommunication equipment and other available facilities and one or more of the following:</p>	<p>The plan for coordinating search and rescue operations is in accordance with international guidelines and standards</p> <p>Radiocommunications are established and correct communication procedures are followed at all stages of the search and rescue operations</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Coordinate search and rescue operations <i>(continued)</i>		.1 approved SAR training course .2 approved simulator training, where appropriate .3 approved laboratory equipment training	
Establish watchkeeping arrangements and procedures	Thorough knowledge of content, application and intent of the International Regulations for Preventing Collisions at Sea, 1972, as amended Thorough knowledge of the content, application and intent of the Principles to be observed in keeping a navigational watch	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved simulator training, where appropriate	Watchkeeping arrangements and procedures are established and maintained in compliance with international regulations and guidelines so as to ensure the safety of navigation, protection of the marine environment and safety of the ship and persons on board
Maintain safe navigation through the use of information from navigation equipment and systems to assist command decision making <i>Note:</i> Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned	An appreciation of system errors and thorough understanding of the operational aspects of navigational systems Blind pilotage planning Evaluation of navigational information derived from all sources, including radar and ARPA, in order to make and implement command decisions for collision avoidance and for directing the safe navigation of the ship The interrelationship and optimum use of all navigational data available for conducting navigation	Examination and assessment of evidence obtained from approved ARPA simulator and one or more of the following: .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved laboratory equipment training	Information obtained from navigation equipment and systems is correctly interpreted and analysed, taking into account the limitations of the equipment and prevailing circumstances and conditions Action taken to avoid a close encounter or collision with another vessel is in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Maintain the safety of navigation through the use of ECDIS and associated navigation systems to assist command decision making</p> <p><i>Note:</i> Training and assessment in the use of ECDIS is not required for those who serve exclusively on ships not fitted with ECDIS. This limitation shall be reflected in the endorsement issued to the seafarer concerned</p>	<p>Management of operational procedures, system files and data, including:</p> <ul style="list-style-type: none"> .1 manage procurement, licensing and updating of chart data and system software to conform to established procedures .2 system and information updating, including the ability to update ECDIS system version in accordance with vendor's product development .3 create and maintain system configuration and backup files .4 create and maintain log files in accordance with established procedures .5 create and maintain route plan files in accordance with established procedures .6 use ECDIS log-book and track history functions for inspection of system functions, alarm settings and user responses <p>Use ECDIS playback functionality for passage review, route planning and review of system functions</p>	<p>Assessment of evidence obtained from one of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved ECDIS simulator training 	<p>Operational procedures for using ECDIS are established, applied, and monitored</p> <p>Actions taken to minimize risk to safety of navigation</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Forecast weather and oceanographic conditions	<p>Ability to understand and interpret a synoptic chart and to forecast area weather, taking into account local weather conditions and information received by weather fax</p> <p>Knowledge of the characteristics of various weather systems, including tropical revolving storms and</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved laboratory 	<p>The likely weather conditions predicted for a determined period are based on all available information</p> <p>Actions taken to maintain safety of navigation minimize any risk to safety of the ship</p>

	<p>avoidance of storm centres and the dangerous quadrants</p> <p>Knowledge of ocean current systems</p> <p>Ability to calculate tidal conditions</p> <p>Use all appropriate nautical publications on tides and currents</p>	equipment training	Reasons for intended action are backed by statistical data and observations of the actual weather conditions
Respond to navigational emergencies	<p>Precautions when beaching a ship</p> <p>Action to be taken if grounding is imminent, and after grounding</p> <p>Refloating a grounded ship with and without assistance</p> <p>Action to be taken if collision is imminent and following a collision or impairment of the watertight integrity of the hull by any cause</p> <p>Assessment of damage control</p> <p>Emergency steering</p> <p>Emergency towing arrangements and towing procedure</p>	Examination and assessment of evidence obtained from practical instruction, in-service experience and practical drills in emergency procedures	<p>The type and scale of any problem is promptly identified and decisions and actions minimize the effects of any malfunction of the ship's systems</p> <p>Communications are effective and comply with established procedures</p> <p>Decisions and actions maximize safety of persons on board</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manoeuvre and handle a ship in all conditions	<p>Manoeuvring and handling a ship in all conditions, including:</p> <p>.1 manoeuvres when approaching pilot stations and embarking or disembarking pilots, with due regard to weather, tide, headreach and stopping distances</p> <p>.2 handling ship in rivers, estuaries and restricted waters, having regard to the effects of current, wind and restricted water on helm response</p> <p>.3 application of constant-rate-of-turn techniques</p> <p>.4 manoeuvring in shallow water, including the reduction in</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved simulator training, where appropriate</p> <p>.3 approved manned scale ship model, where appropriate</p>	<p>All decisions concerning berthing and anchoring are based on a proper assessment of the ship's manoeuvring and engine characteristics and the forces to be expected while berthed alongside or lying at anchor</p> <p>While under way, a full assessment is made of possible effects of shallow and restricted waters, ice, banks, tidal conditions, passing ships and own ship's bow and stern wave so that the ship can be safely manoeuvred under various conditions of loading and weather</p>

	<p>under-keel clearance caused by squat, rolling and pitching</p> <p>.5 interaction between passing ships and between own ship and nearby banks (canal effect)</p> <p>.6 berthing and unberthing under various conditions of wind, tide and current with and without tugs</p> <p>.7 ship and tug interaction</p> <p>.8 use of propulsion and manoeuvring systems</p> <p>.9 choice of anchorage; anchoring with one or two anchors in limited anchorages and factors involved in determining the length of anchor cable to be used</p>		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Manoeuvre and handle a ship in all conditions (continued)</p>	<p>.10 dragging anchor; clearing fouled anchors</p> <p>.11 dry-docking, both with and without damage</p> <p>.12 management and handling of ships in heavy weather, including assisting a ship or aircraft in distress; towing operations; means of keeping an unmanageable ship out of trough of the sea, lessening drift and use of oil</p> <p>.13 precautions in manoeuvring to launch rescue boats or survival craft in bad weather</p> <p>.14 methods of taking on board survivors from rescue boats and survival craft</p> <p>.15 ability to determine the manoeuvring and propulsion characteristics of common types of ships, with special reference to stopping distances</p>		

	<p>and turning circles at various draughts and speeds</p> <p>.16 importance of navigating at reduced speed to avoid damage caused by own ship's bow wave and stern wave</p> <p>.17 practical measures to be taken when navigating in or near ice or in conditions of ice accumulation on board</p> <p>.18 use of, and manoeuvring in and near, traffic separation schemes and in vessel traffic service (VTS) areas</p>		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate remote controls of propulsion plant and engineering systems and services	<p>Operating principles of marine power plants</p> <p>Ships' auxiliary machinery</p> <p>General knowledge of marine engineering terms</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved simulator training, where appropriate</p>	Plant, auxiliary machinery and equipment is operated in accordance with technical specifications and within safe operating limits at all times

Function: Cargo handling and stowage at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and ensure safe loading, stowage, securing, care during the voyage and unloading of cargoes	<p>Knowledge of and ability to apply relevant international regulations, codes and standards concerning the safe handling, stowage, securing and transport of cargoes</p> <p>Knowledge of the effect on trim and stability of cargoes and cargo operations</p> <p>Use of stability and trim diagrams and stress-calculating equipment, including automatic data-based (ADB) equipment, and knowledge of loading cargoes and</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved simulator training, where appropriate</p> <p>using: stability, trim and stress tables, diagrams and stress-calculating</p>	<p>The frequency and extent of cargo condition monitoring is appropriate to its nature and prevailing conditions</p> <p>Unacceptable or unforeseen variations in the condition or specification of the cargo are promptly recognized and remedial action is immediately taken and designed to safeguard the safety of the ship and those on board</p>

	ballasting in order to keep hull stress within acceptable limits Stowage and securing of cargoes on board ships, including cargo-handling gear and securing and lashing equipment	equipment	Cargo operations are planned and executed in accordance with established procedures and legislative requirements
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and ensure safe loading, stowage, securing, care during the voyage and unloading of cargoes <i>(continued)</i>	<p>Loading and unloading operations, with special regard to the transport of cargoes identified in the Code of Safe Practice for Cargo Stowage and Securing</p> <p>General knowledge of tankers and tanker operations</p> <p>Knowledge of the operational and design limitations of bulk carriers</p> <p>Ability to use all available shipboard data related to loading, care and unloading of bulk cargoes</p> <p>Ability to establish procedures for safe cargo handling in accordance with the provisions of the relevant instruments such as IMDG Code, IMSBC Code, MARPOL 73/78 Annexes III and V and other relevant information</p> <p>Ability to explain the basic principles for establishing effective communications and improving working relationship between ship and terminal personnel</p>		Stowage and securing of cargoes ensures that stability and stress conditions remain within safe limits at all times during the voyage
Assess reported defects and damage to cargo spaces, hatch covers and ballast tanks and take appropriate action	<p>Knowledge of the limitations on strength of the vital constructional parts of a standard bulk carrier and ability to interpret given figures for bending moments and shear forces</p> <p>Ability to explain how to avoid the detrimental effects on bulk carriers of corrosion, fatigue and inadequate cargo handling</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate <p>using: stability, trim and stress tables, diagrams and stress-calculating equipment</p>	Evaluations are based on accepted principles, well-founded arguments and correctly carried out. The decisions taken are acceptable, taking into consideration the safety of the ship and the prevailing conditions

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Carriage of dangerous goods	<p>International regulations, standards, codes and recommendations on the carriage of dangerous cargoes, including the International Maritime Dangerous Goods (IMDG) Code and the International Maritime Solid Bulk Cargoes (IMSBC) Code</p> <p>Carriage of dangerous, hazardous and harmful cargoes; precautions during loading and unloading and care during the voyage</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved simulator training, where appropriate</p> <p>.3 approved specialist training</p>	<p>Planned distribution of cargo is based on reliable information and is in accordance with established guidelines and legislative requirements</p> <p>Information on dangers, hazards and special requirements is recorded in a format suitable for easy reference in the event of an incident</p>

Function: Controlling the operation of the ship and care for persons on board at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control trim, stability and stress	<p>Understanding of fundamental principles of ship construction and the theories and factors affecting trim and stability and measures necessary to preserve trim and stability</p> <p>Knowledge of the effect on trim and stability of a ship in the event of damage to and consequent flooding of a compartment and countermeasures to be taken</p> <p>Knowledge of IMO recommendations concerning ship stability</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p>	<p>Stability and stress conditions are maintained within safe limits at all times</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor and control compliance with legislative requirements and measures to ensure safety of	<p>Knowledge of international maritime law embodied in international agreements and conventions</p> <p>Regard shall be paid especially to the</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service</p>	<p>Procedures for monitoring operations and maintenance comply with legislative requirements</p> <p>Potential non-compliance is</p>

life at sea, security and the protection of the marine environment	following subjects: <ol style="list-style-type: none"> .1 certificates and other documents required to be carried on board ships by international conventions, how they may be obtained and their period of validity .2 responsibilities under the relevant requirements of the International Convention on Load Lines, 1966, as amended .3 responsibilities under the relevant requirements of the International Convention for the Safety of Life at Sea, 1974, as amended .4 responsibilities under the International Convention for the Prevention of Pollution from Ships, as amended .5 maritime declarations of health and the requirements of the International Health Regulations .6 responsibilities under international instruments affecting the safety of the ship, passengers, crew and cargo .7 methods and aids to prevent pollution of the marine environment by ships .8 national legislation for implementing international agreements and conventions 	experience <ol style="list-style-type: none"> .2 approved training ship experience .3 approved simulator training, where appropriate 	promptly and fully identified Planned renewal and extension of certificates ensures continued validity of surveyed items and equipment
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain safety and security of the ship's crew and passengers and the operational condition of life-saving, fire-fighting and other safety systems	Thorough knowledge of life-saving appliance regulations (International Convention for the Safety of Life at Sea) Organization of fire drills and abandon ship drills Maintenance of operational condition of life-saving, fire-fighting and other safety systems	Examination and assessment of evidence obtained from practical instruction and approved in-service training and experience	Procedures for monitoring fire-detection and safety systems ensure that all alarms are detected promptly and acted upon in accordance with established emergency procedures

	<p>Actions to be taken to protect and safeguard all persons on board in emergencies</p> <p>Actions to limit damage and save the ship following a fire, explosion, collision or grounding</p>		
Develop emergency and damage control plans and handle emergency situations	<p>Preparation of contingency plans for response to emergencies</p> <p>Ship construction, including damage control</p> <p>Methods and aids for fire prevention, detection and extinction</p> <p>Functions and use of life-saving appliances</p>	Examination and assessment of evidence obtained from approved in-service training and experience	Emergency procedures are in accordance with the established plans for emergency situations
Use of leadership and managerial skill	<p>Knowledge of shipboard personnel management and training</p> <p>A knowledge of related international maritime conventions and recommendations, and national legislation</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved training</p> <p>.2 approved in-service experience</p> <p>.3 approved simulator training</p>	<p>The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned</p> <p>Training objectives and activities are based on assessment of current competence and capabilities and operational requirements</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use of leadership and managerial skill (<i>continued</i>)	<p>Ability to apply task and workload management, including:</p> <p>.1 planning and co-ordination</p> <p>.2 personnel assignment</p> <p>.3 time and resource constraints</p> <p>.4 prioritization</p> <p>Knowledge and ability to apply effective resource management:</p> <p>.1 allocation, assignment, and prioritization of resources</p> <p>.2 effective communication on</p>		<p>Operations are demonstrated to be in accordance with applicable rules</p> <p>Operations are planned and resources are allocated as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Effective leadership behaviours are demonstrated</p> <p>Necessary team member(s) share accurate understanding</p>

	<p>board and ashore</p> <p>.3 decisions reflect consideration of team experiences</p> <p>.4 assertiveness and leadership, including motivation</p> <p>.5 obtaining and maintaining situation awareness</p> <p>Knowledge and ability to apply decision-making techniques:</p> <p>.1 situation and risk assessment</p> <p>.2 identify and generate options</p> <p>.3 selecting course of action</p> <p>.4 evaluation of outcome effectiveness</p> <p>Development, implementation, and oversight of standard operating procedures</p>		<p>of current and predicted vessel state and operational status and external environment</p> <p>Decisions are most effective for the situation</p> <p>Operations are demonstrated to be effective and in accordance with applicable rules</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Organize and manage the provision of medical care on board	<p>A thorough knowledge of the use and contents of the following publications:</p> <p>.1 International Medical Guide for Ships or equivalent national publications</p> <p>.2 medical section of the International Code of Signals</p> <p>.3 Medical First Aid Guide for Use in Accidents Involving Dangerous Goods</p>	Examination and assessment of evidence obtained from approved training	Actions taken and procedures followed correctly apply and make full use of advice available

Section A-II/3

Mandatory minimum requirements for certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage, engaged on near-coastal voyages

OFFICER IN CHARGE OF A NAVIGATIONAL WATCH**Standard of competence**

1 Every candidate for certification shall:

- .1 be required to demonstrate the competence to undertake, at operational level, the tasks, duties and responsibilities listed in column 1 of table A-II/3;
- .2 at least hold the appropriate certificate for performing VHF radiocommunications in accordance with the requirements of the Radio Regulations; and
- .3 if designated to have primary responsibility for radiocommunications during distress incidents, hold the appropriate certificate issued or recognized under the provisions of the Radio Regulations.

2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/3.

3 The level of knowledge of the subjects listed in column 2 of table A-II/3 shall be sufficient to enable the candidate to serve in the capacity of officer in charge of a navigational watch.

4 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall be based on section A-VIII/2, part 4-1 – Principles to be observed in keeping a navigational watch, and shall also take into account the relevant requirements of this part and the guidance given in part B of this Code.

5 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-II/3.

Special training

6 Every candidate for certification as officer in charge of a navigational watch on ships of less than 500 gross tonnage, engaged on near-coastal voyages, who, in accordance with paragraph 4.2.1 of regulation II/3, is required to have completed special training, shall follow an approved programme of onboard training which:

- .1 ensures that, during the required period of seagoing service, the candidate receives systematic practical training and experience in the tasks, duties and responsibilities of an officer in charge of a navigational watch, taking into

account the guidance given in section B-II/1 of this Code;

- .2 is closely supervised and monitored by qualified officers on board the ships in which the approved seagoing service is performed; and
- .3 is adequately documented in a training record book or similar document.

MASTER

7 Every candidate for certification as master on ships of less than 500 gross tonnage, engaged on near-coastal voyages, shall meet the requirements for an officer in charge of a navigational watch set out below and, in addition, shall be required to provide evidence of knowledge and ability to carry out all the duties of such a master.

Table A-II/3

Specification of minimum standard of competence for officers in charge of a navigational watch and for masters on ships of less than 500 gross tonnage engaged on near-coastal voyages

Function: Navigation at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a coastal passage and determine position <i>Note:</i> Training and assessment in the use of ECDIS is not required for those who serve exclusively on ships not fitted with ECDIS. This limitation shall be reflected in the endorsement issued to the seafarer concerned	<p><i>Navigation</i></p> <p>Ability to determine the ship's position by the use of:</p> <ol style="list-style-type: none"> .1 landmarks .2 aids to navigation, including lighthouses, beacons and buoys .3 dead reckoning, taking into account winds, tides, currents and estimated speed <p>Thorough knowledge of and ability to use nautical charts and publications, such as sailing directions, tide tables, notices to mariners, radio navigational warnings and ships' routeing</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training <p>using: chart catalogues, charts, nautical publications, radio navigational warnings, sextant, azimuth mirror, electronic navigation equipment, echo-sounding equipment, compass</p>	<p>Information obtained from nautical charts and publications is relevant, interpreted correctly and properly applied</p> <p>The primary method of fixing the ship's position is the most appropriate to the prevailing circumstances and conditions</p> <p>The position is determined within the limits of acceptable instrument/system errors</p> <p>The reliability of the information obtained from the primary method of position fixing is checked at appropriate intervals</p> <p>Calculations and measurements of navigational information are accurate</p> <p>Charts and publications selected are the largest scale on board suitable for the area</p>

	<p>information</p> <p>Reporting in accordance with General Principles for Ship Reporting Systems and with VTS procedures</p> <p><i>Note:</i> This item is only required for certification as master</p>		<p>of navigation and charts are corrected in accordance with the latest information available</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Plan and conduct a coastal passage and determine position (continued)</p>	<p>Voyage planning and navigation for all conditions by acceptable methods of plotting coastal tracks, taking into account, e.g.:</p> <ul style="list-style-type: none"> .1 restricted waters .2 meteorological conditions .3 ice .4 restricted visibility .5 traffic separation schemes .6 vessel traffic service (VTS) areas .7 areas of extensive tidal effects <p><i>Note:</i> This item is only required for certification as master</p> <p>Thorough knowledge of and ability to use ECDIS</p> <p><i>Navigational aids and equipment</i></p> <p>Ability to operate safely and determine the ship's position by use of all navigational aids and equipment commonly fitted on board the ships concerned</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved training ship experience .2 approved ECDIS simulator training <p>Assessment of evidence obtained from approved radar simulator</p>	<p>Performance checks and tests of navigation systems comply with manufacturer's recommendations, good</p>

			navigational practice and IMO resolutions on performance standards for navigational equipment
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a coastal passage and determine position <i>(continued)</i>	<p><i>Compasses</i></p> <p>Knowledge of the errors and corrections of magnetic compasses</p> <p>Ability to determine errors of the compass, using terrestrial means, and to allow for such errors</p> <p><i>Automatic pilot</i></p> <p>Knowledge of automatic pilot systems and procedures; change-over from manual to automatic control and vice versa; adjustment of controls for optimum performance</p> <p><i>Meteorology</i></p> <p>Ability to use and interpret information obtained from shipborne meteorological instruments</p> <p>Knowledge of the characteristics of the various weather systems, reporting procedures and recording systems</p> <p>Ability to apply the meteorological information available</p>		<p>Interpretation and analysis of information obtained from radar is in accordance with accepted navigational practice and takes account of the limits and accuracy levels of radar</p> <p>Errors in magnetic compasses are determined and applied correctly to courses and bearings</p> <p>Selection of the mode of steering is the most suitable for prevailing weather, sea and traffic conditions and intended manoeuvres</p> <p>Measurements and observations of weather conditions are accurate and appropriate to the passage</p> <p>Meteorological information is evaluated and applied to maintain the safe passage of the vessel</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe navigational watch	<p><i>Watchkeeping</i></p> <p>Thorough knowledge of content, application and intent of the International Regulations for Preventing Collisions at Sea, 1972, as amended</p> <p>Knowledge of content of the Principles to be observed in keeping a navigational watch</p> <p>Use of routing in accordance with the General Provisions on Ships' Routing</p> <p>Use of reporting in accordance with the General Principles for Ship Reporting Systems and with VTS procedures</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>The conduct, handover and relief of the watch conforms with accepted principles and procedures</p> <p>A proper look-out is maintained at all times and in conformity with accepted principles and procedures</p> <p>Lights, shapes and sound signals conform with the requirements contained in the International Regulations for Preventing Collisions at Sea, 1972, as amended and are correctly recognized</p> <p>The frequency and extent of monitoring of traffic, the ship and the environment conform with accepted principles and procedures</p> <p>Action to avoid close encounters and collision with other vessels is in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended</p> <p>Decisions to adjust course and/ or speed are both timely and in accordance with accepted navigation procedures</p> <p>A proper record is maintained of movements and activities relating to the navigation of the ship</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe navigational watch (continued)			Responsibility for safe navigation is clearly defined at all times, including periods when the master is on the

			bridge and when under pilotage
Respond to emergencies	<p>Emergency procedures, including:</p> <ol style="list-style-type: none"> .1 precautions for the protection and safety of passengers in emergency situations .2 initial assessment of damage and damage control .3 action to be taken following a collision .4 action to be taken following a grounding <p>In addition, the following material should be included for certification as master:</p> <ol style="list-style-type: none"> .1 emergency steering .2 arrangements for towing and for being taken in tow .3 rescuing persons from the sea .4 assisting a vessel in distress .5 appreciation of the action to be taken when emergencies arise in port 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 practical instruction 	<p>The type and scale of the emergency is promptly identified</p> <p>Initial actions and, if appropriate, manoeuvring are in accordance with contingency plans and are appropriate to the urgency of the situation and the nature of the emergency</p>
Respond to a distress signal at sea	<p><i>Search and rescue</i></p> <p>Knowledge of the contents of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual</p>	<p>Examination and assessment of evidence obtained from practical instruction or approved simulator training, where appropriate</p>	<p>The distress or emergency signal is immediately recognized</p> <p>Contingency plans and instructions in standing orders are implemented and complied with</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manoeuvre the ship and operate small ship power plants	<p><i>Ship manoeuvring and handling</i></p> <p>Knowledge of factors affecting safe manoeuvring and handling</p> <p>The operation of small ship power plants and auxiliaries</p> <p>Proper procedures for anchoring and mooring</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience 	<p>Safe operating limits of ship propulsion, steering and power systems are not exceeded in normal manoeuvres</p> <p>Adjustments made to the ship's course and speed maintain safety of navigation</p>

		.3 approved simulator training, where appropriate	Plant, auxiliary machinery and equipment is operated in accordance with technical specifications and within safe operating limits at all times
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Function: Cargo handling and stowage at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor the loading, stowage, securing and unloading of cargoes and their care during the voyage	<p><i>Cargo handling, stowage and securing</i></p> <p>Knowledge of safe handling, stowage and securing of cargoes, including dangerous, hazardous and harmful cargoes, and their effect on the safety of life and of the ship</p> <p>Use of the International Maritime Dangerous Goods (IMDG) Code</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p>	<p>Cargo operations are carried out in accordance with the cargo plan or other documents and established safety rules/regulations, equipment operating instructions and shipboard stowage limitations</p> <p>The handling of dangerous, hazardous and harmful cargoes complies with international regulations and recognized standards and codes of safe practice</p>

Function: Controlling the operation of the ship and care for persons on board at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure compliance with pollution-prevention requirements	<p><i>Prevention of pollution of the marine environment and anti-pollution procedures</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Anti-pollution procedures and all associated equipment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p>	Procedures for monitoring shipboard operations and ensuring compliance with MARPOL requirements are fully observed
Maintain seaworthiness of the ship	<p><i>Ship stability</i></p> <p>Working knowledge and application of stability, trim and stress tables, diagrams and stress-calculating equipment</p> <p>Understanding of fundamental</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p>	<p>The stability conditions comply with the IMO intact stability criteria under all conditions of loading</p> <p>Actions to ensure and maintain the watertight integrity of the ship are in</p>

	actions to be taken in the event of partial loss of intact buoyancy Understanding of the fundamentals of watertight integrity <i>Ship construction</i> General knowledge of the principal structural members of a ship and the proper names for the various parts	.2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	accordance with accepted practice
Prevent, control and fight fires on board	<i>Fire prevention and fire-fighting appliances</i> Ability to organize fire drills Knowledge of classes and chemistry of fire	Assessment of evidence obtained from approved fire-fighting training and experience as set out in section A-VI/3	The type and scale of the problem is promptly identified and initial actions conform with the emergency procedure and contingency plans for the ship

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Prevent, control and fight fires on board (<i>continued</i>)	Knowledge of fire-fighting systems Understanding of action to be taken in the event of fire, including fires involving oil systems		Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem
Operate life-saving appliances	<i>Life-saving</i> Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids	Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4	Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards
Apply medical first aid on board ship	<i>Medical aid</i> Practical application of medical guides and advice by radio, including the ability to take effective action based on such	Assessment of evidence obtained from approved training as set out in section A-VI/4, paragraphs 1 to 3	The identification of probable cause, nature and extent of injuries or conditions is prompt and treatment minimizes immediate threat to life

	knowledge in the case of accidents or illnesses that are likely to occur on board ship		
Monitor compliance with legislative requirements	Basic working knowledge of the relevant IMO conventions concerning safety of life at sea, security and protection of the marine environment	Assessment of evidence obtained from examination or approved training	Legislative requirements relating to safety of life at sea, security and protection of the marine environment are correctly identified

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safety of personnel and ship	<p>Knowledge of personal survival techniques</p> <p>Knowledge of fire prevention and ability to fight and extinguish fires</p> <p>Knowledge of elementary first aid</p> <p>Knowledge of personal safety and social responsibilities</p>	Assessment of evidence obtained from approved training and experiences as set out in section A-VI/1, paragraph 2	<p>Appropriate safety and protective equipment is correctly used</p> <p>Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times</p> <p>Procedures designed to safeguard the environment are observed at all times</p> <p>Initial and follow-up actions on becoming aware of an emergency conform with established emergency response procedures</p>

Section A-II/4

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

Standard of competence

- 1 Every rating forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more shall be required to demonstrate the competence to perform the navigation function at the support level, as specified in column 1 of table A-II/4.
- 2 The minimum knowledge, understanding and proficiency required of ratings forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more is listed in column 2 of table A-II/4.
- 3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-II/4. The reference to “practical test” in column 3 may include approved shore-based training in which the trainees undergo practical testing.

4 Where there are no tables of competence for the support level in respect to certain functions, it remains the responsibility of the Administration to determine the appropriate training, assessment and certification requirements to be applied to personnel designated to perform those functions at the support level.

Table A-II/4

Specification of minimum standard of competence for ratings forming part of a navigational watch

Function: Navigation at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Steer the ship and also comply with helm orders in the English language	Use of magnetic and gyro-compasses Helm orders Change-over from automatic pilot to hand steering and vice versa	Assessment of evidence obtained from: .1 practical test, or .2 approved in-service experience, or .3 approved training ship experience	A steady course is steered within acceptable limits, having regard to the area of navigation and prevailing sea state. Alterations of course are smooth and controlled Communications are clear and concise at all times and orders are acknowledged in a seamanlike manner
Keep a proper look-out by sight and hearing	Responsibilities of a look-out, including reporting the approximate bearing of a sound signal, light or other object in degrees or points	Assessment of evidence obtained from: .1 practical test, or .2 approved in-service experience, or .3 approved training ship experience	Sound signals, lights and other objects are promptly detected and their approximate bearing, in degrees or points, is reported to the officer of the watch
Contribute to monitoring and controlling a safe watch	Shipboard terms and definitions Use of appropriate internal communication and alarm systems Ability to understand orders and to communicate with the officer of the watch on matters relevant to watchkeeping duties Procedures for the relief, maintenance and handover of a watch	Assessment of evidence obtained from approved in-service experience or approved training ship experience	Communications are clear and concise and advice/clarification is sought from the officer on watch where watch information or instructions are not clearly understood Maintenance, handover and relief of the watch is in conformity with accepted practices and procedures

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to monitoring and controlling a safe watch <i>(continued)</i>	Information required to maintain a safe watch Basic environmental protection procedures		
Operate emergency equipment and apply emergency procedures	Knowledge of emergency duties and alarm signals Knowledge of pyrotechnic distress signals; satellite EPIRBs and SARTs Avoidance of false distress alerts and action to be taken in event of accidental activation	Assessment of evidence obtained from demonstration and approved in-service experience or approved training ship experience	Initial action on becoming aware of an emergency or abnormal situation is in conformity with established practices and procedures Communications are clear and concise at all times and orders are acknowledged in a seamanlike manner The integrity of emergency and distress alerting systems is maintained at all times

Section A-II/5

Mandatory minimum requirements for certification of ratings as able seafarer deck

Standard of competence

1 Every able seafarer deck serving on a seagoing ship of 500 gross tonnage or more shall be required to demonstrate the competence to perform the functions at the support level, as specified in column 1 of table A-II/5.

2 The minimum knowledge, understanding and proficiency required of an able seafarer deck serving on a seagoing ship of 500 gross tonnage or more is listed in column 2 of table A-II/5.

3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-II/5.

Table A-II/5

Specification of minimum standards of competence of ratings as able seafarer deck

Function: Navigation at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to a safe navigational	Ability to understand orders and to communicate with the officer of the watch on matters relevant to	Assessment of evidence obtained from in-service experience or practical test	Communications are clear and concise

watch	<p>watchkeeping duties</p> <p>Procedures for the relief, maintenance and handover of a watch</p> <p>Information required to maintain a safe watch</p>		Maintenance, handover and relief of the watch is in conformity with acceptable practices and procedures
Contribute to berthing, anchoring and other mooring operations	<p>Working knowledge of the mooring system and related procedures, including:</p> <p>.1 the function of mooring and tug lines and how each line functions as part of an overall system</p> <p>.2 the capacities, safe working loads, and breaking strengths of mooring equipment, including mooring wires, synthetic and fibre lines, winches, anchor windlasses, capstans, bits, chocks and bollards</p> <p>.3 the procedures and order of events for making fast and letting go mooring and tug lines and wires, including towing lines</p> <p>.4 the procedures and order of events for the use of anchors in various operations</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p> <p>.5 approved simulator training, where appropriate</p>	Operations are carried out in accordance with established safety practices and equipment operating instructions

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to berthing, anchoring and other mooring operations (continued)	Working knowledge of the procedures and order of events associated with mooring to a buoy or buoys		

Function: Cargo handling and stowage at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the handling of cargo and stores	Knowledge of procedures for safe handling, stowage and securing of cargoes and stores, including	Assessment of evidence obtained from one or more of the following:	Cargo and stores operations are carried out in accordance with established

	<p>dangerous, hazardous and harmful substances and liquids</p> <p>Basic knowledge of and precautions to observe in connection with particular types of cargo and identification of IMDG labelling</p>	<p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p> <p>.5 approved simulator training, where appropriate</p>	<p>safety procedures and equipment operating instructions</p> <p>The handling of dangerous, hazardous and harmful cargoes or stores complies with established safety practices</p>
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Function: Controlling the operation of the ship and care for persons on board at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safe operation of deck equipment and machinery	<p>Knowledge of deck equipment, including:</p> <p>.1 function and uses of valves and pumps, hoists, cranes, booms, and related equipment</p> <p>.2 function and uses of winches, windlasses, capstans and related equipment</p> <p>.3 hatches, watertight doors, ports, and related equipment</p> <p>.4 fibre and wire ropes, cables and chains, including their construction, use, markings, maintenance and proper stowage</p> <p>.5 ability to use and understand basic signals for the operation of equipment, including winches, windlasses, cranes, and hoists</p> <p>.6 ability to operate anchoring equipment under various conditions, such as anchoring, weighing anchor, securing for sea, and in emergencies</p> <p>Knowledge of the following procedures and ability to:</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p> <p>Assessment of evidence obtained from practical demonstration</p> <p>Assessment of evidence obtained from practical demonstration</p>	<p>Operations are carried out in accordance with established safety practices and equipment operating instructions</p> <p>Communications within the operator's area of responsibility are consistently successful</p> <p>Equipment operation is safely carried out in accordance with established procedures</p>

	<p>.1 rig and unrig bosun's chairs and staging</p> <p>.2 rig and unrig pilot ladders, hoists, rat-guards and gangways</p>	Assessment of evidence obtained from practical demonstration	Demonstrate the proper methods for rigging and unrigging in accordance with safe industry practice
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safe operation of deck equipment and machinery (continued)	<p>.3 use marlin spike seamanship skills, including the proper use of knots, splices and stoppers</p> <p>Use and handling of deck and cargo-handling gear and equipment:</p> <p>.1 access arrangements, hatches and hatch covers, ramps, side/bow/stern doors or elevators</p> <p>.2 pipeline systems – bilge and ballast suctions and wells</p> <p>.3 cranes, derricks, winches</p> <p>Knowledge of hoisting and dipping flags and the main single- flag signals. (A, B, G, H, O, P, Q)</p>		<p>Demonstrate the proper creation and use of knots, splices, stoppers, whippings, servings as well as proper canvas handling</p> <p>Demonstrate the proper use of blocks and tackle</p> <p>Demonstrate the proper methods for handling lines, wires, cables and chains</p>
Apply occupational health and safety precautions	<p>Working knowledge of safe working practices and personal shipboard safety including:</p> <p>.1 working aloft</p> <p>.2 working over the side</p> <p>.3 working in enclosed spaces</p> <p>.4 permit to work systems</p> <p>.5 line handling</p> <p>.6 lifting techniques and methods of preventing back injury</p> <p>.7 electrical safety</p> <p>.8 mechanical safety</p> <p>.9 chemical and biohazard safety</p> <p>.10 personal safety equipment</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p>	<p>Procedures designed to safeguard personnel and the ship are observed at all times</p> <p>Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply precautions and contribute to the prevention of pollution of the marine environment	<p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Knowledge of the use and operation of anti-pollution equipment</p> <p>Knowledge of the approved methods for disposal of marine pollutants</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p>	Procedures designed to safeguard the marine environment are observed at all times
Operate survival craft and rescue boats	<p>Knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment</p> <p>Knowledge of survival at sea techniques</p>	Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4	Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards

Function: Maintenance and repair at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to shipboard maintenance and repair	<p>Ability to use painting, lubrication and cleaning materials and equipment</p> <p>Ability to understand and execute routine maintenance and repair procedures</p> <p>Knowledge of surface preparation techniques</p> <p>Understanding manufacturer's safety guidelines and shipboard instructions</p>	<p>Assessment of evidence obtained from practical demonstration</p> <p>Assessment of evidence obtained from one or more of the following:</p>	Maintenance and repair activities are carried out in accordance with technical, safety and procedural specifications

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to shipboard maintenance and repair <i>(continued)</i>	Knowledge of safe disposal of waste materials Knowledge of the application, maintenance and use of hand and power tools	.1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience	

CHAPTER III

Standards regarding engine department

Section A-III/1

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

Training

1 The education and training required by paragraph 2.4 of regulation III/1 shall include training in mechanical and electrical workshop skills relevant to the duties of an engineer officer.

Onboard training

2 Every candidate for certification as officer in charge of an engineering watch in a manned engine-room or as designated duty engineer in a periodically unmanned engine-room of ships powered by main propulsion machinery of 750 kW or more whose seagoing service, in accordance with paragraph 2.2 of regulation III/1, forms part of a training programme approved as meeting the requirements of this section shall follow an approved programme of onboard training which:

- .1 ensures that, during the required period of seagoing service, the candidate receives systematic practical training and experience in the tasks, duties and responsibilities of an officer in charge of an engine-room watch, taking into account the guidance given in section B-III/1 of this Code;
- .2 is closely supervised and monitored by a qualified and certificated engineer officer aboard the ships in which the approved seagoing service is performed; and
- .3 is adequately documented in a training record book.

Standard of competence

3 Every candidate for certification as officer in charge of an engineering watch in a manned engine-room or as designated duty engineer in a periodically unmanned engine-room on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be required to demonstrate ability to undertake, at the operational level, the tasks, duties and responsibilities listed in column 1 of table A-III/1.

4 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/1.

5 The level of knowledge of the material listed in column 2 of table A-III/1 shall be sufficient for engineer officers to carry out their watchkeeping duties.

6 Training and experience to achieve the necessary theoretical knowledge, understanding and proficiency shall be based on section A-VIII/2, part 4-2 – Principles to be observed in keeping an engineering watch, and shall take into account the relevant requirements of this part and the guidance given in part B of this Code.

7 Candidates for certification for service in ships in which steam boilers do not form part of their machinery may omit the relevant requirements of table A-III/1. A certificate awarded on such a basis shall not be valid for service on ships in which steam boilers form part of a ship's machinery until the engineer officer meets the standard of competence in the items omitted from table A-III/1. Any such limitation shall be stated on the certificate and in the endorsement.

8 The Administration may omit knowledge requirements for types of propulsion machinery other than those machinery installations for which the certificate to be awarded shall be valid. A certificate awarded on such a basis shall not be valid for any category of machinery installation which has been omitted until the engineer officer proves to be competent in these knowledge requirements. Any such limitation shall be stated on the certificate and in the endorsement.

9 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-III/1.

Near-coastal voyages

10 The requirements of paragraphs 2.2 to 2.5 of regulation III/1 relating to level of knowledge, understanding and proficiency required under the different sections listed in column 2 of table A-III/1 may be varied for engineer officers of ships powered by main propulsion machinery of less than 3,000 kW propulsion power engaged on near-coastal voyages, as considered necessary, bearing in mind the effect on the safety of all ships which may be operating in the same waters. Any such limitation shall be stated on the certificate and in the endorsement.

Table A-III/1

Specification of minimum standard of competence for officers in charge of an engineering watch in a manned engine-room or designated duty engineers in a periodically unmanned engine-room

Function: Marine engineering at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe engineering watch	<p>Thorough knowledge of Principles to be observed in keeping an engineering watch, including:</p> <p>.1 duties associated with taking over and accepting a watch</p> <p>.2 routine duties undertaken during a watch</p> <p>.3 maintenance of the machinery space logs and the significance of the readings taken</p> <p>.4 duties associated with handing over a watch</p> <p>Safety and emergency procedures; change-over of remote/automatic to local control of all systems</p> <p>Safety precautions to be observed during a watch and immediate actions to be taken in the event of fire or accident, with particular reference to oil systems</p> <p><i>Engine-room resource management</i></p> <p>Knowledge of engine-room resource management principles, including:</p> <p>.1 allocation, assignment, and prioritization of resources</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p> <p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved training</p> <p>.2 approved in-service experience</p>	<p>The conduct, handover and relief of the watch conforms with accepted principles and procedures</p> <p>The frequency and extent of monitoring of engineering equipment and systems conforms to manufacturers' recommendations and accepted principles and procedures, including Principles to be observed in keeping an engineering watch</p> <p>A proper record is maintained of the movements and activities relating to the ship's engineering systems</p> <p>Resources are allocated and assigned as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe engineering watch (continued)	.2 effective communication .3 assertiveness and leadership .4 obtaining and maintaining situational awareness .5 consideration of team experience	.3 approved simulator training	Questionable decisions and/or actions result in appropriate challenge and response Effective leadership behaviours are identified Team member(s) share accurate understanding of current and predicted engine-room and associated systems state, and of external environment
Use English in written and oral form	Adequate knowledge of the English language to enable the officer to use engineering publications and to perform engineering duties	Examination and assessment of evidence obtained from practical instruction	English language publications relevant to engineering duties are correctly interpreted Communications are clear and understood
Use internal communication systems	Operation of all internal communication systems on board	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Transmission and reception of messages are consistently successful Communication records are complete, accurate and comply with statutory requirements

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate main and auxiliary machinery and associated control systems	Basic construction and operation principles of machinery systems, including: .1 marine diesel engine	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service	Construction and operating mechanisms can be understood and explained with drawings/instructions

	.2 marine steam turbine	experience	
	.3 marine gas turbine	.2 approved training ship experience	
	.4 marine boiler	.3 approved laboratory equipment training	
	.5 shafting installations, including propeller		
	.6 other auxiliaries, including various pumps, air compressor, purifier, fresh water generator, heat exchanger, refrigeration, air- conditioning and ventilation systems		
	.7 steering gear		
	.8 automatic control systems		
	.9 fluid flow and characteristics of lubricating oil, fuel oil and cooling systems		
	.10 deck machinery		
	Safety and emergency procedures for operation of propulsion plant machinery, including control systems		

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate main and auxiliary machinery and associated control systems <i>(continued)</i>	Preparation, operation, fault detection and necessary measures to prevent damage for the following machinery items and control systems: .1 main engine and associated auxiliaries .2 steam boiler and associated auxiliaries and steam systems .3 auxiliary prime movers and associated systems .4 other auxiliaries, including refrigeration, air-conditioning and ventilation systems	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Operations are planned and carried out in accordance with operating manuals, established rules and procedures to ensure safety of operations and avoid pollution of the marine environment Deviations from the norm are promptly identified The output of plant and engineering systems consistently meets requirements, including bridge orders relating to changes in speed and direction The causes of machinery malfunctions are promptly identified and actions are designed to ensure the overall

			safety of the ship and the plant, having regard to the prevailing circumstances and conditions
Operate fuel, lubrication, ballast and other pumping systems and associated control systems	Operational characteristics of pumps and piping systems, including control systems Operation of pumping systems: .1 routine pumping operations .2 operation of bilge, ballast and cargo pumping systems Oily-water separators (or similar equipment) requirements and operation	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Operations are planned and carried out in accordance with operating manuals, established rules and procedures to ensure safety of operations and avoid pollution of the marine environment Deviations from the norm are promptly identified and appropriate action is taken

Function: Electrical, electronic and control engineering at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate electrical, electronic and control systems	Basic configuration and operation principles of the following electrical, electronic and control equipment: .1 electrical equipment: .a generator and distribution systems .b preparing, starting, paralleling and changing over generators .c electrical motors including starting methodologies .d high-voltage installations .e sequential control circuits and associated system devices .2 electronic equipment: .a characteristics of basic electronic circuit elements .b flowchart for automatic and control systems .c functions, characteristics and features of control systems for machinery items, including main propulsion plant operation control and steam boiler automatic controls	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Operations are planned and carried out in accordance with operating manuals, established rules and procedures to ensure safety of operations Electrical, electronic and control systems can be understood and explained with drawings/instructions

	<p>.3 control systems:</p> <p>.a various automatic control methodologies and characteristics</p> <p>.b Proportional–Integral–Derivative (PID) control characteristics and associated system devices for process control</p>		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintenance and repair of electrical and electronic equipment	<p>Safety requirements for working on shipboard electrical systems, including the safe isolation of electrical equipment required before personnel are permitted to work on such equipment</p> <p>Maintenance and repair of electrical system equipment, switchboards, electric motors, generator and DC electrical systems and equipment</p> <p>Detection of electric malfunction, location of faults and measures to prevent damage</p> <p>Construction and operation of electrical testing and measuring equipment</p> <p>Function and performance tests of the following equipment and their configuration:</p> <p>.1 monitoring systems</p> <p>.2 automatic control devices</p> <p>.3 protective devices</p> <p>The interpretation of electrical and simple electronic diagrams</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved workshop skills training</p> <p>.2 approved practical experience and tests</p> <p>.3 approved in-service experience</p> <p>.4 approved training ship experience</p>	<p>Safety measures for working are appropriate</p> <p>Selection and use of hand tools, measuring instruments, and testing equipment are appropriate and interpretation of results is accurate</p> <p>Dismantling, inspecting, repairing and reassembling equipment are in accordance with manuals and good practice</p> <p>Reassembling and performance testing is in accordance with manuals and good practice</p>

Function: Maintenance and repair at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Appropriate use of hand tools, machine tools and measuring instruments for fabrication and repair on board	<p>Characteristics and limitations of materials used in construction and repair of ships and equipment</p> <p>Characteristics and limitations of processes used for fabrication and repair</p> <p>Properties and parameters considered in the fabrication and repair of systems and components</p> <p>Methods for carrying out safe emergency/temporary repairs</p> <p>Safety measures to be taken to ensure a safe working environment and for using hand tools, machine tools and measuring instruments</p> <p>Use of hand tools, machine tools and measuring instruments</p> <p>Use of various types of sealants and packings</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved workshop skills training</p> <p>.2 approved practical experience and tests</p> <p>.3 approved in-service experience</p> <p>.4 approved training ship experience</p>	<p>Identification of important parameters for fabrication of typical ship-related components is appropriate</p> <p>Selection of materials is appropriate</p> <p>Fabrication is to designated tolerances</p> <p>Use of equipment and hand tools, machine tools and measuring instruments is appropriate and safe</p>
Maintenance and repair of shipboard machinery and equipment	<p>Safety measures to be taken for repair and maintenance, including the safe isolation of shipboard machinery and equipment required before personnel are permitted to work on such machinery or equipment</p> <p>Appropriate basic mechanical knowledge and skills</p> <p>Maintenance and repair, such as dismantling, adjustment and reassembling of machinery and equipment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved workshop skills training</p> <p>.2 approved practical experience and tests</p> <p>.3 approved in-service experience</p> <p>.4 approved training ship experience</p>	<p>Safety procedures followed are appropriate</p> <p>Selection of tools and spare gear is appropriate</p> <p>Dismantling, inspecting, repairing and reassembling equipment is in accordance with manuals and good practice</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintenance and repair of shipboard machinery and	<p>The use of appropriate specialized tools and measuring instruments</p> <p>Design characteristics and</p>		Re-commissioning and performance testing is in accordance with manuals and good practice

equipment (continued)	selection of materials in construction of equipment Interpretation of machinery drawings and handbooks The interpretation of piping, hydraulic and pneumatic diagrams		Selection of materials and parts is appropriate
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Function: Controlling the operation of the ship and care for persons on board at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure compliance with pollution-prevention requirements	<i>Prevention of pollution of the marine environment</i> Knowledge of the precautions to be taken to prevent pollution of the marine environment Anti-pollution procedures and all associated equipment Importance of proactive measures to protect the marine environment	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved training	Procedures for monitoring shipboard operations and ensuring compliance with MARPOL requirements are fully observed Actions to ensure that a positive environmental reputation is maintained
Maintain seaworthiness of the ship	<i>Ship stability</i> Working knowledge and application of stability, trim and stress tables, diagrams and stress-calculating equipment Understanding of the fundamentals of watertight integrity	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience	The stability conditions comply with the IMO intact stability criteria under all conditions of loading Actions to ensure and maintain the watertight integrity of the ship are in accordance with accepted practice

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain seaworthiness of the ship (continued)	Understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy <i>Ship construction</i> General knowledge of the principal structural members of a ship and the proper names for the various parts	.3 approved simulator training, where appropriate .4 approved laboratory equipment training	
Prevent, control and fight fires on board	<i>Fire prevention and fire-fighting appliances</i>	Assessment of evidence obtained from approved fire-fighting training	The type and scale of the problem is promptly identified and initial actions conform

	<p>Ability to organize fire drills</p> <p>Knowledge of classes and chemistry of fire</p> <p>Knowledge of fire-fighting systems</p> <p>Action to be taken in the event of fire, including fires involving oil systems</p>	<p>and experience as set out in section A-VI/3, paragraphs 1 to 3</p>	<p>with the emergency procedure and contingency plans for the ship</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem</p>
Operate life-saving appliances	<p><i>Life-saving</i></p> <p>Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids</p>	<p>Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4</p>	<p>Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply medical first aid on board ship	<p><i>Medical aid</i></p> <p>Practical application of medical guides and advice by radio, including the ability to take effective action based on such knowledge in the case of accidents or illnesses that are likely to occur on board ship</p>	<p>Assessment of evidence obtained from approved training as set out in section A-VI/4, paragraphs 1 to 3</p>	<p>Identification of probable cause, nature and extent of injuries or conditions is prompt and treatment minimizes immediate threat to life</p>
Monitor compliance with legislative requirements	<p>Basic working knowledge of the relevant IMO conventions concerning safety of life at sea, security and protection of the marine environment</p>	<p>Assessment of evidence obtained from examination or approved training</p>	<p>Legislative requirements relating to safety of life at sea, security and protection of the marine environment are correctly identified</p>
Application of leadership and teamworking skills	<p>Working knowledge of shipboard personnel management and training</p> <p>A knowledge of related international maritime conventions and recommendations, and national legislation</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved training</p> <p>.2 approved in-service</p>	<p>The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned</p>

	<p>Ability to apply task and workload management, including:</p> <p>.1 planning and co-ordination</p> <p>.2 personnel assignment</p> <p>.3 time and resource constraints</p> <p>.4 prioritization</p> <p>Knowledge and ability to apply effective resource management:</p> <p>.1 allocation, assignment, and prioritization of resources</p> <p>.2 effective communication on board and ashore</p>	<p>experience</p> <p>.3 practical demonstration</p>	<p>Training objectives and activities are based on assessment of current competence and capabilities and operational requirements.</p> <p>Operations are demonstrated to be in accordance with applicable rules</p> <p>Operations are planned and resources are allocated as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Effective leadership behaviours are demonstrated</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Application of leadership and teamworking skills (continued)	<p>.3 decisions reflect consideration of team experiences</p> <p>.4 assertiveness and leadership, including motivation</p> <p>.5 obtaining and maintaining situational awareness</p> <p>Knowledge and ability to apply decision-making techniques:</p> <p>.1 situation and risk assessment</p> <p>.2 identify and consider generated options</p> <p>.3 selecting course of action</p> <p>.4 evaluation of outcome effectiveness</p>		<p>Necessary team member(s) share accurate understanding of current and predicted vessel state and operational status and external environment</p> <p>Decisions are most effective for the situation</p>
Contribute to the safety of personnel and ship	<p>Knowledge of personal survival techniques</p> <p>Knowledge of fire prevention and ability to fight and extinguish fires</p> <p>Knowledge of elementary first aid</p>	<p>Assessment of evidence obtained from approved training and experience as set out in section A-VI/1, paragraph 2</p>	<p>Appropriate safety and protective equipment is correctly used</p> <p>Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times</p>

	Knowledge of personal safety and social responsibilities		Procedures designed to safeguard the environment are observed at all times Initial and follow-up actions on becoming aware of an emergency conform with established emergency response procedures
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Section A-III/2

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

Standard of competence

1 Every candidate for certification as chief engineer officer and second engineer officer of seagoing ships powered by main propulsion machinery of 3,000 kW power or more shall be required to demonstrate ability to undertake, at the management level, the tasks, duties and responsibilities listed in column 1 of table A-III/2.

2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/2. This incorporates, expands and extends in depth the subjects listed in column 2 of table A-III/1 for officers in charge of an engineering watch.

3 Bearing in mind that a second engineer officer shall be in a position to assume the responsibilities of the chief engineer officer at any time, assessment in these subjects shall be designed to test the candidate's ability to assimilate all available information that affects the safe operation of the ship's machinery and the protection of the marine environment.

4 The level of knowledge of the subjects listed in column 2 of table A-III/2 shall be sufficient to enable the candidate to serve in the capacity of chief engineer officer or second engineer officer.

5 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take into account the relevant requirements of this part and the guidance given in part B of this Code.

6 The Administration may omit knowledge requirements for types of propulsion machinery other than those machinery installations for which the certificate to be awarded shall be valid. A certificate awarded on such a basis shall not be valid for any category of machinery installation which has been omitted until the engineer officer proves to be competent in these knowledge requirements. Any such limitation shall be stated on the certificate and in the endorsement.

7 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-III/2.

Near-coastal voyages

8 The level of knowledge, understanding and proficiency required under the different sections listed in column 2 of table A-III/2 may be varied for engineer officers of ships powered by main propulsion machinery with limited propulsion power engaged on near-coastal voyages, as considered necessary, bearing in mind the effect on the safety of all ships which may be operating in the same waters. Any such limitation shall be stated on the certificate and in the endorsement.

Table A-III/2

Specification of minimum standard of competence for chief engineer officers and second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more

Function: Marine engineering at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manage the operation of propulsion plant machinery	Design features, and operative mechanism of the following machinery and associated auxiliaries: .1 marine diesel engine .2 marine steam turbine .3 marine gas turbine .4 marine steam boiler	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Explanation and understanding of design features and operating mechanisms are appropriate
Plan and schedule operations	<i>Theoretical knowledge</i> Thermodynamics and heat transmission Mechanics and hydromechanics Propulsive characteristics of diesel engines, steam and gas turbines, including speed, output and fuel consumption	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where	The planning and preparation of operations is suited to the design parameters of the power installation and to the requirements of the voyage

	Heat cycle, thermal efficiency and heat balance of the following: .1 marine diesel engine .2 marine steam turbine .3 marine gas turbine .4 marine steam boiler	appropriate .4 approved laboratory equipment training	
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and schedule operations <i>(continued)</i>	Refrigerators and refrigeration cycle		
Operation, surveillance, performance assessment and maintaining safety of propulsion plant and auxiliary machinery	Physical and chemical properties of fuels and lubricants Technology of materials Naval architecture and ship construction, including damage control <i>Practical knowledge</i> Start up and shut down main propulsion and auxiliary machinery, including associated systems Operating limits of propulsion plant The efficient operation, surveillance, performance assessment and maintaining safety of propulsion plant and auxiliary machinery Functions and mechanism of automatic control for main engine Functions and mechanism of automatic control for auxiliary machinery including but not limited to: .1 generator distribution systems .2 steam boilers .3 oil purifier .4 refrigeration system	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	The methods of preparing for the start-up and of making available fuels, lubricants, cooling water and air are the most appropriate Checks of pressures, temperatures and revolutions during the start-up and warm-up period are in accordance with technical specifications and agreed work plans Surveillance of main propulsion plant and auxiliary systems is sufficient to maintain safe operating conditions The methods of preparing the shutdown, and of supervising the cooling down of the engine are the most appropriate The methods of measuring the load capacity of the engines are in accordance with technical specifications

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operation, surveillance, performance assessment and maintaining safety of propulsion plant and auxiliary machinery <i>(continued)</i>	.5 pumping and piping systems .6 steering gear system .7 cargo-handling equipment and deck machinery		Performance is checked against bridge orders Performance levels are in accordance with technical specifications
Manage fuel, lubrication and ballast operations	Operation and maintenance of machinery, including pumps and piping systems	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate	Fuel and ballast operations meet operational requirements and are carried out so as to prevent pollution of the marine environment

Function: Electrical, electronic and control engineering at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manage operation of electrical and electronic control equipment	<i>Theoretical knowledge</i> Marine electrotechnology, electronics, power electronics, automatic control engineering and safety devices Design features and system configurations of automatic control equipment and safety devices for the following:	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience	Operation of equipment and system is in accordance with operating manuals Performance levels are in accordance with technical specifications

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manage operation of electrical and electronic control equipment (continued)	.1 main engine .2 generator and distribution system .3 steam boiler Design features and system configurations of operational control equipment for electrical motors Design features of high-voltage installations Features of hydraulic and pneumatic control equipment	.3 approved simulator training, where appropriate .4 approved laboratory equipment training	
Manage trouble-shooting, restoration of electrical and electronic control equipment to operating condition	<i>Practical knowledge</i> Troubleshooting of electrical and electronic control equipment Function test of electrical, electronic control equipment and safety devices Troubleshooting of monitoring systems Software version control	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Maintenance activities are correctly planned in accordance with technical, legislative, safety and procedural specifications Inspection, testing and troubleshooting of equipment are appropriate

Function: Maintenance and repair at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manage safe and effective maintenance and repair procedures	<i>Theoretical knowledge</i> Marine engineering practice <i>Practical knowledge</i> Manage safe and effective maintenance and repair procedures	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience	Maintenance activities are correctly planned and carried out in accordance with technical, legislative, safety and procedural specifications Appropriate plans, specifications, materials and equipment are available for maintenance and repair

	Planning maintenance, including statutory and class verifications Planning repairs	.3 approved workshop training	Action taken leads to the restoration of plant by the most suitable method
Detect and identify the cause of machinery malfunctions and correct faults	<i>Practical knowledge</i> Detection of machinery malfunction, location of faults and action to prevent damage Inspection and adjustment of equipment Non-destructive examination	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	The methods of comparing actual operating conditions are in accordance with recommended practices and procedures Actions and decisions are in accordance with recommended operating specifications and limitations
Ensure safe working practices	<i>Practical knowledge</i> Safe working practices	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved laboratory equipment training	Working practices are in accordance with legislative requirements, codes of practice, permits to work and environmental concerns

Function: Controlling the operation of the ship and care for persons on board at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control trim, stability and stress	Understanding of fundamental principles of ship construction and the theories and factors affecting trim and stability and measures necessary to preserve trim and stability Knowledge of the effect on trim and stability of a ship in the event of damage to, and consequent flooding of, a compartment and countermeasures to be taken Knowledge of IMO recommendations concerning ship stability	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate	Stability and stress conditions are maintained within safety limits at all times
Monitor and control compliance with	Knowledge of relevant international maritime law embodied in international	Examination and assessment of evidence obtained from one or	Procedures for monitoring operations and maintenance comply with legislative

legislative requirements and measures to ensure safety of life at sea, security and protection of the marine environment	<p>agreements and conventions</p> <p>Regard shall be paid especially to the following subjects:</p> <p>.1 certificates and other documents required to be carried on board ships by international conventions, how they may be obtained and the period of their legal validity</p> <p>.2 responsibilities under the relevant requirements of the International Convention on Load Lines, 1966, as amended</p> <p>.3 responsibilities under the relevant requirements of the International Convention for the Safety of Life at Sea, 1974, as amended</p>	<p>more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p>	<p>requirements</p> <p>Potential non-compliance is promptly and fully identified</p> <p>Requirements for renewal and extension of certificates ensure continued validity of survey items and equipment</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor and control compliance with legislative requirements and measures to ensure safety of life at sea and protection of the marine environment (<i>continued</i>)	<p>.4 responsibilities under the International Convention for the Prevention of Pollution from Ships, as amended</p> <p>.5 maritime declarations of health and the requirements of the International Health Regulations</p> <p>.6 responsibilities under international instruments affecting the safety of the ships, passengers, crew or cargo</p> <p>.7 methods and aids to prevent pollution of the environment by ships</p> <p>.8 knowledge of national legislation for implementing international agreements and conventions</p>		
Maintain safety and security of the vessel, crew and passengers and the operational condition of life-saving, fire-fighting and	<p>A thorough knowledge of life-saving appliance regulations (International Convention for the Safety of Life at Sea)</p> <p>Organization of fire and abandon ship drills</p> <p>Maintenance of operational</p>	<p>Examination and assessment of evidence obtained from practical instruction and approved in-service training and experience</p>	<p>Procedures for monitoring fire-detection and safety systems ensure that all alarms are detected promptly and acted upon in accordance with established emergency procedures</p>

other safety systems	<p>condition of life-saving, fire-fighting and other safety systems</p> <p>Actions to be taken to protect and safeguard all persons on board in emergencies</p> <p>Actions to limit damage and save the ship following fire, explosion, collision or grounding</p>		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Develop emergency and damage control plans and handle emergency situations	<p>Ship construction, including damage control</p> <p>Methods and aids for fire prevention, detection and extinction</p> <p>Functions and use of life-saving appliances</p>	Examination and assessment of evidence obtained from approved in-service training and experience	Emergency procedures are in accordance with the established plans for emergency situations
Use leadership and managerial skills	<p>Knowledge of shipboard personnel management and training</p> <p>A knowledge of international maritime conventions and recommendations, and related national legislation</p> <p>Ability to apply task and workload management, including:</p> <p>.1 planning and coordination</p> <p>.2 personnel assignment</p> <p>.3 time and resource constraints</p> <p>.4 prioritization</p> <p>Knowledge and ability to apply effective resource management:</p> <p>.1 allocation, assignment, and prioritization of resources</p> <p>.2 effective communication on board and ashore</p> <p>.3 decisions reflect consideration of team experience</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved training</p> <p>.2 approved in-service experience</p> <p>.3 approved simulator training</p>	<p>The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned</p> <p>Training objectives and activities are based on assessment of current competence and capabilities and operational requirements</p> <p>Operations are demonstrated to be in accordance with applicable rules</p> <p>Operations are planned and resources are allocated as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Effective leadership behaviours are demonstrated</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use leadership and managerial skills (continued)	.4 assertiveness and leadership, including motivation .5 obtaining and maintaining situation awareness Knowledge and ability to apply decision-making techniques: .1 situation and risk assessment .2 identify and generate options .3 select course of action .4 evaluation of outcome effectiveness Development, implementation, and oversight of standard operating procedures		Necessary team member(s) share accurate understanding of current and predicted vessel state and operational status and external environment Decisions are most effective for the situation Operations are demonstrated to be effective and in accordance with applicable rules

Section A-III/3

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

Standard of competence

1 Every candidate for certification as chief engineer officer and second engineer officer of seagoing ships powered by main propulsion machinery of between 750 kW and 3,000 kW power shall be required to demonstrate ability to undertake, at management level, the tasks, duties and responsibilities listed in column 1 of table A-III/2.

2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/2. This incorporates, expands and extends in depth the subjects listed in column 2 of table A-III/1 for officers in charge of an engineering watch in a manned engine-room or designated duty engineers in a periodically unmanned engine-room.

3 Bearing in mind that a second engineer officer shall be in a position to assume the responsibilities of the chief engineer officer at any time, assessment in these subjects shall be designed to test the candidate's ability to assimilate all available information that affects the safe operation of the ship's machinery and the protection of the marine environment.

4 The level of knowledge of the subjects listed in column 2 of table A-III/2 may be lowered but shall be sufficient to enable the candidate to serve in the capacity of chief engineer officer or second engineer officer at the range of propulsion power specified in this section.

5 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take into account the relevant requirements of this part and the guidance given in part B of this Code.

6 The Administration may omit knowledge requirements for types of propulsion machinery other than those machinery installations for which the certificate to be awarded shall be valid. A certificate awarded on such a basis shall not be valid for any category of machinery installation which has been omitted until the engineer officer proves to be competent in these knowledge requirements. Any such limitation shall be stated on the certificate and in the endorsement.

7 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-III/2.

Near-coastal voyages

8 The level of knowledge, understanding and proficiency required under the different sections listed in column 2 of table A-III/2 and the requirements of paragraphs 2.1.1 and 2.1.2 of regulation III/3 may be varied for engineer officers of ships powered by main propulsion machinery of less than 3,000 kW main propulsion power engaged on near-coastal voyages, as considered necessary, bearing in mind the effect on the safety of all ships which may be operating in the same waters. Any such limitation shall be stated on the certificate and in the endorsement.

Section A-III/4

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

Standard of competence

1 Every rating forming part of an engine-room watch on a seagoing ship shall be required to demonstrate the competence to perform the marine engineering function at the support level, as specified in column 1 of table A-III/4.

2 The minimum knowledge, understanding and proficiency required of ratings forming part of an engine-room watch is listed in column 2 of table A-III/4.

3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-III/4. The reference to “practical test” in column 3 may include approved shore-based training in which the students undergo practical testing.

4 Where there are no tables of competence for the support level with respect to certain functions, it remains the responsibility of the Administration to determine the appropriate training, assessment and certification requirements to be applied to personnel designated to perform those functions at the support level.

Table A-III/4

Specification of minimum standard of competence for ratings forming part of an engineering watch

Function: Marine engineering at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Carry out a watch routine appropriate to the duties of a rating forming part of an engine-room watch Understand orders and be understood in matters relevant to watchkeeping duties	Terms used in machinery spaces and names of machinery and equipment Engine-room watchkeeping procedures Safe working practices as related to engine-room operations Basic environmental protection procedures Use of appropriate internal communication system Engine-room alarm systems and ability to distinguish between the various alarms, with special reference to fire-extinguishing gas alarms	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience; .2 approved training ship experience; or .3 practical test	Communications are clear and concise and advice or clarification is sought from the officer of the watch where watch information or instructions are not clearly understood Maintenance, handover and relief of the watch is in conformity with accepted principles and procedures
For keeping a boiler watch: Maintain the correct water levels and steam pressures	Safe operation of boilers	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience; .2 approved training ship experience; .3 practical test; or .4 approved simulator training, where appropriate	Assessment of boiler condition is accurate and based on relevant information available from local and remote indicators and physical inspections The sequence and timing of adjustments maintains safety and optimum efficiency

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate emergency equipment and apply emergency procedures	<p>Knowledge of emergency duties</p> <p>Escape routes from machinery spaces</p> <p>Familiarity with the location and use of fire-fighting equipment in the machinery spaces</p>	Assessment of evidence obtained from demonstration and approved in-service experience or approved training ship experience	<p>Initial action on becoming aware of an emergency or abnormal situation conforms with established procedures</p> <p>Communications are clear and concise at all times and orders are acknowledged in a seamanlike manner</p>

Section A-III/5

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

Standard of competence

1 Every able seafarer engine serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be required to demonstrate the competence to perform the functions at the support level, as specified in column 1 of table A-III/5.

2 The minimum knowledge, understanding and proficiency required of an able seafarer engine serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more is listed in column 2 of table A-III/5.

3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-III/5.

Table A-III/5

Specification of minimum standard of competence for ratings as able seafarer engine in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

Function: Marine engineering at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to a safe engineering watch	<p>Ability to understand orders and to communicate with the officer of the watch in matters relevant to watchkeeping duties</p> <p>Procedures for the relief, maintenance and handover of a</p>	Assessment of evidence obtained from in-service experience or practical test	<p>Communications are clear and concise</p> <p>Maintenance, handover and relief of the watch is in conformity with acceptable practices and procedures</p>

	watch Information required to maintain a safe watch		
Contribute to the monitoring and controlling of an engine-room watch	Basic knowledge of the function and operation of main propulsion and auxiliary machinery Basic understanding of main propulsion and auxiliary machinery control pressures, temperatures and levels	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience; .2 approved training ship experience; or .3 practical test	The frequency and extent of monitoring of main propulsion and auxiliary machinery conforms with accepted principles and procedures Deviations from the norm are identified Unsafe conditions or potential hazards are promptly recognized, reported and rectified before work continues
Contribute to fuelling and oil transfer operations	Knowledge of the function and operation of fuel system and oil transfer operations, including: .1 preparations for fuelling and transfer operations .2 procedures for connecting and disconnecting fuelling and transfer hoses	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination	Transfer operations are carried out in accordance with established safety practices and equipment operating instructions The handling of dangerous, hazardous and harmful liquids complies with established safety practices

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to fuelling and oil transfer operations <i>(continued)</i>	.3 procedures relating to incidents that may arise during fuelling or transferring operation .4 securing from fuelling and transfer operations .5 ability to correctly measure and report tank levels	.4 approved training ship experience Assessment of evidence obtained from practical demonstration	Communications within the operator's area of responsibility are consistently successful
Contribute to bilge and ballast operations	Knowledge of the safe function, operation and maintenance of the bilge and ballast systems, including: .1 reporting incidents associated with transfer operations .2 ability to correctly measure and report tank levels	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination	Operations and maintenance are carried out in accordance with established safety practices and equipment operating instructions and pollution of the marine environment is avoided Communications within the operator's area of responsibility are consistently

		.4 approved training ship experience Assessment of evidence obtained from practical demonstration	successful
Contribute to the operation of equipment and machinery	Safe operation of equipment, including: .1 valves and pumps .2 hoists and lifting equipment .3 hatches, watertight doors, ports and related equipment Ability to use and understand basic crane, winch and hoist signals	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience Assessment of evidence obtained from practical demonstration	Operations are carried out in accordance with established safety practices and equipment operating instructions Communications within the operator's area of responsibility are consistently successful

Function: Electrical, electronic and control engineering at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Safe use of electrical equipment	Safe use and operation of electrical equipment, including: .1 safety precautions before commencing work or repair .2 isolation procedures .3 emergency procedures .4 different voltages on board Knowledge of the causes of electric shock and precautions to be observed to prevent shock	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience	Recognizes and reports electrical hazards and unsafe equipment Understands safe voltages for hand-held equipment Understands risks associated with high-voltage equipment and onboard work

Function: Maintenance and repair at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to shipboard maintenance	Ability to use painting, lubrication and cleaning materials and equipment	Assessment of evidence obtained from practical demonstration	Maintenance activities are carried out in accordance with technical, safety and

and repair	<p>Ability to understand and execute routine maintenance and repair procedures</p> <p>Knowledge of surface preparation techniques</p> <p>Knowledge of safe disposal of waste materials</p> <p>Understanding manufacturer's safety guidelines and shipboard instructions</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p>	<p>procedural specifications</p> <p>Selection and use of equipment and tools is appropriate</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to shipboard maintenance and repair (continued)	<p>Knowledge of the application, maintenance and use of hand and power tools and measuring instruments and machine tools</p> <p>Knowledge of metalwork</p>		

Function: Controlling the operation of the ship and care for persons on board at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the handling of stores	Knowledge of procedures for safe handling, stowage and securing of stores	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p>	<p>Stores operations are carried out in accordance with established safety practices and equipment operating instructions</p> <p>The handling of dangerous, hazardous and harmful stores complies with established safety practices</p> <p>Communications within the operator's area of responsibility are consistently successful</p>
Apply precautions and contribute to the prevention of pollution of the marine environment	<p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Knowledge of use and operation of anti-pollution equipment</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p>	Procedures designed to safeguard the marine environment are observed at all times

	Knowledge of approved methods for disposal of marine pollutants	.2 practical training .3 examination .4 approved training ship experience	
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply occupational health and safety procedures	Working knowledge of safe working practices and personal shipboard safety, including: <ul style="list-style-type: none"> .1 electrical safety .2 lockout/tag-out .3 mechanical safety .4 permit to work systems .5 working aloft .6 working in enclosed spaces .7 lifting techniques and methods of preventing back injury .8 chemical and biohazard safety .9 personal safety equipment 	Assessment of evidence obtained from one or more of the following: <ul style="list-style-type: none"> .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience 	Procedures designed to safeguard personnel and the ship are observed at all times Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times

Section A-III/6

Mandatory minimum requirements for certification of electro-technical officers

Training

1 The education and training required by paragraph 2.3 of regulation III/6 shall include training in electronic and electrical workshop skills relevant to the duties of electro-technical officer.

Onboard training

2 Every candidate for certification as electro-technical officer shall follow an approved programme of onboard training which:

- .1 ensures that, during the required period of seagoing service, the candidate receives systematic practical training and experience in the tasks, duties and responsibilities of an electro-technical officer;

- .2 is closely supervised and monitored by qualified and certificated officers aboard the ships in which the approved seagoing service is performed; and
- .3 is adequately documented in a training record book.

Standard of competence

3 Every candidate for certification as electro-technical officer shall be required to demonstrate the ability to undertake the tasks, duties and responsibilities listed in column 1 of table A-III/6.

4 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/6 and it shall take into account the guidance given in part B of this Code.

5 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence tabulated in columns 3 and 4 of table A-III/6.

Table A-III/6

Specification of minimum standard of competence for electro-technical officers

Function: Electrical, electronic and control engineering at the operational level

Column 1 Competence	Column 2 Knowledge, understanding and proficiency	Column 3 Methods for demonstrating competence	Column 4 Criteria for evaluating competence
Monitor the operation of electrical, electronic and control systems	<p>Basic understanding of the operation of mechanical engineering systems, including:</p> <ul style="list-style-type: none"> .1 prime movers, including main propulsion plant .2 engine-room auxiliary machinery .3 steering systems .4 cargo handling systems .5 deck machinery .6 hotel systems <p>Basic knowledge of heat transmission, mechanics and hydromechanics</p> <p><i>Knowledge of:</i></p> <p>Electro-technology and electrical machines theory</p> <p>Fundamentals of electronics and</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>Operation of equipment and system is in accordance with operating manuals</p> <p>Performance levels are in accordance with technical specifications</p>

	<p>power electronics</p> <p>Electrical power distribution boards and electrical equipment</p> <p>Fundamentals of automation, automatic control systems and technology</p> <p>Instrumentation, alarm and monitoring systems</p> <p>Electrical drives</p>		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor the operation of electrical, electronic and control systems (<i>continued</i>)	<p>Technology of electrical materials</p> <p>Electro-hydraulic and electro-pneumatic control systems</p> <p>Appreciation of the hazards and precautions required for the operation of power systems above 1,000 volts</p>		
Monitor the operation of automatic control systems of propulsion and auxiliary machinery	Preparation of control systems of propulsion and auxiliary machinery for operation	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	Surveillance of main propulsion plant and auxiliary systems is sufficient to maintain safe operation condition
Operate generators and distribution systems	<p>Coupling, load sharing and changing over generators</p> <p>Coupling and breaking connection between switchboards and distribution panels</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where</p>	<p>Operations are planned and carried out in accordance with operating manuals, established rules and procedures to ensure safety of operations</p> <p>Electrical distribution systems can be understood and explained with drawings/instructions</p>

		appropriate	
		.4 approved laboratory equipment training	

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate and maintain power systems in excess of 1,000 volts	<p><i>Theoretical knowledge</i></p> <p>High-voltage technology</p> <p>Safety precautions and procedures</p> <p>Electrical propulsion of the ships, electrical motors and control systems</p> <p><i>Practical knowledge</i></p> <p>Safe operation and maintenance of high-voltage systems, including knowledge of the special technical type of high-voltage systems and the danger resulting from operational voltage of more than 1,000 volts</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>Operations are planned and carried out in accordance with operating manuals, established rules and procedures to ensure safety of operations</p>
Operate computers and computer networks on ships	<p>Understanding of:</p> <p>.1 main features of data processing</p> <p>.2 construction and use of computer networks on ships</p> <p>.3 bridge-based, engine-room-based and commercial computer use</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>Computer networks and computers are correctly checked and handled</p>
Use English in written and oral form	<p>Adequate knowledge of the English language to enable the officer to use engineering publications and to perform the officer's duties</p>	<p>Examination and assessment of evidence obtained from practical instructions</p>	<p>English language publications relevant to the officer's duties are correctly interpreted</p> <p>Communications are clear and understood</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use internal communication systems	Operation of all internal communication systems on board	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Transmission and reception of messages are consistently successful Communication records are complete, accurate and comply with statutory requirements

Function: Maintenance and repair at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintenance and repair of electrical and electronic equipment	Safety requirements for working on shipboard electrical systems, including the safe isolation of electrical equipment required before personnel are permitted to work on such equipment Maintenance and repair of electrical system equipment, switchboards, electric motors, generators and DC electrical systems and equipment Detection of electric malfunction, location of faults and measures to prevent damage Construction and operation of electrical testing and measuring equipment	Examination and assessment of evidence obtained from one or more of the following: .1 approved workshop skills training .2 approved practical experience and tests .3 approved in-service experience .4 approved training ship experience	Safety measures for working are appropriate Selection and use of hand tools, measuring instruments, and testing equipment are appropriate and interpretation of results is accurate Dismantling, inspecting, repairing and reassembling equipment are in accordance with manuals and good practice Reassembling and performance testing is in accordance with manuals and good practice

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintenance and repair of electrical and electronic equipment <i>(continued)</i>	Function and performance tests of the following equipment and their configuration: .1 monitoring systems .2 automatic control devices .3 protective devices The interpretation of electrical and electronic diagrams		
Maintenance and repair of automation and control systems of main propulsion and auxiliary machinery	Appropriate electrical and mechanical knowledge and skills <i>Safety and emergency procedures</i> Safe isolation of equipment and associated systems required before personnel are permitted to work on such plant or equipment Practical knowledge for the testing, maintenance, fault finding and repair Test, detect faults and maintain and restore electrical and electronic control equipment to operating condition	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	The effect of malfunctions on associated plant and systems is accurately identified, ship's technical drawings are correctly interpreted, measuring and calibrating instruments are correctly used and actions taken are justified Isolation, dismantling and reassembly of plant and equipment are in accordance with manufacturer's safety guidelines and shipboard instructions and legislative and safety specifications. Action taken leads to the restoration of automation and control systems by the method most suitable and appropriate to the prevailing circumstances and conditions
Maintenance and repair of bridge navigation equipment and ship communication systems	Knowledge of the principles and maintenance procedures of navigation equipment, internal and external communication systems <i>Theoretical knowledge:</i> Electrical and electronic systems operating in flammable areas		The effect of malfunctions on associated plant and systems is accurately identified, ship's technical drawings are correctly interpreted, measuring and calibrating instruments are correctly used and actions taken are justified

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintenance and repair of bridge navigation equipment and ship communication systems (continued)	<p><i>Practical knowledge:</i></p> <p>Carrying out safe maintenance and repair procedures</p> <p>Detection of machinery malfunction, location of faults and action to prevent damage</p>		Isolation, dismantling and re-assembly of plant and equipment are in accordance with manufacturer's safety guidelines and shipboard instructions, legislative and safety specifications. Action taken leads to the restoration of bridge navigation equipment and ship communication systems by the method most suitable and appropriate to the prevailing circumstances and conditions
Maintenance and repair of electrical, electronic and control systems of deck machinery and cargo-handling equipment	<p>Appropriate electrical and mechanical knowledge and skills</p> <p><i>Safety and emergency procedures</i></p> <p>Safe isolation of equipment and associated systems required before personnel are permitted to work on such plant or equipment</p> <p>Practical knowledge for the testing, maintenance, fault finding and repair</p> <p>Test, detect faults and maintain and restore electrical and electronic control equipment to operating condition</p> <p><i>Theoretical knowledge:</i></p> <p>Electrical and electronic systems operating in flammable areas</p> <p><i>Practical knowledge:</i></p> <p>Carrying out safe maintenance and repair procedures</p> <p>Detection of machinery malfunction, location of faults and action to prevent damage</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>The effect of malfunctions on associated plant and systems is accurately identified, ship's technical drawings are correctly interpreted, measuring and calibrating instruments are correctly used and actions taken are justified</p> <p>Isolation, dismantling and re-assembly of plant and equipment are in accordance with manufacturer's safety guidelines and shipboard instructions, legislative and safety specifications. Action taken leads to the restoration of deck machinery and cargo-handling equipment by the method most suitable and appropriate to the prevailing circumstances and conditions</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintenance and repair of control and safety systems of hotel equipment	<p><i>Theoretical knowledge:</i></p> <p>Electrical and electronic systems operating in flammable areas</p> <p><i>Practical knowledge:</i></p> <p>Carrying out safe maintenance and repair procedures</p> <p>Detection of machinery malfunction, location of faults and action to prevent damage</p>		<p>The effect of malfunctions on associated plant and systems is accurately identified, ship's technical drawings are correctly interpreted, measuring and calibrating instruments are correctly used and actions taken are justified</p> <p>Isolation, dismantling and re-assembly of plant and equipment are in accordance with manufacturer's safety guidelines and shipboard instructions, legislative and safety specifications. Action taken leads to the restoration of control and safety systems of hotel equipment by the method most suitable and appropriate to the prevailing circumstances and conditions</p>

Function: Controlling the operation of the ship and care for persons on board at operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure compliance with pollution-prevention requirements	<p><i>Prevention of pollution of the marine environment</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Anti-pollution procedures and all associated equipment</p> <p>Importance of proactive measures to protect the marine environment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved training</p>	<p>Procedures for monitoring shipboard operations and ensuring compliance with pollution-prevention requirements are fully observed</p> <p>Actions to ensure that a positive environmental reputation is maintained</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Prevent, control and fight fire on board	<p><i>Fire prevention and fire-fighting appliances</i></p> <p>Ability to organize fire drills</p> <p>Knowledge of classes and chemistry of fire</p> <p>Knowledge of fire-fighting systems</p> <p>Action to be taken in the event of fire, including fires involving oil systems</p>	Assessment of evidence obtained from approved fire-fighting training and experience as set out in section A-VI/3, paragraphs 1 to 3	<p>The type and scale of the problem is promptly identified and initial actions conform with the emergency procedure and contingency plans for the ship</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem</p>
Operate life-saving appliances	<p><i>Life-saving</i></p> <p>Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids</p>	Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4	Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards
Apply medical first aid on board ship	<p><i>Medical aid</i></p> <p>Practical application of medical guides and advice by radio, including the ability to take effective action based on such knowledge in the case of accidents or illnesses that are likely to occur on board ship</p>	Assessment of evidence obtained from approved training as set out in section A-VI/4, paragraphs 1 to 3	Identification of probable cause, nature and extent of injuries or conditions is prompt and treatment minimizes immediate threat to life

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Application of leadership and teamworking skills	<p>Working knowledge of shipboard personnel management and training</p> <p>Ability to apply task and</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved training</p>	The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals

	<p>workload management, including:</p> <ul style="list-style-type: none"> .1 planning and co-ordination .2 personnel assignment .3 time and resource constraints .4 prioritization <p>Knowledge and ability to apply effective resource management:</p> <ul style="list-style-type: none"> .1 allocation, assignment, and prioritization of resources .2 effective communication on board and ashore .3 decisions reflect consideration of team experiences .4 assertiveness and leadership, including motivation .5 obtaining and maintaining situational awareness <p>Knowledge and ability to apply decision-making techniques:</p> <ul style="list-style-type: none"> .1 situation and risk assessment .2 identify and consider generated options .3 selecting course of action .4 evaluation of outcome effectiveness 	<ul style="list-style-type: none"> .2 approved in-service experience .3 practical demonstration 	<p>concerned</p> <p>Training objectives and activities are based on assessment of current competence and capabilities and operational requirements</p> <p>Operations are planned and resources are allocated as needed in correct priority to perform necessary tasks</p> <p>Communication is clearly and unambiguously given and received</p> <p>Effective leadership behaviours are demonstrated</p> <p>Necessary team member(s) share accurate understanding of current and predicted vessel state and operational status and external environment</p> <p>Decisions are most effective for the situation</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safety of personnel and ship	<p>Knowledge of personal survival techniques</p> <p>Knowledge of fire prevention and ability to fight and extinguish fires</p> <p>Knowledge of elementary first aid</p> <p>Knowledge of personal safety and social responsibilities</p>	Assessment of evidence obtained from approved training and experience as set out in section A-VI/1, paragraph 2	<p>Appropriate safety and protective equipment is correctly used</p> <p>Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times</p> <p>Procedures designed to safeguard the environment are observed at all times</p>

			Initial and follow-up actions on becoming aware of an emergency conform with established emergency response procedures
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Section A-III/7

Mandatory minimum requirements for certification of electro-technical rating

Standard of Competence

1 Every electro-technical rating serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be required to demonstrate the competence to perform the functions at the support level, as specified in column 1 of table A-III/7.

2 The minimum knowledge, understanding and proficiency required of an electro-technical rating serving on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more is listed in column 2 of table A-III/7.

3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-III/7.

Table A-III/7

Specification of minimum standard of competence for electro-technical ratings

Function: Electrical, electronic and control engineering at the support level

Column 1 Competence	Column 2 Knowledge, understanding and proficiency	Column 3 Methods for demonstrating competence	Column 4 Criteria for evaluating competence
Safe use of electrical equipment	Safe use and operation of electrical equipment, including: <ul style="list-style-type: none"> .1 safety precautions before commencing work or repair .2 isolation procedures .3 emergency procedures .4 different voltages on board Knowledge of the causes of electric shock and precautions to be observed to prevent shock	Assessment of evidence obtained from one or more of the following: <ul style="list-style-type: none"> .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience 	Understands and follows safety instructions of electrical equipment and machinery Recognizes and reports electrical hazards and unsafe equipment Understands safe voltages for hand-held equipment Understands risks associated with high-voltage equipment and onboard work
Contribute to monitoring the operation of electrical systems and machinery	Basic knowledge of the operation of mechanical engineering systems, including: <ul style="list-style-type: none"> .1 prime movers, including main propulsion plant 	Assessment of evidence obtained from one or more of the following: <ul style="list-style-type: none"> .1 approved in-service experience 	Knowledge that ensures: <ul style="list-style-type: none"> .1 operation of equipment and system is in accordance with operating manuals

	.2 engine-room auxiliary machineries .3 steering systems .4 cargo-handling systems .5 deck machineries .6 hotel systems	.2 practical training .3 examination .4 approved training ship experience	.2 performance levels are in accordance with technical specifications
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to monitoring the operation of electrical systems and machinery (continued)	<i>Basic knowledge of:</i> .1 electro-technology and electrical machines theory .2 electrical power distribution boards and electrical equipment .3 fundamentals of automation, automatic control systems and technology .4 instrumentation, alarm and monitoring systems .5 electrical drives .6 electro-hydraulic and electro-pneumatic control systems .7 coupling, load sharing and changes in electrical configuration		
Use hand tools, electrical and electronic measurement equipment for fault finding, maintenance and repair operations	Safety requirements for working on shipboard electrical systems Application of safe working practices <i>Basic knowledge of:</i> .1 construction and operational characteristics of shipboard AC and DC systems and equipment .2 use of measuring instruments, machine tools, and hand and power tools	Assessment of evidence obtained from one or more of the following: .1 approved workshop skills training .2 approved practical experience and tests	Implementation of safety procedures is satisfactory Selection and use of test equipment is appropriate and interpretation of results is accurate Selection of procedures for the conduct of repair and maintenance is in accordance with manuals and good practice

Function: Maintenance and repair at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to shipboard maintenance and repair	<p>Ability to use lubrication and cleaning materials and equipment</p> <p>Knowledge of safe disposal of waste materials</p> <p>Ability to understand and execute routine maintenance and repair procedures</p> <p>Understanding manufacturer's safety guidelines and shipboard instructions</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 practical training</p> <p>.3 examination</p> <p>.4 approved training ship experience</p>	<p>Maintenance activities are carried out in accordance with technical, safety and procedural specifications</p> <p>Selection and use of equipment and tools is appropriate</p>
Contribute to the maintenance and repair of electrical systems and machinery on board	<p><i>Safety and emergency procedures</i></p> <p>Basic knowledge of electro-technical drawings and safe isolation of equipment and associated systems required before personnel are permitted to work on such plant or equipment</p> <p>Test, detect faults and maintain and restore electrical control equipment and machinery to operating condition</p> <p>Electrical and electronic equipment operating in flammable areas</p> <p>Basics of ship's fire-detection system</p> <p>Carrying out safe maintenance and repair procedures</p> <p>Detection of machinery malfunction, location of faults and action to prevent damage</p> <p>Maintenance and repair of lighting fixtures and supply systems</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>The effect of malfunctions on associated plant and systems is accurately identified, ship's technical drawings are correctly interpreted, measuring and calibrating instruments are correctly used and actions taken are justified</p> <p>Isolation, dismantling and reassembly of plant and equipment is in accordance with manufacturer's safety guidelines and shipboard instructions</p>

Function: Controlling the operation of the ship and care for persons on board at the support level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the handling of stores	Knowledge of procedures for safe handling, stowage and securing of stores	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience	Stores stowage operations are carried out in accordance with established safety practices and equipment operating instructions The handling of dangerous, hazardous and harmful stores complies with established safety practices Communications within the operator's area of responsibility are consistently successful
Apply precautions and contribute to the prevention of pollution of the marine environment	Knowledge of the precautions to be taken to prevent pollution of the marine environment Knowledge of use and operation of anti-pollution equipment/agents Knowledge of approved methods for disposal of marine pollutants	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience	Procedures designed to safeguard the marine environment are observed at all times
Apply occupational health and safety procedures	Working knowledge of safe working practices and personal shipboard safety, including: .1 electrical safety .2 lockout/tag-out .3 mechanical safety .4 permit to work systems .5 working aloft	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 practical training .3 examination .4 approved training ship experience	Procedures designed to safeguard personnel and the ship are observed at all times Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply occupational	.6 working in enclosed spaces		

health and safety procedures (continued)	.7	lifting techniques and methods of preventing back injury		
	.8	chemical and biohazard safety		
	.9	personal safety equipment		

CHAPTER IV

Standards regarding radio operators

Section A-IV/1

Application

(No provisions)

Section A-IV/2

Mandatory minimum requirements for certification of GMDSS radio operators

Standard of competence

1 The minimum knowledge, understanding and proficiency required for certification of GMDSS radio operators shall be sufficient for radio operators to carry out their radio duties. The knowledge required for obtaining each type of certificate defined in the Radio Regulations shall be in accordance with those regulations. In addition, every candidate for certification of competency shall be required to demonstrate ability to undertake the tasks, duties and responsibilities listed in column 1 of table A-IV/2.

2 The knowledge, understanding and proficiency for endorsement under the Convention of certificates issued under the provisions of the Radio Regulations are listed in column 2 of table A-IV/2.

3 The level of knowledge of the subjects listed in column 2 of table A-IV/2 shall be sufficient for the candidate to carry out his duties.

4 Every candidate shall provide evidence of having achieved the required standard of competence through:

- .1 demonstration of competence to perform the tasks and duties and to assume responsibilities listed in column 1 of table A-IV/2, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of that table; and
- .2 examination or continuous assessment as part of an approved course of training based on the material set out in column 2 of table A-IV/2.

Table A-IV/2

Specification of minimum standard of competence for GMDSS radio operators

Function: Radiocommunications at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Transmit and receive information using GMDSS subsystems and equipment and fulfilling the functional requirements of GMDSS	<p>In addition to the requirements of the Radio Regulations, a knowledge of:</p> <ul style="list-style-type: none"> .1 search and rescue radiocommunications, including procedures in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual .2 the means to prevent the transmission of false distress alerts and the procedures to mitigate the effects of such alerts .3 ship reporting systems .4 radio medical services .5 use of the International Code of Signals and the IMO Standard Marine Communication Phrases .6 the English language, both written and spoken, for the communication of information relevant to safety of life at sea <p><i>Note:</i> This requirement may be reduced in the case of the Restricted Radio Operator's Certificate</p>	<p>Examination and assessment of evidence obtained from practical demonstration of operational procedures, using:</p> <ul style="list-style-type: none"> .1 approved equipment .2 GMDSS communication simulator, where appropriate .3 radiocommunication laboratory equipment 	<p>Transmission and reception of communications comply with international regulations and procedures and are carried out efficiently and effectively</p> <p>English language messages relevant to the safety of the ship, security and persons on board and protection of the marine environment are correctly handled</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Provide radio services in emergencies	<p>The provision of radio services in emergencies such as:</p> <ul style="list-style-type: none"> .1 abandon ship .2 fire on board ship 	<p>Examination and assessment of evidence obtained from practical demonstration of operational procedures, using:</p> <ul style="list-style-type: none"> .1 approved equipment 	<p>Response is carried out efficiently and effectively</p>

	.3 partial or full breakdown of radio installations Preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical and non-ionizing radiation hazards	.2 GMDSS communication simulator, where appropriate .3 radiocommunication laboratory equipment	
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CHAPTER V

Standards regarding special training requirements for personnel on certain types of ships

Section A-V/1-1

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

Standard of competence

1 Every candidate for certification in basic training for oil and chemical tanker cargo operations shall be required to:

- .1 demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-V/1-1-1; and
- .2 provide evidence of having achieved:
 - .2.1 the minimum knowledge, understanding and proficiency listed in column 2 of table A-V/1-1-1, and
 - .2.2 the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/1-1-1.

2 Every candidate for certification in advanced training for oil tanker cargo operations shall be required to:

- .1 demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-V/1-1-2; and
- .2 provide evidence of having achieved:
 - .2.1 the minimum knowledge, understanding and proficiency listed in column 2 of table A-V/1-1-2, and
 - .2.2 the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/1-1-2.

3 Every candidate for certification in advanced training for chemical tanker cargo operations shall be required to:

- .1 demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-V/1-1-3; and
- .2 provide evidence of having achieved:
 - .2.1 the minimum knowledge, understanding and proficiency listed in column 2 of table A-V/1-1-3, and
 - .2.2 the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/1-1-3.

Table A-V/1-1-1

Specification of minimum standard of competence in basic training for oil and chemical tanker cargo operations

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safe cargo operation of oil and chemical tankers	Basic knowledge of tankers: <ol style="list-style-type: none"> .1 types of oil and chemical tankers .2 general arrangement and construction Basic knowledge of cargo operations: <ol style="list-style-type: none"> .1 piping systems and valves .2 cargo pumps .3 loading and unloading .4 tank cleaning, purging, gas-freeing and inerting Basic knowledge of the physical properties of oil and chemicals: <ol style="list-style-type: none"> .1 pressure and temperature, including vapour pressure/temperature relationship .2 types of electrostatic charge generation .3 chemical symbols 	Examination and assessment of evidence obtained from one or more of the following: <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	Communications within the area of responsibility are clear and effective Cargo operations are carried out in accordance with accepted principles and procedures to ensure safety of operations

	Knowledge and understanding of tanker safety culture and safety management		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent hazards	<p>Basic knowledge of the hazards associated with tanker operations, including:</p> <ul style="list-style-type: none"> .1 health hazards .2 environmental hazards .3 reactivity hazards .4 corrosion hazards .5 explosion and flammability hazards .6 sources of ignition, including electrostatic hazards .7 toxicity hazards .8 vapour leaks and clouds <p>Basic knowledge of hazard controls:</p> <ul style="list-style-type: none"> .1 inerting, water padding, drying agents and monitoring techniques .2 anti-static measures .3 ventilation .4 segregation .5 cargo inhibition .6 importance of cargo compatibility .7 atmospheric control .8 gas testing <p>Understanding of information on a Material Safety Data Sheet (MSDS)</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Correctly identifies, on an MSDS, relevant cargo-related hazards to the vessel and to personnel, and takes the appropriate actions in accordance with established procedures</p> <p>Identification and actions on becoming aware of a hazardous situation conform to established procedures in line with best practice</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply occupational health and safety precautions and measures	<p>Function and proper use of gas-measuring instruments and similar equipment</p> <p>Proper use of safety equipment and protective devices, including:</p> <ul style="list-style-type: none"> .1 breathing apparatus and tank-evacuating equipment .2 protective clothing and equipment .3 resuscitators .4 rescue and escape equipment <p>Basic knowledge of safe working practices and procedures in accordance with legislation and industry guidelines and personal shipboard safety relevant to oil and chemical tankers, including:</p> <ul style="list-style-type: none"> .1 precautions to be taken when entering enclosed spaces .2 precautions to be taken before and during repair and maintenance work .3 safety measures for hot and cold work .4 electrical safety .5 ship/shore safety checklist <p>Basic knowledge of first aid with reference to a Material Safety Data Sheet (MSDS)</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Procedures for entry into enclosed spaces are observed.</p> <p>Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times</p> <p>Appropriate safety and protective equipment is correctly used</p> <p>First aid do's and don'ts</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Carry out fire-fighting operations	<p>Tanker fire response organization and action to be taken</p> <p>Fire hazards associated with cargo</p>	<p>Practical exercises and instruction conducted under approved and truly realistic training conditions</p>	<p>Initial actions and follow-up actions on becoming aware of fire on board conform with established practices and procedures</p>

	<p>handling and transportation of hazardous and noxious liquids in bulk</p> <p>Fire-fighting agents used to extinguish oil and chemical fires</p> <p>Fixed fire-fighting foam system operations</p> <p>Portable fire-fighting foam operations</p> <p>Fixed dry chemical system operations</p> <p>Spill containment in relation to fire-fighting operations</p>	<p>(e.g., simulated shipboard conditions) and, whenever possible and practicable, in darkness</p>	<p>Action taken on identifying muster signal is appropriate to the indicated emergency and complies with established procedures</p> <p>Clothing and equipment are appropriate to the nature of the fire-fighting operations</p> <p>The timing and sequence of individual actions are appropriate to the prevailing circumstances and conditions</p> <p>Extinguishment of fire is achieved using appropriate procedures, techniques and fire-fighting agents</p>
Respond to emergencies	Basic knowledge of emergency procedures, including emergency shutdown	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	The type and impact of the emergency is promptly identified and the response actions conform to the emergency procedures and contingency plans

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent pollution of the environment from the release of oil or chemicals	<p>Basic knowledge of the effects of oil and chemical pollution on human and marine life</p> <p>Basic knowledge of shipboard procedures to prevent pollution</p> <p>Basic knowledge of measures to be taken in the event of spillage, including the need to:</p> <p>.1 report relevant information to the responsible persons</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p>	Procedures designed to safeguard the environment are observed at all times

	.2 assist in implementing shipboard spill-containment procedures	.4 approved training programme	
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Table A-V/1-1-2

Specification of minimum standard of competence in advanced training for oil tanker cargo operations

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ability to safely perform and monitor all cargo operations	<p><i>Design and characteristics of an oil tanker</i></p> <p>Knowledge of oil tanker design, systems and equipment, including:</p> <ul style="list-style-type: none"> .1 general arrangement and construction .2 pumping arrangement and equipment .3 tank arrangement, pipeline system and tank venting arrangement .4 gauging systems and alarms .5 cargo heating systems .6 tank cleaning, gas-freeing and inerting systems .7 ballast system .8 cargo area venting and accommodation ventilation .9 slop arrangements .10 vapour recovery systems .11 cargo-related electrical and electronic control system .12 environmental protection equipment, including Oil Discharge Monitoring Equipment (ODME) 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Communications are clear, understood and successful</p> <p>Cargo operations are carried out in a safe manner, taking into account oil tanker designs, systems and equipment</p> <p>Cargo operations are planned, risk is managed and carried out in accordance with accepted principles and procedures to ensure safety of operations and avoid pollution of the marine environment</p> <p>Potential non-compliance with cargo-operation-related procedures is promptly identified and rectified</p> <p>Proper loading, stowage and unloading of cargoes ensures that stability and stress conditions remain within safe limits at all times</p> <p>Actions taken and procedures followed are correctly applied and the appropriate shipboard cargo-related equipment is properly used</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ability to safely perform and monitor all cargo operations (continued)	<p>.13 tank coating</p> <p>.14 tank temperature and pressure control systems</p> <p>.15 fire-fighting systems</p> <p>Knowledge of pump theory and characteristics, including types of cargo pumps and their safe operation</p> <p>Proficiency in tanker safety culture and implementation of safety-management system</p> <p>Knowledge and understanding of monitoring and safety systems, including the emergency shutdown</p> <p><i>Loading, unloading, care and handling of cargo</i></p> <p>Ability to perform cargo measurements and calculations</p> <p>Knowledge of the effect of bulk liquid cargoes on trim, stability and structural integrity</p> <p>Knowledge and understanding of oil cargo-related operations, including:</p> <p>.1 loading and unloading plans</p> <p>.2 ballasting and deballasting</p> <p>.3 tank cleaning operations</p> <p>.4 inerting</p> <p>.5 gas-freeing</p>		<p>Calibration and use of monitoring and gas-detection equipment comply with operational practices and procedures</p> <p>Procedures for monitoring and safety systems ensure that all alarms are detected promptly and acted upon in accordance with established emergency procedures</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ability to safely perform and monitor all cargo operations (continued)	<p>.6 ship-to-ship transfers</p> <p>.7 load on top</p> <p>.8 crude oil washing</p>		

	<p>Development and application of cargo-related operation plans, procedures and checklists</p> <p>Ability to calibrate and use monitoring and gas-detection systems, instruments and equipment</p> <p>Ability to manage and supervise personnel with cargo-related responsibilities</p>		<p>Personnel are allocated duties and informed of procedures and standards of work to be followed, in a manner appropriate to the individuals concerned and in accordance with safe operational practices</p>
<p>Familiarity with physical and chemical properties of oil cargoes</p>	<p>Knowledge and understanding of the physical and chemical properties of oil cargoes</p> <p>Understanding the information contained in a Material Safety Data Sheet (MSDS)</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>Effective use is made of information resources for identification of properties and characteristics of oil cargoes and related gases, and their impact on safety, the environment and vessel operation</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Take precautions to prevent hazards</p>	<p>Knowledge and understanding of the hazards and control measures associated with oil tanker cargo operations, including:</p> <p>.1 toxicity</p> <p>.2 flammability and explosion</p> <p>.3 health hazards</p> <p>.4 inert gas composition</p> <p>.5 electrostatic hazards</p> <p>Knowledge and understanding of dangers of non-compliance with relevant rules/regulations</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>Relevant cargo-related hazards to the vessel and to personnel associated with oil tanker cargo operations are correctly identified, and proper control measures are taken</p>

Apply occupational health and safety precautions	<p>Knowledge and understanding of safe working practices, including risk assessment and personal shipboard safety relevant to oil tankers:</p> <ol style="list-style-type: none"> .1 precautions to be taken when entering enclosed spaces, including correct use of different types of breathing apparatus .2 precautions to be taken before and during repair and maintenance work .3 precautions for hot and cold work .4 precautions for electrical safety .5 use of appropriate Personal Protective Equipment (PPE) 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Procedures designed to safeguard personnel and the ship are observed at all times</p> <p>Safe working practices are observed and appropriate safety and protective equipment is correctly used</p> <p>Working practices are in accordance with legislative requirements, codes of practice, permits to work and environmental concerns</p> <p>Correct use of breathing apparatus</p> <p>Procedures for entry into enclosed spaces are observed</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Respond to emergencies	<p>Knowledge and understanding of oil tanker emergency procedures, including:</p> <ol style="list-style-type: none"> .1 ship emergency response plans .2 cargo operations emergency shutdown .3 actions to be taken in the event of failure of systems or services essential to cargo .4 fire-fighting on oil tankers .5 enclosed space rescue .6 use of a Material Safety Data Sheet (MSDS) <p>Actions to be taken following collision, grounding, or spillage</p> <p>Knowledge of medical first aid procedures on board oil tankers</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>The type and impact of the emergency is promptly identified and the response actions conform with established emergency procedures and contingency plans</p> <p>The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The identification of and actions taken in a medical emergency conform to current recognized first aid practice</p>

			and international guidelines
Take precautions to prevent pollution of the environment	Understanding of procedures to prevent pollution of the atmosphere and the environment	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	Operations are conducted in accordance with accepted principles and procedures to prevent pollution of the environment

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor and control compliance with legislative requirements	Knowledge and understanding of relevant provisions of the International Convention for the Prevention of Pollution from Ships (MARPOL), as amended, and other relevant IMO instruments, industry guidelines and port regulations as commonly applied	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	The handling of cargoes complies with relevant IMO instruments and established industrial standards and codes of safe working practice

Table A-V/1-1-3

Specification of minimum standard of competence in advanced training for chemical tanker cargo operations

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ability to safely perform and monitor all cargo operations	<i>Design and characteristics of a chemical tanker</i> Knowledge of chemical tanker designs, systems, and equipment, including:	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience	Communications are clear, understood and successful Cargo operations are carried out in a safe manner, taking into account chemical tanker designs,

	<p>.1 general arrangement and construction</p> <p>.2 pumping arrangement and equipment</p> <p>.3 tank construction and arrangement</p> <p>.4 pipeline and drainage systems</p> <p>.5 tank and cargo pipeline pressure and temperature control systems and alarms</p> <p>.6 gauging control systems and alarms</p> <p>.7 gas-detecting systems</p> <p>.8 cargo heating and cooling systems</p> <p>.9 tank cleaning systems</p> <p>.10 cargo tank environmental control systems</p> <p>.11 ballast systems</p> <p>.12 cargo area venting and accommodation ventilation</p> <p>.13 vapour return/recovery systems</p>	<p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>systems and equipment</p> <p>Cargo operations are planned, risk is managed and carried out in accordance with accepted principles and procedures to ensure safety of operations and avoid pollution of the marine environment</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Ability to safely perform and monitor all cargo operations (continued)</p>	<p>.14 fire-fighting systems</p> <p>.15 tank, pipeline and fittings' material and coatings</p> <p>.16 slop management</p> <p>Knowledge of pump theory and characteristics, including types of cargo pumps and their safe operation</p> <p>Proficiency in tanker safety culture and implementation of safety management system</p> <p>Knowledge and understanding of monitoring and safety systems, including the emergency shutdown</p>		<p>Procedures for monitoring and</p>

	<p>system</p> <p><i>Loading, unloading, care and handling of cargo</i></p> <p>Ability to perform cargo measurements and calculations</p> <p>Knowledge of the effect of bulk liquid cargoes on trim and stability and structural integrity</p> <p>Knowledge and understanding of chemical cargo-related operations, including:</p> <p>.1 loading and unloading plans</p> <p>.2 ballasting and deballasting</p> <p>.3 tank cleaning operations</p> <p>.4 tank atmosphere control</p> <p>.5 inerting</p>		<p>safety systems ensure that all alarms are detected promptly and acted upon in accordance with established procedures</p> <p>Proper loading, stowage and unloading of cargoes ensures that stability and stress conditions remain within safe limits at all times</p> <p>Potential non-compliance with cargo-related procedures is promptly identified and rectified</p> <p>Actions taken and procedures followed are correctly identified and appropriate shipboard cargo-related equipment is properly used</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Ability to safely perform and monitor all cargo operations (<i>continued</i>)</p>	<p>.6 gas-freeing</p> <p>.7 ship-to-ship transfers</p> <p>.8 inhibition and stabilization requirements</p> <p>.9 heating and cooling requirements and consequences to adjacent cargoes</p> <p>.10 cargo compatibility and segregation</p> <p>.11 high-viscosity cargoes</p> <p>.12 cargo residue operations</p> <p>.13 operational tank entry</p> <p>Development and application of cargo-related operation plans, procedures and checklists</p>		

	<p>Ability to calibrate and use monitoring and gas-detection systems, instruments and equipment</p> <p>Ability to manage and supervise personnel with cargo-related responsibilities</p>		<p>Calibration and use of monitoring and gas-detection equipment are consistent with safe operational practices and procedures</p> <p>Personnel are allocated duties and informed of procedures and standards of work to be followed, in a manner appropriate to the individuals concerned and in accordance with safe operational practices</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Familiarity with physical and chemical properties of chemical cargoes	<p>Knowledge and understanding of the chemical and the physical properties of noxious liquid substances, including:</p> <ul style="list-style-type: none"> .1 chemical cargoes categories (corrosive, toxic, flammable, explosive) .2 chemical groups and industrial usage .3 reactivity of cargoes <p>Understanding the information contained in a Material Safety Data Sheet (MSDS)</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Effective use is made of information resources for identification of properties and characteristics of noxious liquid substances and related gases, and their impact on safety, environmental protection and vessel operation</p>
Take precautions to prevent hazards	<p>Knowledge and understanding of the hazards and control measures associated with chemical tanker cargo operations, including:</p> <ul style="list-style-type: none"> .1 flammability and explosion .2 toxicity .3 health hazards .4 inert gas composition .5 electrostatic hazards .6 reactivity .7 corrosivity 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Relevant cargo-related hazards to the vessel and to personnel associated with chemical tanker cargo operations are correctly identified, and proper control measures are taken</p>

	<p>.8 low-boiling-point cargoes</p> <p>.9 high-density cargoes</p> <p>.10 solidifying cargoes</p> <p>.11 polymerizing cargoes</p> <p>Knowledge and understanding of dangers of non-compliance with relevant rules/regulations</p>		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply occupational health and safety precautions	<p>Knowledge and understanding of safe working practices, including risk assessment and personal shipboard safety relevant to chemical tankers:</p> <p>.1 precautions to be taken when entering enclosed spaces, including correct use of different types of breathing apparatus</p> <p>.2 precautions to be taken before and during repair and maintenance work</p> <p>.3 precautions for hot and cold work</p> <p>.4 precautions for electrical safety</p> <p>.5 use of appropriate Personal Protective Equipment (PPE)</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>Procedures designed to safeguard personnel and the ship are observed at all times</p> <p>Safe working practices are observed and appropriate safety and protective equipment is correctly used</p> <p>Working practices are in accordance with legislative requirements, codes of practice, permits to work and environmental concerns</p> <p>Correct use of breathing apparatus</p> <p>Procedures for entry into enclosed spaces are observed</p>
Respond to emergencies	<p>Knowledge and understanding of chemical tanker emergency procedures, including:</p> <p>.1 ship emergency response plans</p> <p>.2 cargo operations emergency shutdown</p> <p>.3 actions to be taken in the event of failure of systems or services essential to cargo</p> <p>.4 fire fighting on chemical tankers</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training</p> <p>.4 approved training programme</p>	<p>The type and impact of the emergency is promptly identified and the response actions conform with established emergency procedures and contingency plans</p> <p>The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem</p>

	.5 enclosed space rescue		
	.6 cargo reactivity		

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Respond to emergencies (continued)	.7 jettisoning cargo .8 use of a Material Safety Data Sheet (MSDS) Actions to be taken following collision, grounding, or spillage Knowledge of medical first aid procedures on board chemical tankers, with reference to the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG)		Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly The identification of and actions taken in a medical emergency conform to current recognized first aid practice and international guidelines
Take precautions to prevent pollution of the environment	Understanding of procedures to prevent pollution of the atmosphere and the environment	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	Operations are conducted in accordance with accepted principles and procedures to prevent pollution of the environment
Monitor and control compliance with legislative requirements	Knowledge and understanding of relevant provisions of the International Convention for the Prevention of Pollution from Ships (MARPOL) and other relevant IMO instruments, industry guidelines and port regulations as commonly applied Proficiency in the use of the IBC Code and related documents	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	The handling of cargoes complies with relevant IMO instruments and established industrial standards and codes of safe working practice

Section A-V/1-2

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

Standard of competence

1 Every candidate for certification in basic training for liquefied gas tanker cargo operations shall be required to:

- .1 demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-V/1-2-1; and
- .2 provide evidence of having achieved:
 - .2.1 the minimum knowledge, understanding and proficiency listed in column 2 of table A-V/1-2-1, and
 - .2.2 the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/1-2-1.

2 Every candidate for certification in advanced training for liquefied gas tanker cargo operations shall be required to:

- .1 demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-V/1-2-2; and
- .2 provide evidence of having achieved:
 - .2.1 the minimum knowledge, understanding and proficiency listed in column 2 of table A-V/1-2-2, and
 - .2.2 the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/1-2-2.

Table A-V/1-2-1

Specification of minimum standard of competence in basic training for liquefied gas tanker cargo operations

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safe operation of a liquefied gas tanker	<i>Design and operational characteristics of liquefied gas tankers</i> Basic knowledge of liquefied gas tankers	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience	Communications within the area of responsibility are clear and effective Cargo operations are carried out in accordance with accepted principles

	<ul style="list-style-type: none"> .1 types of liquefied gas tankers .2 general arrangement and construction <p>Basic knowledge of cargo operations:</p> <ul style="list-style-type: none"> .1 piping systems and valves .2 cargo handling equipment .3 loading, unloading and care in transit .4 emergency shutdown (ESD) system .5 tank cleaning, purging, gas-freeing and inerting <p>Basic knowledge of the physical properties of liquefied gases, including:</p> <ul style="list-style-type: none"> .1 properties and characteristics .2 pressure and temperature, including vapour pressure/temperature relationship .3 types of electrostatic charge generation 	<ul style="list-style-type: none"> .2 approved training ship experience .3 approved simulator training .4 approved training programme 	and procedures to ensure safety of operations
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the safe operation of a liquefied gas tanker <i>(continued)</i>	<ul style="list-style-type: none"> .4 chemical symbols <p>Knowledge and understanding of tanker safety culture and safety management</p>		
Take precautions to prevent hazards	<p>Basic knowledge of the hazards associated with tanker operations, including:</p> <ul style="list-style-type: none"> .1 health hazards .2 environmental hazards .3 reactivity hazards .4 corrosion hazards .5 explosion and flammability 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training 	<p>Correctly identifies, on an MSDS, relevant cargo-related hazards to the vessel and to personnel, and takes the appropriate actions in accordance with established procedures</p> <p>Identification and actions on becoming aware of a hazardous situation conform to established</p>

	hazards .6 sources of ignition .7 electrostatic hazards .8 toxicity hazards .9 vapour leaks and clouds .10 extremely low temperatures .11 pressure hazards Basic knowledge of hazard controls: .1 inerting, drying and monitoring techniques .2 anti-static measures .3 ventilation .4 segregation	.4 approved training programme	procedures in line with best practice
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent hazards (<i>continued</i>)	.5 cargo inhibition .6 importance of cargo compatibility .7 atmospheric control .8 gas testing Understanding of information on a Material Safety Data Sheet (MSDS)		
Apply occupational health and safety precautions and measures	Function and proper use of gas-measuring instruments and similar equipment Proper use of safety equipment and protective devices, including: .1 breathing apparatus and tank evacuating equipment .2 protective clothing and equipment .3 resuscitators	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training	

	<p>.4 rescue and escape equipment</p> <p>Basic knowledge of safe working practices and procedures in accordance with legislation and industry guidelines and personal shipboard safety relevant to liquefied gas tankers, including:</p> <p>.1 precautions to be taken when entering enclosed spaces</p> <p>.2 precautions to be taken before and during repair and maintenance work</p> <p>.3 safety measures for hot and cold work</p>	programme	<p>Procedures for entry into enclosed spaces are observed</p> <p>Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply occupational health and safety precautions and measures <i>(continued)</i>	<p>.4 electrical safety</p> <p>.5 ship/shore safety checklist</p> <p>Basic knowledge of first aid with reference to a Material Safety Data Sheet (MSDS)</p>		<p>Appropriate safety and protective equipment is correctly used</p> <p>First aid do's and don'ts</p>
Carry out fire-fighting operations	<p>Tanker fire organization and action to be taken</p> <p>Special hazards associated with cargo handling and transportation of liquefied gases in bulk</p> <p>Fire-fighting agents used to extinguish gas fires</p> <p>Fixed fire-fighting foam system operations</p> <p>Portable fire-fighting foam operations</p> <p>Fixed dry chemical system operations</p> <p>Basic knowledge of spill containment in relation to fire-fighting operations</p>	<p>Practical exercises and instruction conducted under approved and truly realistic training conditions (e.g., simulated shipboard conditions) and, whenever possible and practicable, in darkness</p>	<p>Initial actions and follow-up actions on becoming aware of an emergency conform with established practices and procedures</p> <p>Action taken on identifying muster signals is appropriate to the indicated emergency and complies with established procedures</p> <p>Clothing and equipment are appropriate to the nature of the fire-fighting operations</p> <p>The timing and sequence of individual actions are appropriate to the prevailing circumstances and conditions</p> <p>Extinguishment of fire is achieved using appropriate procedures, techniques and fire-fighting agents</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Respond to emergencies	Basic knowledge of emergency procedures, including emergency shutdown	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	The type and impact of the emergency is promptly identified and the response actions conform to the emergency procedures and contingency plans
Take precautions to prevent pollution of the environment from the release of liquefied gases	Basic knowledge of the effects of pollution on human and marine life Basic knowledge of shipboard procedures to prevent pollution Basic knowledge of measures to be taken in the event of spillage, including the need to: .1 report relevant information to the responsible persons .2 assist in implementing shipboard spill-containment procedures .3 prevent brittle fracture	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	Procedures designed to safeguard the environment are observed at all times

Table A-V/1-2-2

Specification of minimum standard of competence in advanced training for liquefied gas tanker cargo operations

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ability to safely perform and monitor all cargo operations	<i>Design and characteristics of a liquefied gas tanker</i> Knowledge of liquefied gas tanker design, systems, and equipment, including:	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service	Communications are clear, understood and successful Cargo operations are carried out in a safe manner, taking into

	<ul style="list-style-type: none"> .1 types of liquefied gas tankers and cargo tanks construction .2 general arrangement and construction .3 cargo containment systems, including materials of construction and insulation .4 cargo-handling equipment and instrumentation, including: <ul style="list-style-type: none"> .1 cargo pumps and pumping arrangements .2 cargo pipelines and valves .3 expansion devices .4 flame screens .5 temperature monitoring systems .6 cargo tank level-gauging systems .7 tank pressure monitoring and control systems .5 cargo temperature maintenance system 	<ul style="list-style-type: none"> experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>account liquefied gas tanker designs, systems and equipment</p> <p>Pumping operations are carried out in accordance with accepted principles and procedures and are relevant to the type of cargo</p> <p>Cargo operations are planned, risk is managed and carried out in accordance with accepted principles and procedures to ensure safety of operations and avoid pollution of the marine environment</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ability to safely perform and monitor all cargo operations (continued)	<ul style="list-style-type: none"> .6 tank atmosphere control systems (inert gas, nitrogen), including storage, generation and distribution systems .7 cofferdam heating systems .8 gas-detecting systems .9 ballast system .10 boil-off systems .11 reliquefaction systems .12 cargo Emergency Shut Down system (ESD) 		

	<p>.13 custody transfer system</p> <p>Knowledge of pump theory and characteristics, including types of cargo pumps and their safe operation</p> <p><i>Loading, unloading, care and handling of cargo</i></p> <p>Knowledge of the effect of bulk liquid cargoes on trim and stability and structural integrity</p> <p>Proficiency in tanker safety culture and implementation of safety management requirements</p>		<p>Proper loading, stowage and unloading of liquefied gas cargoes ensures that stability and stress conditions remain within safe limits at all times</p> <p>Potential non-compliance with cargo-related procedures is promptly identified and rectified</p> <p>Actions taken and procedures followed correctly identify and make full use of appropriate shipboard equipment</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Ability to safely perform and monitor all cargo operations (continued)</p>	<p>Proficiency to apply safe preparations, procedures and checklists for all cargo operations, including:</p> <p>.1 post docking and loading:</p> <p>.1 tank inspection</p> <p>.2 inerting (Oxygen reduction, dewpoint reduction)</p> <p>.3 gassing-up</p> <p>.4 cooling down</p> <p>.5 loading</p> <p>.6 deballasting</p> <p>.7 sampling, including closed-loop sampling</p> <p>.2 sea passage:</p> <p>.1 cooling down</p> <p>.2 pressure maintenance</p> <p>.3 boil-off</p> <p>.4 inhibiting</p>		<p>Calibration and use of monitoring and gas-detection equipment is consistent with safe operational practices and procedures</p> <p>Procedures for monitoring and safety systems ensure that all alarms are detected promptly and acted upon in accordance with established procedures</p>

	.3 unloading: <ul style="list-style-type: none"> .1 unloading .2 ballasting .3 stripping and cleaning systems .4 systems to make the tank liquid-free .4 pre-docking preparation: <ul style="list-style-type: none"> .1 warm-up .2 inerting .3 gas-freeing .5 ship-to-ship transfer		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ability to safely perform and monitor all cargo operations (<i>continued</i>)	Proficiency to perform cargo measurements and calculations, including: <ul style="list-style-type: none"> .1 liquid phase .2 gas phase .3 On Board Quantity (OBQ) .4 Remain On Board (ROB) .5 boil-off cargo calculations Proficiency to manage and supervise personnel with cargo-related responsibilities		Personnel are allocated duties and informed of procedures and standards of work to be followed, in a manner appropriate to the individuals concerned and in accordance with safe operational practices
Familiarity with physical and chemical properties of liquefied gas cargoes	Knowledge and understanding of basic chemistry and physics and the relevant definitions related to the safe carriage of liquefied gases in bulk in ships, including: <ul style="list-style-type: none"> .1 the chemical structure of gases .2 the properties and characteristics of liquefied gases (including CO₂) and 	Examination and assessment of evidence obtained from one or more of the following: <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator 	Effective use is made of information resources for identification of properties and characteristics of liquefied gases and their impact on safety, environmental protection and vessel operation

	their vapours, including: .1 simple gas laws .2 states of matter .3 liquid and vapour densities .4 diffusion and mixing of gases	training .4 approved training programme	
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Familiarity with physical and chemical properties of liquefied gas cargoes <i>(continued)</i>	.5 compression of gases .6 reliquefaction and refrigeration of gases .7 critical temperature of gases and pressure .8 flashpoint, upper and lower explosive limits, auto-ignition temperature .9 compatibility, reactivity and positive segregation of gases .10 polymerization .11 saturated vapour pressure/ reference temperature .12 dewpoint and bubble point .13 lubrication of compressors .14 hydrate formation .3 the properties of single liquids .4 the nature and properties of solutions .5 thermodynamic units .6 basic thermodynamic laws and diagrams .7 properties of materials		

	.8 effect of low temperature – brittle fracture Understanding the information contained in a Material Safety Data Sheet (MSDS)		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take precautions to prevent hazards	<p>Knowledge and understanding of the hazards and control measures associated with liquefied gas tanker cargo operations, including:</p> <ul style="list-style-type: none"> .1 flammability .2 explosion .3 toxicity .4 reactivity .5 corrosivity .6 health hazards .7 inert gas composition .8 electrostatic hazards .9 polymerizing cargoes <p>Proficiency to calibrate and use monitoring and gas-detection systems, instruments and equipment</p> <p>Knowledge and understanding of dangers of non-compliance with relevant rules/regulations</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme 	<p>Relevant cargo-related hazards to the vessel and to personnel associated with liquefied gas tanker cargo operations are correctly identified, and proper control measures are taken</p> <p>Use of gas-detection devices is in accordance with manuals and good practice</p>
Apply occupational health and safety precautions	<p>Knowledge and understanding of safe working practices, including risk assessment and personal shipboard safety relevant to liquefied gas tankers, including:</p> <ul style="list-style-type: none"> .1 precautions to be taken when entering enclosed spaces (such as compressor rooms), including the correct use of different types of breathing apparatus 	<p>Assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training 	<p>Procedures designed to safeguard personnel and the ship are observed at all times</p> <p>Safe working practices are observed and appropriate safety and protective equipment is correctly used</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply occupational health and safety precautions (continued)	.2 precautions to be taken before and during repair and maintenance work, including work affecting pumping, piping, electrical and control systems .3 precautions for hot and cold work .4 precautions for electrical safety .5 use of appropriate Personal Protective Equipment (PPE) .6 precautions for cold burn and frostbite .7 proper use of personal toxicity monitoring equipment	.4 approved training programme	Working practices are in accordance with legislative requirements, codes of practice, permits to work and environmental concerns Correct use of breathing apparatus
Respond to emergencies	Knowledge and understanding of liquefied gas tanker emergency procedures, including: .1 ship emergency response plans .2 cargo operations emergency shutdown procedure .3 emergency cargo valve operations .4 actions to be taken in the event of failure of systems or services essential to cargo operations .5 fire-fighting on liquefied gas tankers .6 jettisoning of cargo .7 enclosed space rescue	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	The type and impact of emergency is promptly identified and the response actions conform with established emergency procedures and contingency plans The order of priority and the levels and timescales of making reports and informing personnel on board are relevant to the nature of the emergency and reflect the urgency of the problem Evacuation, emergency shutdown and isolation are appropriate to the nature of the emergency and implemented promptly

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Respond to emergencies (continued)	Actions to be taken following collision, grounding or spillage and envelopment of the ship in toxic or flammable vapour		

	Knowledge of medical first-aid procedures and antidotes on board liquefied gas tankers, with reference to the Medical First Aid Guide for Use in Accidents involving Dangerous Goods (MFAG)		The identification of and actions taken in a medical emergency conform to current recognized first aid practice and international guidelines
Take precautions to prevent pollution of the environment	Understanding of procedures to prevent pollution of the environment	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	Operations are conducted in accordance with accepted principles and procedures to prevent pollution of the environment
Monitor and control compliance with legislative requirements	Knowledge and understanding of relevant provisions of the International Convention for the Prevention of Pollution from Ships (MARPOL) and other relevant IMO instruments, industry guidelines and port regulations as commonly applied Proficiency in the use of the IBC and IGC Codes and related documents	Assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training .4 approved training programme	The handling of liquefied gas cargoes complies with relevant IMO instruments and established industrial standards and codes of safe working practices

Section A-V/2

Mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on passenger ships

Crowd management training

1 The crowd management training required by regulation V/2, paragraph 4 for personnel designated on muster lists to assist passengers in emergency situations shall include, but not necessarily be limited to:

- .1 awareness of life-saving appliance and control plans, including:
 - .1.1 knowledge of muster lists and emergency instructions;
 - .1.2 knowledge of the emergency exits; and
 - .1.3 restrictions on the use of elevators;

- .2 the ability to assist passengers *en route* to muster and embarkation stations, including:
 - .2.1 the ability to give clear reassuring orders;
 - .2.2 the control of passengers in corridors, staircases and passageways;
 - .2.3 maintaining escape routes clear of obstructions;
 - .2.4 methods available for evacuation of disabled persons and persons needing special assistance; and
 - .2.5 search of accommodation spaces;
- .3 mustering procedures, including:
 - .3.1 the importance of keeping order;
 - .3.2 the ability to use procedures for reducing and avoiding panic;
 - .3.3 the ability to use, where appropriate, passenger lists for evacuation counts;
and
 - .3.4 the ability to ensure that the passengers are suitably clothed and have donned their lifejackets correctly.

Safety training for personnel providing direct service to passengers in passenger spaces

2 The additional safety training required by regulation V/2, paragraph 5, shall at least ensure attainment of the abilities as follows:

Communication

- .1 Ability to communicate with passengers during an emergency, taking into account:
 - .1.1 the language or languages appropriate to the principal nationalities of passengers carried on the particular route;
 - .1.2 the likelihood that an ability to use an elementary English vocabulary for basic instructions can provide a means of communicating with a passenger in need of assistance whether or not the passenger and crew member share a common language;
 - .1.3 the possible need to communicate during an emergency by some other means, such as by demonstration, or hand signals, or calling attention to the location of instructions, muster stations, life-saving devices or evacuation routes, when oral communication is impractical;

- .1.4 the extent to which complete safety instructions have been provided to passengers in their native language or languages; and
- .1.5 the languages in which emergency announcements may be broadcast during an emergency or drill to convey critical guidance to passengers and to facilitate crew members in assisting passengers.

Life-saving appliances

- .2 Ability to demonstrate to passengers the use of personal life-saving appliances.

Embarkation procedures

- .3 Embarking and disembarking passengers, with special attention to disabled persons and persons needing assistance.

Crisis management and human behaviour training

3 Masters, chief engineer officers, chief mates, second engineer officers and any person having responsibility for the safety of passengers in emergency situations shall:

- .1 have successfully completed the approved crisis management and human behaviour training required by regulation V/2, paragraph 6, in accordance with their capacity, duties and responsibilities as set out in table A-V/2; and
- .2 be required to provide evidence that the required standard of competence has been achieved in accordance with the methods and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-V/2.

Passenger safety, cargo safety and hull integrity training

4 The passenger safety, cargo safety and hull integrity training required by regulation V/2, paragraph 7, for masters, chief mates, chief engineer officers, second engineer officers and persons 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 at least ensure attainment of the abilities that are appropriate to their duties and responsibilities as follows:

Loading and embarkation procedures

- .1 Ability to apply properly the procedures established for the ship regarding:
 - .1.1 loading and discharging vehicles, rail cars and other cargo transport units, including related communications;
 - .1.2 lowering and hoisting ramps;
 - .1.3 setting up and stowing retractable vehicle decks; and

- .1.4 embarking and disembarking passengers, with special attention to disabled persons and persons needing assistance.

Carriage of dangerous goods

- .2 Ability to apply any special safeguards, procedures and requirements regarding the carriage of dangerous goods on board ro-ro passenger ships.

Securing cargoes

- .3 Ability to:
 - .3.1 apply correctly the provisions of the Code of Safe Practice for Cargo Stowage and Securing to the vehicles, rail cars and other cargo transport units carried; and
 - .3.2 use properly the cargo-securing equipment and materials provided, taking into account their limitations.

Stability, trim and stress calculations

- .4 Ability to:
 - .4.1 make proper use of the stability and stress information provided;
 - .4.2 calculate stability and trim for different conditions of loading, using the stability calculators or computer programs provided;
 - .4.3 calculate load factors for decks; and
 - .4.4 calculate the impact of ballast and fuel transfers on stability, trim and stress.

Opening, closing and securing hull openings

- .5 Ability to:
 - .5.1 apply properly the procedures established for the ship regarding the opening, closing and securing of bow, stern and side doors and ramps and to correctly operate the associated systems; and
 - .5.2 conduct surveys on proper sealing.

Ro-ro deck atmosphere

- .6 Ability to:
 - .6.1 use equipment, where carried, to monitor atmosphere in ro-ro spaces; and

- .6.2 apply properly the procedures established for the ship for ventilation of ro-ro spaces during loading and discharging of vehicles, while on voyage and in emergencies.

Table A-V/2

Specification of minimum standard of competence in crisis management and human behaviour

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Organize shipboard emergency procedures	<p>Knowledge of:</p> <ul style="list-style-type: none"> .1 the general design and layout of the ship .2 safety regulations .3 emergency plans and procedures <p>The importance of the principles for the development of ship-specific emergency procedures, including:</p> <ul style="list-style-type: none"> .1 the need for pre-planning and drills of shipboard emergency procedures .2 the need for all personnel to be aware of and adhere to pre-planned emergency procedures as carefully as possible in the event of an emergency situation 	Assessment of evidence obtained from approved training, exercises with one or more prepared emergency plans and practical demonstration	The shipboard emergency procedures ensure a state of readiness to respond to emergency situations
Optimize the use of resources	<p>Ability to optimize the use of resources, taking into account:</p> <ul style="list-style-type: none"> .1 the possibility that resources available in an emergency may be limited .2 the need to make full use of personnel and equipment immediately available and, if necessary, to improvise 	Assessment of evidence obtained from approved training, practical demonstration and shipboard training and drills of emergency procedures	<p>Contingency plans optimize the use of available resources</p> <p>Allocation of tasks and responsibilities reflects the known competence of individuals</p> <p>Roles and responsibilities of teams and individuals are clearly defined</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Optimize the use of resources <i>(continued)</i>	Ability to organize realistic drills to maintain a state of readiness, taking into account lessons learnt from previous accidents involving passenger ships; debriefing after drills		
Control response to emergencies	<p>Ability to make an initial assessment and provide an effective response to emergency situations in accordance with established emergency procedures</p> <p><i>Leadership skills</i></p> <p>Ability to lead and direct others in emergency situations, including the need:</p> <p>.1 to set an example during emergency situations</p> <p>.2 to focus decision making, given the need to act quickly in an emergency</p> <p>.3 to motivate, encourage and reassure passengers and other personnel</p> <p><i>Stress handling</i></p> <p>Ability to identify the development of symptoms of excessive personal stress and those of other members of the ship's emergency team</p> <p>Understanding that stress generated by emergency situations can affect the performance of individuals and their ability to act on instructions and follow procedures</p>	<p>Assessment of evidence obtained from approved training, practical demonstration and shipboard training and drills of emergency procedures</p>	<p>Procedures and actions are in accordance with established principles and plans for crisis management on board</p> <p>Objectives and strategy are appropriate to the nature of the emergency, take account of contingencies and make optimum use of available resources</p> <p>Actions of crew members contribute to maintaining order and control</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control passengers and other personnel during emergency	<p><i>Human behaviour and responses</i></p> <p>Ability to control passengers and other personnel in emergency situations, including:</p>	<p>Assessment of evidence obtained from approved training, practical demonstration and shipboard training and</p>	<p>Actions of crew members contribute to maintaining order and control</p>

situations	<p>.1 awareness of the general reaction patterns of passengers and other personnel in emergency situations, including the possibility that:</p> <p>.1.1 generally it takes some time before people accept the fact that there is an emergency situation</p> <p>.1.2 some people may panic and not behave with a normal level of rationality, that their ability to comprehend may be impaired and they may not be as responsive to instructions as in non-emergency situations</p> <p>.2 awareness that passengers and other personnel may, <i>inter alia</i>:</p> <p>.2.1 start looking for relatives, friends and/or their belongings as a first reaction when something goes wrong</p> <p>.2.2 seek safety in their cabins or in other places on board where they think that they can escape danger</p>	drills of emergency procedures	
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control passengers and other personnel during emergency situations (continued)	<p>.2.3 tend to move to the upper side when the ship is listing</p> <p>.3 appreciation of the possible problem of panic resulting from separating families</p>		
Establish and maintain effective communications	<p>Ability to establish and maintain effective communications, including:</p> <p>.1 the importance of clear and concise instructions and reports</p> <p>.2 the need to encourage an</p>	Assessment of evidence obtained from approved training, exercises and practical demonstration	<p>Information from all available sources is obtained, evaluated and confirmed as quickly as possible and reviewed throughout the emergency</p> <p>Information given to</p>

	<p>exchange of information with, and feedback from, passengers and other personnel</p> <p>Ability to provide relevant information to passengers and other personnel during an emergency situation, to keep them apprised of the overall situation and to communicate any action required of them, taking into account:</p> <p>.1 the language or languages appropriate to the principal nationalities of passengers and other personnel carried on the particular route</p> <p>.2 the possible need to communicate during an emergency by some other means, such as by demonstration, or by hand signals or calling attention to the location of instructions, muster stations, life-saving devices or evacuation routes, when oral communication is impractical</p>		<p>individuals, emergency response teams and passengers is accurate, relevant and timely</p> <p>Information keeps passengers informed as to the nature of the emergency and the actions required of them</p>
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Establish and maintain effective communications <i>(continued)</i>	.3 the language in which emergency announcements may be broadcast during an emergency or drill to convey critical guidance to passengers and to facilitate crew members in assisting passengers		

CHAPTER VI

Standards regarding emergency, occupational safety, security, medical care and survival functions

Section A-VI/1

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

Safety familiarization training

1 Before being assigned to shipboard duties, all persons employed or engaged on a seagoing ship, other than passengers, shall receive approved familiarization training in personal survival techniques or receive sufficient information and instruction, taking account of the guidance given in part B, to be able to:

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

Basic training

2 Seafarers employed or engaged in any capacity on board ship on the business of that ship as part of the ship's complement with designated safety or pollution-prevention duties in the operation of the ship shall, before being assigned to any shipboard duties:

- .1 receive appropriate approved basic training or instruction in:
 - .1.1 personal survival techniques as set out in table A-VI/1-1,
 - .1.2 fire prevention and fire fighting as set out in table A-VI/1-2,
 - .1.3 elementary first aid as set out in table A-VI/1-3, and

- .1.4 personal safety and social responsibilities as set out in table A-VI/1-4;
- .2 be required to provide evidence of having achieved the required standard of competence to undertake the tasks, duties and responsibilities listed in column 1 of tables A-VI/1-1, A-VI/1-2, A-VI/1-3 and A-VI/1-4 through:
 - .2.1 demonstration of competence, in accordance with the methods and the criteria for evaluating competence tabulated in columns 3 and 4 of those tables, and
 - .2.2 examination or continuous assessment as part of an approved training programme in the subjects listed in column 2 of those tables.
- 3 Seafarers qualified in accordance with paragraph 2 in basic training shall be required, every five years, to provide evidence of having maintained the required standard of competence, to undertake the tasks, duties and responsibilities listed in column 1 of tables A-VI/1-1 and A-VI/1-2.
- 4 Parties may accept onboard training and experience for maintaining the required standard of competence in the following areas:
 - .1 personal survival techniques as set out in table A-VI/1-1:
 - .1.1 don a lifejacket;
 - .1.2 board a survival craft from the ship, while wearing a lifejacket;
 - .1.3 take initial actions on boarding a lifeboat to enhance chance of survival;
 - .1.4 stream a lifeboat drogue or sea-anchor;
 - .1.5 operate survival craft equipment; and
 - .1.6 operate location devices, including radio equipment;
 - .2 fire prevention and fire fighting as set out in table A-VI/1-2:
 - .2.1 use self-contained breathing apparatus; and
 - .2.2 effect a rescue in a smoke-filled space, using an approved smoke-generating device aboard, while wearing a breathing apparatus.

Exemptions

- 5 The Administration may, in respect of ships other than passenger ships of more than 500 gross tonnage engaged on international voyages and tankers, if it considers that a ship's size and the length or character of its voyage are such as to render the application of the full requirements of this section unreasonable or impracticable, exempt to

that extent the seafarers on such a ship or class of ships from some of the requirements, bearing in mind the safety of people on board, the ship and property and the protection of the marine environment.

Table A-VI/1-1

Specification of minimum standard of competence in personal survival techniques

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Survive at sea in the event of ship abandonment	<p>Types of emergency situations which may occur, such as collision, fire, foundering</p> <p>Types of life-saving appliances normally carried on ships</p> <p>Equipment in survival craft</p> <p>Location of personal life-saving appliances</p> <p>Principles concerning survival, including:</p> <p>.1 value of training and drills</p> <p>.2 personal protective clothing and equipment</p> <p>.3 need to be ready for any emergency</p> <p>.4 actions to be taken when called to survival craft stations</p> <p>.5 actions to be taken when required to abandon ship</p> <p>.6 actions to be taken when in the water</p> <p>.7 actions to be taken when aboard a survival craft</p> <p>.8 main dangers to survivors</p>	<p>Assessment of evidence obtained from approved instruction or during attendance at an approved course or approved in-service experience and examination, including practical demonstration of competence to:</p> <p>.1 don a lifejacket</p> <p>.2 don and use an immersion suit</p> <p>.3 safely jump from a height into the water</p> <p>.4 right an inverted liferaft while wearing a lifejacket</p> <p>.5 swim while wearing a lifejacket</p> <p>.6 keep afloat without a lifejacket</p> <p>.7 board a survival craft from the ship and water while wearing a lifejacket</p> <p>.8 take initial actions on boarding survival craft to enhance chance of survival</p> <p>.9 stream a drogue or sea-anchor</p>	<p>Action taken on identifying muster signals is appropriate to the indicated emergency and complies with established procedures</p> <p>The timing and sequence of individual actions are appropriate to the prevailing circumstance and conditions and minimize potential dangers and threats to survival</p> <p>Method of boarding survival craft is appropriate and avoids dangers to other survivors</p> <p>Initial actions after leaving the ship and procedures and actions in water minimize threats to survival</p>

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Survive at sea in the event of ship abandonment <i>(continued)</i>		.10 operate survival craft equipment .11 operate location devices, including radio equipment	

Table A-VI/1-2

Specification of minimum standard of competence in fire prevention and fire fighting

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Minimize the risk of fire and maintain a state of readiness to respond to emergency situations involving fire	<p>Shipboard fire-fighting organization</p> <p>Location of fire-fighting appliances and emergency escape routes</p> <p>The elements of fire and explosion (the fire triangle)</p> <p>Types and sources of ignition</p> <p>Flammable materials, fire hazards and spread of fire</p> <p>The need for constant vigilance</p> <p>Actions to be taken on board ship</p> <p>Fire and smoke detection and automatic alarm systems</p> <p>Classification of fire and applicable extinguishing agents</p>	Assessment of evidence obtained from approved instruction or attendance at an approved course	<p>Initial actions on becoming aware of an emergency conform with accepted practices and procedures</p> <p>Action taken on identifying muster signals is appropriate to the indicated emergency and complies with established procedures</p>
Fight and extinguish fires	<p>Fire-fighting equipment and its location on board</p> <p>Instruction in:</p> <p>.1 fixed installations</p> <p>.2 fire-fighter's outfits</p> <p>.3 personal equipment</p> <p>.4 fire-fighting appliances and equipment</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course, including practical demonstration in spaces which provide truly realistic training conditions (e.g., simulated shipboard conditions) and, whenever possible and practical, in darkness, of the ability to:	<p>Clothing and equipment are appropriate to the nature of the fire-fighting operations</p> <p>The timing and sequence of individual actions are appropriate to the prevailing circumstances and conditions</p> <p>Extinguishment of fire is achieved using appropriate procedures, techniques and</p>

	.5 fire-fighting methods		fire-fighting agents
	.6 fire-fighting agents		

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Fight and extinguish fires (<i>continued</i>)	.7 fire-fighting procedures .8 use of breathing apparatus for fighting fires and effecting rescues	.1 use various types of portable fire extinguishers .2 use self-contained breathing apparatus .3 extinguish smaller fires, e.g., electrical fires, oil fires, propane fires .4 extinguish extensive fires with water, using jet and spray nozzles .5 extinguish fires with foam, powder or any other suitable chemical agent .6 enter and pass through, with lifeline but without breathing apparatus, a compartment into which high-expansion foam has been injected .7 fight fire in smoke-filled enclosed spaces wearing self-contained breathing apparatus	Breathing apparatus procedures and techniques comply with accepted practices and procedures

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Fight and extinguish fires (continued)		.8 extinguish fire with water fog or any other suitable fire-fighting agent in an accommodation room or simulated engine-room with fire and heavy smoke .9 extinguish oil fire with fog applicator and spray nozzles, dry chemical powder or foam applicators .10 effect a rescue in a smoke-filled space wearing breathing apparatus	

Table A-VI/1-3

Specification of minimum standard of competence in elementary first aid

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take immediate action upon encountering an accident or other medical emergency	Assessment of needs of casualties and threats to own safety Appreciation of body structure and functions Understanding of immediate measures to be taken in cases of emergency, including the ability to: .1 position casualty .2 apply resuscitation techniques .3 control bleeding .4 apply appropriate measures of basic shock management .5 apply appropriate measures in event of burns and scalds,	Assessment of evidence obtained from approved instruction or during attendance at an approved course	The manner and timing of raising the alarm is appropriate to the circumstances of the accident or medical emergency The identification of probable cause, nature and extent of injuries is prompt and complete and the priority and sequence of actions is proportional to any potential threat to life Risk of further harm to self and casualty is minimized at all times

	including accidents caused by electric current		
	.6 rescue and transport a casualty		
	.7 improvise bandages and use materials in the emergency kit		

Table A-VI/1-4

Specification of minimum standard of competence in personal safety and social responsibilities

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Comply with emergency procedures	<p>Types of emergency which may occur, such as collision, fire, foundering</p> <p>Knowledge of shipboard contingency plans for response to emergencies</p> <p>Emergency signals and specific duties allocated to crew members in the muster list; muster stations; correct use of personal safety equipment</p> <p>Action to take on discovering potential emergency, including fire, collision, foundering and ingress of water into the ship</p> <p>Action to take on hearing emergency alarm signals</p> <p>Value of training and drills</p> <p>Knowledge of escape routes and internal communication and alarm systems</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	<p>Initial action on becoming aware of an emergency conforms to established emergency response procedures</p> <p>Information given on raising alarm is prompt, accurate, complete and clear</p>
Take precautions to prevent pollution of the marine environment	<p>Basic knowledge of the impact of shipping on the marine environment and the effects of operational or accidental pollution on it</p> <p>Basic environmental protection procedures</p> <p>Basic knowledge of complexity and diversity of the marine environment</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Organizational procedures designed to safeguard the marine environment are observed at all times

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Observe safe working practices	<p>Importance of adhering to safe working practices at all times</p> <p>Safety and protective devices available to protect against potential hazards aboard ship</p> <p>Precautions to be taken prior to entering enclosed spaces</p> <p>Familiarization with international measures concerning accident prevention and occupational health</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times
Contribute to effective communications on board ship	<p>Understand the principles of, and barriers to, effective communication between individuals and teams within the ship</p> <p>Ability to establish and maintain effective communications</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Communications are clear and effective at all times
Contribute to effective human relationships on board ship	<p>Importance of maintaining good human and working relationships aboard ship</p> <p>Basic teamworking principles and practice, including conflict resolution</p> <p>Social responsibilities; employment conditions; individual rights and obligations; dangers of drug and alcohol abuse</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Expected standards of work and behaviour are observed at all times

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Understand and take necessary actions to control fatigue	<p>Importance of obtaining the necessary rest</p> <p>Effects of sleep, schedules, and the circadian rhythm on fatigue</p> <p>Effects of physical stressors on seafarers</p> <p>Effects of environmental stressors in and outside the ship and their impact on seafarers</p> <p>Effects of schedule changes on seafarer fatigue</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Fatigue management practices are observed and appropriate actions are used at all times

Section A-VI/2

Mandatory minimum requirements for the issue of certificates of proficiency in survival craft, rescue boats and fast rescue boats

PROFICIENCY IN SURVIVAL CRAFT AND RESCUE BOATS OTHER THAN FAST RESCUE BOATS

Standard of competence

1 Every candidate for a certificate of proficiency in survival craft and rescue boats other than fast rescue boats shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-1.

2 The level of knowledge of the subjects listed in column 2 of table A-VI/2-1 shall be sufficient to enable the candidate to launch and take charge of a survival craft or rescue boat in emergency situations.

3 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take account of the guidance given in part B of this Code.

4 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence through:

- .1 demonstration of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-1, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of that table; and
- .2 examination or continuous assessment as part of an approved training programme covering the material set out in column 2 of table A-VI/2-1.

5 Seafarers qualified in accordance with paragraph 4 in survival craft and rescue boats other than fast rescue boats shall be required, every five years, to provide evidence of having maintained the required standards of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-1.

6 Parties may accept onboard training and experience for maintaining the required standard of competence of table A-VI/2-1 in the following areas:

- .1 take charge of a survival craft or rescue boat during and after launch:
 - .1.1 interpret the markings on survival craft as to the number of persons they are intended to carry;
 - .1.2 give correct commands for launching and boarding survival craft, clearing the ship and handling and disembarking persons from survival craft;

- .1.3 prepare and safely launch survival craft and clear the ship's side quickly;
and
- .1.4 safely recover survival craft and rescue boats;
- .2 manage survivors and survival craft after abandoning ship:
 - .2.1 row and steer a boat and steer by compass;
 - .2.2 use individual items of equipment of survival crafts, except for pyrotechnics; and
 - .2.3 rig devices to aid location;
- .3 use locating devices, including communication and signalling apparatus:
 - .3.1 use of portable radio equipment for survival craft; and
- .4 apply first aid to survivors.

PROFICIENCY IN FAST RESCUE BOATS

Standard of competence

7 Every candidate for a certificate of proficiency in fast rescue boats shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-2.

8 The level of knowledge of the subjects listed in column 2 of table A-VI/2-2 shall be sufficient to enable the candidate to launch and take charge of a fast rescue boat in emergency situations.

9 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take account of the guidance given in part B of this Code.

10 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence through:

- .1 demonstration of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-2, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of that table; and
- .2 examination or continuous assessment as part of an approved training programme covering the material set out in column 2 of table A-VI/2-2.

11 Seafarers qualified in accordance with paragraph 10 in fast rescue boats shall be required, every five years, to provide evidence of having maintained the required standards of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-2.

12 Parties may accept onboard training and experience for maintaining the required standard of competence of table A-VI/2-2, in the following areas:

- .1 Take charge of a fast rescue boat during and after launch:
 - .1.1 control safe launching and recovery of a fast rescue boat;
 - .1.2 handle a fast rescue boat in prevailing weather and sea conditions;
 - .1.3 use communications and signalling equipment between the fast rescue boat and a helicopter and a ship;
 - .1.4 use the emergency equipment carried; and
 - .1.5 carry out search patterns, taking account of environmental factors.

Table A-VI/2-1

Specification of the minimum standard of competence in survival craft and rescue boats other than fast rescue boats

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take charge of a survival craft or rescue boat during and after launch	<p>Construction and outfit of survival craft and rescue boats and individual items of their equipment</p> <p>Particular characteristics and facilities of survival craft and rescue boats</p> <p>Various types of device used for launching survival craft and rescue boats</p> <p>Methods of launching survival craft into a rough sea</p> <p>Methods of recovering survival craft</p> <p>Action to be taken after leaving the ship</p>	<p>Assessment of evidence obtained from practical demonstration of ability to:</p> <ul style="list-style-type: none"> .1 right an inverted liferaft while wearing a lifejacket .2 interpret the markings on survival craft as to the number of persons they are intended to carry .3 give correct commands for launching and boarding survival craft, clearing the ship and handling 	<p>Preparation, boarding and launching of survival craft are within equipment limitations and enable survival craft to clear the ship safely</p> <p>Initial actions on leaving the ship minimize threat to survival</p> <p>Recovery of survival craft and rescue boats is within equipment limitations</p> <p>Equipment is operated in accordance with manufacturers' instructions for release and resetting</p>

	<p>Methods of launching and recovering rescue boats in a rough sea</p> <p>Dangers associated with use of on-load release devices</p> <p>Knowledge of maintenance procedures</p>	<p>and disembarking persons from survival craft</p> <p>.4 prepare and safely launch survival craft and clear the ship's side quickly and operate off-load and on-load release devices</p> <p>.5 safely recover survival craft and rescue boats, including the proper resetting of both off-load and on-load release devices</p>	
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take charge of a survival craft or rescue boat during and after launch <i>(continued)</i>		using: inflatable liferaft and open or enclosed lifeboat with inboard engine or approved simulator training, where appropriate	
Operate a survival craft engine	Methods of starting and operating a survival craft engine and its accessories together with the use of the fire extinguisher provided	Assessment of evidence obtained from practical demonstration of ability to start and operate an inboard engine fitted in an open or enclosed lifeboat	Propulsion is available and maintained as required for manoeuvring
Manage survivors and survival craft after abandoning ship	<p>Handling survival craft in rough weather</p> <p>Use of painter, sea-anchor and all other equipment</p> <p>Apportionment of food and water in survival craft</p> <p>Action taken to maximize detectability and location of survival craft</p> <p>Method of helicopter rescue</p> <p>Effects of hypothermia and its prevention; use of protective covers and garments, including immersion suits and thermal protective aids</p>	<p>Assessment of evidence obtained from practical demonstration of ability to:</p> <p>.1 row and steer a boat and steer by compass</p> <p>.2 use individual items of equipment of survival craft</p> <p>.3 rig devices to aid location</p>	Survival management is appropriate to prevailing circumstances and conditions

	Use of rescue boats and motor lifeboats for marshalling liferafts and rescue of survivors and persons in the sea Beaching survival craft		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use locating devices, including communication and signalling apparatus and pyrotechnics	Radio life-saving appliances carried in survival craft, including satellite EPIRBs and SARTs Pyrotechnic distress signals	Assessment of evidence obtained from practical demonstration of ability to: .1 use portable radio equipment for survival craft .2 use signalling equipment, including pyrotechnics	Use and choice of communication and signalling apparatus is appropriate to prevailing circumstances and conditions
Apply first aid to survivors	Use of the first-aid kit and resuscitation techniques Management of injured persons, including control of bleeding and shock	Assessment of evidence obtained from practical demonstration of ability to deal with injured persons both during and after abandonment, using first-aid kit and resuscitation techniques	Identification of the probable cause, nature and extent of injuries or condition is prompt and accurate Priority and sequence of treatment minimizes any threat to life

Table A-VI/2-2

Specification of the minimum standard of competence in fast rescue boats

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Understand the construction, maintenance, repair and outfitting of fast rescue boats	Construction and outfitting of fast rescue boats and individual items of their equipment Knowledge of the maintenance and emergency repairs of fast rescue boats and the normal inflation and deflation of buoyancy compartments of inflated fast rescue boats	Assessment of evidence obtained from practical instruction	The method of carrying out routine maintenance and emergency repairs Identify components and required equipment for fast rescue boats
Take charge of the launching equipment and appliance as	Assessment of the readiness of launching equipment and launching appliance of fast rescue boats for immediate launching	Assessment of evidence obtained from practical demonstration of ability to control safe launching and	Ability to prepare and take charge of the launching equipment and appliance during launching and

commonly fitted, during launching and recovery	<p>and operation</p> <p>Understand the operation and limitations of the winch, brakes, falls, painters, motion-compensation and other equipment as commonly fitted</p> <p>Safety precautions during launching and recovery of a fast rescue boat</p> <p>Launching and recovery of a fast rescue boat in prevailing and adverse weather and sea conditions</p>	recovery of a fast rescue boat, with equipment as fitted	recovery of a fast rescue boat
Take charge of a fast rescue boat as commonly fitted, during launching and recovery	<p>Assessment of the readiness of fast rescue boats and related equipment for immediate launching and operation</p> <p>Safety precautions during launching and recovery of a fast rescue boat</p> <p>Launching and recovery of a fast rescue boat in prevailing and adverse weather and sea conditions</p>	Assessment of evidence obtained from practical demonstration of ability to conduct safe launching and recovery of a fast rescue boat, with equipment as fitted	Ability to take charge of a fast rescue boat during launching and recovery

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take charge of a fast rescue boat after launching	<p>Particular characteristics, facilities and limitations of fast rescue boats</p> <p>Procedures for the righting of a capsized fast rescue boat</p> <p>How to handle a fast rescue boat in prevailing and adverse weather and sea conditions</p> <p>Navigational and safety equipment available in a fast rescue boat</p> <p>Search patterns and environmental factors affecting their execution</p>	<p>Assessment of evidence obtained from practical demonstration of ability to:</p> <p>.1 right a capsized fast rescue boat</p> <p>.2 handle a fast rescue boat in prevailing weather and sea conditions</p> <p>.3 swim in special equipment</p> <p>.4 use communications and signalling equipment between the fast rescue boat and a helicopter and a ship</p> <p>.5 use the emergency equipment carried</p>	Demonstration of operation of fast rescue boats within equipment limitations in prevailing weather conditions

		.6 recover a casualty from the water and transfer a casualty to a rescue helicopter or to a ship or to a place of safety	
		.7 carry out search patterns, taking account of environmental factors	
Operate a fast rescue boat engine	Methods of starting and operating a fast rescue boat engine and its accessories	Assessment of evidence obtained from practical demonstration of ability to start and operate a fast rescue boat engine	Engine is started and operated as required for manoeuvring

Section A-VI/3

Mandatory minimum training in advanced fire fighting

Standard of competence

1 Seafarers designated to control fire-fighting operations shall have successfully completed advanced training in techniques for fighting fire, with particular emphasis on organization, tactics and command, and shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/3.

2 The level of knowledge and understanding of the subjects listed in column 2 of table A-VI/3 shall be sufficient for the effective control of fire-fighting operations on board ship.

3 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take account of the guidance given in part B of this Code.

4 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/3.

5 Seafarers qualified in accordance with paragraph 4 in advanced fire fighting shall be required, every five years, to provide evidence of having maintained the required standards of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/3.

6 Parties may accept onboard training and experience for maintaining the required standard of competence of table A-VI/3, in the following areas:

- .1 Control fire-fighting operations aboard ships;
 - .1.1 fire-fighting procedures at sea and in port, with particular emphasis on organization, tactics and command;

- .1.2 communication and coordination during fire-fighting operations;
- .1.3 ventilation control, including smoke extraction;
- .1.4 control of fuel and electrical systems;
- .1.5 fire-fighting process hazards (dry distillation, chemical reactions, boiler uptake, fires);
- .1.6 fire precautions and hazards associated with the storage and handling of materials;
- .1.7 management and control of injured persons; and
- .1.8 procedures for coordination with shore-based fire fighters.

Table A-VI/3

Specification of minimum standard of competence in advanced fire fighting

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control fire-fighting operations aboard ships	<p>Fire-fighting procedures at sea and in port, with particular emphasis on organization, tactics and command</p> <p>Use of water for fire-extinguishing, the effect on ship stability, precautions and corrective procedures</p> <p>Communication and coordination during fire-fighting operations</p> <p>Ventilation control, including smoke extraction</p> <p>Control of fuel and electrical systems</p> <p>Fire-fighting process hazards (dry distillation, chemical reactions, boiler uptake fires, etc.)</p> <p>Fire fighting involving dangerous goods</p> <p>Fire precautions and hazards associated with the storage and handling of materials (paints, etc.)</p> <p>Management and control of injured persons</p>	<p>Practical exercises and instruction conducted under approved and truly realistic training conditions (e.g., simulated shipboard conditions) and, whenever possible and practicable, in darkness</p>	<p>Actions taken to control fires are based on a full and accurate assessment of the incident, using all available sources of information</p> <p>The order of priority, timing and sequence of actions are appropriate to the overall requirements of the incident and to minimize damage and potential damage to the ship, injuries to personnel and impairment of the operational effectiveness of the ship</p> <p>Transmission of information is prompt, accurate, complete and clear</p> <p>Personal safety during fire control activities is safeguarded at all times</p>

	Procedures for coordination with shore-based fire fighters		
Organize and train fire parties	Preparation of contingency plans Composition and allocation of personnel to fire parties Strategies and tactics for control of fires in various parts of the ship	Practical exercises and instruction conducted under approved and truly realistic training conditions, e.g., simulated shipboard conditions	Composition and organization of fire control parties ensure the prompt and effective implementation of emergency plans and procedures

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Inspect and service fire-detection and fire-extinguishing systems and equipment	Fire-detection systems; fixed fire-extinguishing systems; portable and mobile fire-extinguishing equipment, including appliances, pumps and rescue, salvage, life-support, personal protective and communication equipment Requirements for statutory and classification surveys	Practical exercises, using approved equipment and systems in a realistic training environment	Operational effectiveness of all fire-detection and fire-extinguishing systems and equipment is maintained at all times in accordance with performance specifications and legislative requirements
Investigate and compile reports on incidents involving fire	Assessment of cause of incidents involving fire	Practical exercises in a realistic training environment	Causes of fire are identified and the effectiveness of countermeasures is evaluated

Section A-VI/4

Mandatory minimum requirements related to medical first aid and medical care

Standard of competence for seafarers designated to provide medical first aid on board ship

1 Every seafarer who is designated to provide medical first aid on board ship shall be required to demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/4-1.

2 The level of knowledge of the subjects listed in column 2 of table A-VI/4-1 shall be sufficient to enable the designated seafarer to take immediate effective action in the case of accidents or illness likely to occur on board ship.

3 Every candidate for certification under the provisions of regulation VI/4, paragraph 1 shall be required to provide evidence that the required standard of competence has been achieved in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/4-1.

Standard of competence for seafarers designated to take charge of medical care on board ship

4 Every seafarer who is designated to take charge of medical care on board ship shall be required to demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/4-2.

5 The level of knowledge of the subjects listed in column 2 of table A-VI/4-2 shall be sufficient to enable the designated seafarer to take immediate effective action in the case of accidents or illness likely to occur on board ship.

6 Every candidate for certification under the provisions of regulation VI/4, paragraph 2 shall be required to provide evidence that the required standard of competence has been achieved in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/4-2.

Table A-VI/4-1

Specification of minimum standard of competence in medical first aid

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply immediate first aid in the event of accident or illness on board	First-aid kit Body structure and function Toxicological hazards on board, including use of the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) or its national equivalent Examination of casualty or patient Spinal injuries Burns, scalds and effects of heat and cold Fractures, dislocations and muscular injuries Medical care of rescued persons Radio medical advice Pharmacology Sterilization Cardiac arrest, drowning and asphyxia	Assessment of evidence obtained from practical instruction	The identification of probable cause, nature and extent of injuries is prompt, complete and conforms to current first-aid practice Risk of harm to self and to others is minimized at all times Treatment of injuries and the patient's condition is appropriate and conforms to recognized first-aid practice and international guidelines

Table A-VI/4-2

Specification of minimum standard of competence in medical care

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Provide medical care to the sick and injured while they remain on board	Care of casualty involving: <ol style="list-style-type: none"> .1 head and spinal injuries .2 injuries of ear, nose, throat and eyes .3 external and internal bleeding .4 burns, scalds and frostbite .5 fractures, dislocations and muscular injuries .6 wounds, wound healing and infection .7 pain relief .8 techniques of sewing and clamping .9 management of acute abdominal conditions .10 minor surgical treatment .11 dressing and bandaging Aspects of nursing: <ol style="list-style-type: none"> .1 general principles .2 nursing care Diseases, including: <ol style="list-style-type: none"> .1 medical conditions and emergencies .2 sexually transmitted diseases .3 tropical and infectious diseases 	Assessment of evidence obtained from practical instruction and demonstration Where practicable, approved practical experience at a hospital or similar establishment	Identification of symptoms is based on the concepts of clinical examination and medical history Protection against infection and spread of diseases is complete and effective Personal attitude is calm, confident and reassuring Treatment of injury or condition is appropriate and conforms to accepted medical practice and relevant national and international medical guides The dosage and application of drugs and medication complies with manufacturers' recommendations and accepted medical practice The significance of changes in patient's condition is promptly recognized

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Provide medical care to the sick and injured while they remain on board (<i>continued</i>)	Alcohol and drug abuse Dental care Gynaecology, pregnancy and childbirth Medical care of rescued persons Death at sea Hygiene Disease prevention, including: .1 disinfection, disinfestation, de-ratting .2 vaccinations Keeping records and copies of applicable regulations: .1 keeping medical records .2 international and national maritime medical regulations		
Participate in coordinated schemes for medical assistance to ships	External assistance, including: .1 radio medical advice .2 transportation of the ill and injured, including helicopter evacuation .3 medical care of sick seafarers involving cooperation with port health authorities or out-patient wards in port		Clinical examination procedures are complete and comply with instructions received The method and preparation for evacuation is in accordance with recognized procedures and is designed to maximize the welfare of the patient Procedures for seeking radio medical advice conform to established practice and recommendations

Section A-VI/5

Mandatory minimum requirements for the issue of certificates of proficiency for ship security officers

Standard of competence

1 Every candidate for a certificate of proficiency as a ship security officer shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/5.

2 The level of knowledge of the subjects listed in column 2 of table A-VI/5 shall be sufficient to enable the candidate to act as the designated ship security officer.

3 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take into account the guidance in section B-VI/5 of this Code.

4 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/5.

Table A-VI/5

Specifications of minimum standard of competence for ship security officers

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain and supervise the implementation of a ship security plan	<p>Knowledge of international maritime security policy and responsibilities of Governments, companies and designated persons, including elements that may relate to piracy and armed robbery</p> <p>Knowledge of the purpose for and the elements that make up a ship security plan, related procedures and maintenance of records, including those that may relate to piracy and armed robbery</p> <p>Knowledge of procedures to be employed in implementing a ship security plan and reporting of security incidents</p> <p>Knowledge of maritime security levels and the consequential security measures and procedures aboard ship and in the port facility environment</p>	Assessment of evidence obtained from approved training or examination	<p>Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended</p> <p>Legislative requirements relating to security are correctly identified</p> <p>Procedures achieve a state of readiness to respond to changes in maritime security levels</p> <p>Communications within the ship security officer's area of responsibility are clear and understood</p>

	<p>Knowledge of the requirements and procedures for conducting internal audits, on-scene inspections, control and monitoring of security activities specified in a ship security plan</p> <p>Knowledge of the requirements and procedures for reporting to the company security officer any deficiencies and non-conformities identified during internal audits, periodic reviews, and security inspections</p>		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Maintain and supervise the implementation of a ship security plan (<i>continued</i>)</p>	<p>Knowledge of the methods and procedures used to modify the ship security plan</p> <p>Knowledge of security-related contingency plans and the procedures for responding to security threats or breaches of security, including provisions for maintaining critical operations of the ship/port interface, including also elements that may relate to piracy and armed robbery</p> <p>Working knowledge of maritime security terms and definitions, including elements that may relate to piracy and armed robbery</p>		
<p>Assess security risk, threat, and vulnerability</p>	<p>Knowledge of risk assessment and assessment tools</p> <p>Knowledge of security assessment documentation, including the Declaration of Security</p> <p>Knowledge of techniques used to circumvent security measures, including those used by pirates and armed robbers</p> <p>Knowledge enabling recognition, on a non-discriminatory basis, of persons posing potential security risks</p> <p>Knowledge enabling recognition of weapons, dangerous substances and devices and awareness of the damage</p>	<p>Assessment of evidence obtained from approved training, or approved experience and examination, including practical demonstration of competence to:</p> <ol style="list-style-type: none"> .1 conduct physical searches .2 conduct non-intrusive inspections 	<p>Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended</p> <p>Procedures achieve a state of readiness to respond to changes in the maritime security levels</p> <p>Communications within the ship security officer's area of responsibility are clear and understood</p>

	they can cause Knowledge of crowd management and control techniques, where appropriate		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Assess security risk, threat, and vulnerability <i>(continued)</i>	Knowledge in handling sensitive security-related information and security-related communications Knowledge of implementing and coordinating searches Knowledge of the methods for physical searches and non-intrusive inspections		
Undertake regular inspections of the ship to ensure that appropriate security measures are implemented and maintained	Knowledge of the requirements for designating and monitoring restricted areas Knowledge of controlling access to the ship and to restricted areas on board ship Knowledge of methods for effective monitoring of deck areas and areas surrounding the ship Knowledge of security aspects relating to the handling of cargo and ship's stores with other shipboard personnel and relevant port facility security officers Knowledge of methods for controlling the embarkation, disembarkation and access while on board of persons and their effects	Assessment of evidence obtained from approved training or examination	Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended Procedures achieve a state of readiness to respond to changes in the maritime security levels Communications within the ship security officer's area of responsibility are clear and understood

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure that security equipment and systems, if any, are properly operated, tested and calibrated	Knowledge of the various types of security equipment and systems and their limitations, including those that could be used in case of attacks by pirates and armed robbers Knowledge of the procedures,	Assessment of evidence obtained from approved training or examination	Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended

	instructions and guidance on the use of ship security alert systems Knowledge of the methods for testing, calibrating, and maintaining security systems and equipment, particularly whilst at sea		
Encourage security awareness and vigilance	Knowledge of training, drill and exercise requirements under relevant conventions, codes and IMO circulars, including those relevant to anti-piracy and anti-armed robbery Knowledge of the methods for enhancing security awareness and vigilance on board Knowledge of the methods for assessing the effectiveness of drills and exercises	Assessment of evidence obtained from approved training or examination	Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended Communications within the ship security officer's area of responsibility are clear and understood

Section A-VI/6

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

Standard of competence for security-related familiarization training

1 Before being assigned to shipboard duties, all persons employed or engaged on a seagoing ship which is required to comply with the provisions of the ISPS Code, other than passengers, shall receive approved security-related familiarization training, taking account of the guidance given in part B, to be able to:

- .1 report a security incident, including a piracy or armed robbery threat or attack;
- .2 know the procedures to follow when they recognize a security threat;
and
- .3 take part in security-related emergency and contingency procedures.

2 Seafarers with designated security duties engaged or employed on a seagoing ship shall, before being assigned such duties, receive security-related familiarization training in their assigned duties and responsibilities, taking into account the guidance given in part B.

3 The security-related familiarization training shall be conducted by the ship security officer or an equally qualified person.

Standard of competence for security-awareness training

4 Seafarers employed or engaged in any capacity on board a ship which is required to comply with the provisions of the ISPS Code on the business of that ship as part of the ship's complement without designated security duties shall, before being assigned to any shipboard duties:

- .1 receive appropriate approved training or instruction in security awareness as set out in table A-VI/6-1;
- .2 be required to provide evidence of having achieved the required standard of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/6-1:
 - .2.1 by demonstration of competence, in accordance with the methods and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/6-1; and
 - .2.2 by examination or continuous assessment as part of an approved training programme in the subjects listed in column 2 of table A-VI/6-1.

Transitional provisions

5 Until 1 January 2014, seafarers who commenced an approved seagoing service prior to the date of entry into force of this section shall be able to establish that they meet the requirements of paragraph 4 by:

- .1 approved seagoing service as shipboard personnel, for a period of at least six months in total during the preceding three years; or
- .2 having performed security functions considered to be equivalent to the seagoing service required in paragraph 5.1; or
- .3 passing an approved test; or
- .4 successfully completing approved training.

Standard of competence for seafarers with designated security duties

6 Every seafarer who is designated to perform security duties, including anti-piracy and anti-armed-robbery-related activities, shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/6-2.

7 The level of knowledge of the subjects in column 2 of table A-VI/6-2 shall be sufficient to enable every candidate to perform on board designated security duties, including anti-piracy and anti-armed-robbery-related activities.

8 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence through:

- .1 demonstration of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/6-2, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of that table; and
- .2 examination or continuous assessment as part of an approved training programme covering the material set out in column 2 of table A-VI/6-2.

Transitional provisions

9 Until 1 January 2014, seafarers with designated security duties who commenced an approved seagoing service prior to the date of entry into force of this section shall be able to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/6-2 by:

- .1 approved seagoing service as shipboard personnel with designated security duties, for a period of at least six months in total during the preceding three years; or
- .2 having performed security functions considered to be equivalent to the seagoing service required in paragraph 9.1; or
- .3 passing an approved test; or
- .4 successfully completing approved training.

*Table A-VI/6-1***Specification of minimum standard of competence in security awareness**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to the enhancement of maritime security through heightened awareness	<p>Basic working knowledge of maritime security terms and definitions, including elements that may relate to piracy and armed robbery</p> <p>Basic knowledge of international maritime security policy and responsibilities of Governments, companies and persons</p> <p>Basic knowledge of maritime security levels and their impact on security measures and procedures aboard ship and in port facilities</p> <p>Basic knowledge of security reporting procedures</p> <p>Basic knowledge of security-related contingency plans</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Requirements relating to enhanced maritime security are correctly identified
Recognition of security threats	<p>Basic knowledge of techniques used to circumvent security measures</p> <p>Basic knowledge enabling recognition of potential security threats, including elements that may relate to piracy and armed robbery</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Maritime security threats are correctly identified

	<p>Basic knowledge enabling recognition of weapons, dangerous substances and devices and awareness of the damage they can cause</p> <p>Basic knowledge in handling security-related information and security-related communications</p>		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Understanding of the need for and methods of maintaining security awareness and vigilance	Basic knowledge of training, drill and exercise requirements under relevant conventions, codes and IMO circulars, including those relevant for anti-piracy and anti-armed robbery	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Requirements relating to enhanced maritime security are correctly identified

Table A-VI/6-2

Specifications of minimum standard of competence for seafarers with designated security duties

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain the conditions set out in a ship security plan	<p>Working knowledge of maritime security terms and definitions, including elements that may relate to piracy and armed robbery</p> <p>Knowledge of international maritime security policy and responsibilities of Governments, companies and persons, including working knowledge of elements that may relate to piracy and armed robbery</p> <p>Knowledge of maritime security levels and their impact on security measures and procedures aboard ship and in the port facilities</p> <p>Knowledge of security reporting procedures</p> <p>Knowledge of procedures and requirements for drills and exercises under relevant conventions, codes and IMO</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	<p>Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended</p> <p>Legislative requirements relating to security are correctly identified</p> <p>Communications within the area of responsibility are clear and understood</p>

	<p>circulars, including working knowledge of those that may relate to piracy and armed robbery</p> <p>Knowledge of the procedures for conducting inspections and surveys and for the control and monitoring of security activities specified in a ship security plan</p>		
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Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain the conditions set forth in a ship security plan <i>(continued)</i>	Knowledge of security-related contingency plans and the procedures for responding to security threats or breaches of security, including provisions for maintaining critical operations of the ship/port interface, and including also working knowledge of those that may relate to piracy and armed robbery		
Recognition of security risks and threats	<p>Knowledge of security documentation, including the Declaration of Security</p> <p>Knowledge of techniques used to circumvent security measures, including those used by pirates and armed robbers</p> <p>Knowledge enabling recognition of potential security threats</p> <p>Knowledge enabling recognition of weapons, dangerous substances and devices and awareness of the damage they can cause</p> <p>Knowledge of crowd management and control techniques, where appropriate</p> <p>Knowledge in handling security-related information and security-related communications</p> <p>Knowledge of the methods for physical searches and non-intrusive inspections</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Undertake regular security inspections of the ship	<p>Knowledge of the techniques for monitoring restricted areas</p> <p>Knowledge of controlling access to the ship and to restricted areas on board ship</p> <p>Knowledge of methods for effective monitoring of deck areas and areas surrounding the ship</p> <p>Knowledge of inspection methods relating to the cargo and ship's stores</p> <p>Knowledge of methods for controlling the embarkation, disembarkation and access while on board of persons and their effects</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS Convention, as amended
Proper usage of security equipment and systems, if any	<p>General knowledge of various types of security equipment and systems, including those that could be used in case of attacks by pirates and armed robbers, including their limitations</p> <p>Knowledge of the need for testing, calibrating, and maintaining security systems and equipment, particularly whilst at sea</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	<p>Equipment and systems operations are carried out in accordance with established equipment operating instructions and taking into account the limitations of the equipment and systems</p> <p>Procedures and actions are in accordance with the principles established by the ISPS Code and the SOLAS, 1974, as amended</p>

CHAPTER VII

Standards regarding alternative certification

Section A-VII/1

Issue of alternative certificates

1 Every candidate for certification at the operational level under the provisions of chapter VII of the annex to the Convention shall be required to complete relevant education and training and meet the standard of competence for all the functions prescribed in either table A-II/1 or table A-III/1. Functions specified in table A-II/1 or A-III/1 respectively may be added provided the candidate completes, as appropriate, additional relevant education and training and meets the standards of competence prescribed in those tables for the functions concerned.

2 Every candidate for certification at the management level as the person having command of a ship of 500 gross tonnage or more, or the person upon whom the command of such a ship will fall in the event of the incapacity of the person in command, shall be

required, in addition to compliance with the standard of competence specified in table A-II/1, to complete relevant education and training and meet the standard of competence for all of the functions prescribed in table A-II/2. Functions specified in the tables of chapter III of this part may be added provided the candidate completes, as appropriate, additional relevant education and training and meets the standards of competence prescribed in those tables for the functions concerned.

3 Every candidate for certification at the management level as the person responsible for the mechanical propulsion of a ship powered by main propulsion machinery of 750 kW or more, or the person upon whom such responsibility will fall in the event of the incapacity of the person responsible for the mechanical propulsion of the ship, shall be required, in addition to compliance with the standard of competence specified in table A-III/1, to complete relevant education and training and meet the standard of competence for all of the functions prescribed in table A-III/2, as appropriate. Functions specified in the tables of chapter II of this part may be added provided the candidate completes, as appropriate, additional relevant education and training and meets the standards of competence prescribed in those tables for the functions concerned.

4 Every candidate for certification at the support level:

- .1 in navigation or marine engineering shall be required to complete relevant training and meet the standard of competence for the function prescribed in either table A-II/4 or table A-III/4. Functions specified in table A-III/4 or A-II/4 respectively may be added provided the candidate completes, as appropriate, additional relevant training and meets the standards of competence prescribed in those tables for the function concerned;
- .2 as able seafarer deck shall be required, in addition to compliance with the standard of competence specified in table A-II/4, to complete relevant training and meet the standard of competence for all of the functions prescribed in table A-II/5. Functions specified in table A-III/4 or A-III/5 may be added provided the candidate completes, as appropriate, additional relevant training and meets the standard of competence prescribed in that (those) table(s) for the function(s) concerned; and
- .3 as able seafarer engine shall be required, in addition to compliance with the standard of competence specified in table A-III/4, to complete relevant training and meet the standard of competence for all of the functions prescribed in table A-III/5. Functions specified in table A-II/4 or A-II/5 may be added provided the candidate completes, as appropriate, additional relevant training and meets the standards of competence prescribed in that (those) table(s) for the function(s) concerned.

Section A-VII/2

Certification of seafarers

1 In accordance with the requirements of regulation VII/1, paragraph 1.3, every candidate for certification under the provisions of chapter VII at the operational level in functions specified in tables A-II/1 and A-III/1 shall:

- .1 have approved seagoing service of not less than 12 months, which service shall include a period of at least six months performing engine-room duties under the supervision of a qualified engineer officer and, where the function of navigation is required, a period of at least six months performing bridge watchkeeping duties under the supervision of a qualified bridge watchkeeping officer; and
- .2 have completed, during this service, onboard training programmes approved as meeting the relevant requirements of sections A-II/1 and A-III/1 and documented in an approved training record book.

2 Every candidate for certification under the provisions of chapter VII at the management level in a combination of functions specified in tables A-II/2 and A-III/2 shall have approved seagoing service related to the functions to be shown in the endorsement to the certificate as follows:

- .1 *for persons other than those having command or responsibility for the mechanical propulsion of a ship* – 12 months performing duties at the operational level related to regulation III/2 or III/3 as appropriate and, where the function of navigation at the management level is required, at least 12 months performing bridge watchkeeping duties at the operational level;
- .2 *for those having command or the responsibility for the mechanical propulsion of a ship* – not less than 48 months, including the provisions in paragraph 2.1 of this section, performing, as a certificated officer, duties related to the functions to be shown in the endorsement to the certificate, of which 24 months shall be served performing functions set out in table A-III/1 and 24 months shall be served performing functions set out in tables A-III/1 and A-III/2.

3 In accordance with the requirements of regulation VII/1, paragraph 1.3, every candidate for certification under the provisions of chapter VII at support level in functions specified in tables A-II/4 and A-III/4 shall have completed:

- .1 approved seagoing service including not less than 12 months experience, made up of:
 - .1.1 not less than 6 months associated with navigational watchkeeping duties;
and
 - .1.2 not less than 6 months associated with engine-room duties; or
- .2 special training, either pre-sea or on board ship, including an approved period of seagoing service which shall not be less than 4 months, made up of:
 - .2.1 not less than 2 months associated with navigational watchkeeping duties;
and
 - .2.2 not less than 2 months associated with engine-room duties;

- .3 the seagoing service, training and experience required by paragraph 3.1 or 3.2 shall be carried out under the direct supervision of an appropriately qualified officer or rating.

4 In accordance with the requirements of regulation VII/1, paragraph 1.3, every candidate for certification under the provisions of chapter VII at the support level in functions specified in tables A-II/5 and A-III/5 shall, while qualified to serve as a rating forming part of a navigational and engine-room watch, meet the standards of competence specified in sections A-II/5 and A-III/5 of the STCW Code and have completed:

- .1 approved seagoing service of not less than 30 months, made up of:
 - .1.1 not less than 18 months associated with able seafarer deck duties, and
 - .1.2 not less than 12 months associated with able seafarer engine duties; or
- .2 an approved training programme and not less than 18 months of approved seagoing service, made up of:
 - .2.1 not less than 12 months associated with able seafarer deck duties; and
 - .2.2 not less than 6 months associated with able seafarer engine duties; or
- .3 an approved special integrated deck and engine training programme, including not less than 12 months' approved seagoing service in an integrated deck and engine department, made up of:
 - .3.1 not less than 6 months associated with able seafarer deck duties; and
 - .3.2 not less than 6 months associated with able seafarer engine duties.

Section A-VII/3

Principles governing the issue of alternative certificates

(No provisions)

CHAPTER VIII

Standards regarding watchkeeping

Section A-VIII/1

Fitness for duty

1 Administrations shall take account of the danger posed by fatigue of seafarers, especially those whose duties involve the safe and secure operation of a ship.

2 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:

- .1 a minimum of 10 hours of rest in any 24-hour period; and
- .2 77 hours in any 7-day period.

3 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.

4 The requirements for rest periods laid down in paragraphs 2 and 3 need not be maintained in the case of an emergency or in other overriding operational conditions. 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.

5 Administrations shall require that watch schedules be posted where they are easily accessible. The schedules shall be established in a standardized format in the working language or languages of the ship and in English.

6 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.

7 Administrations 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, to allow monitoring and verification of compliance with the provisions of this section. 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.

8 Nothing in this section shall be deemed to impair the right of the master of a ship to require a seafarer to perform any hours of work necessary 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. Accordingly, 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. 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.

9 Parties may allow exceptions from the required hours of rest in paragraphs 2.2 and 3 above provided that the rest period is not less than 70 hours in any 7-day period.

Exceptions from the weekly rest period provided for in paragraph 2.2 shall not be allowed for more than two consecutive weeks. The intervals between two periods of exceptions on board shall not be less than twice the duration of the exception.

The hours of rest provided for in paragraph 2.1 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. The intervals between consecutive periods of rest shall not exceed 14 hours. Exceptions shall not extend beyond two 24-hour periods in any 7-day period.

Exceptions shall, as far as possible, take into account the guidance regarding prevention of fatigue in section B-VIII/1.

10 Each Administration shall establish, for the purpose of preventing alcohol abuse, a limit of not greater than 0.05% blood alcohol level (BAC) or 0.25 mg/l alcohol in the breath or a quantity of alcohol leading to such alcohol concentration for masters, officers and other seafarers while performing designated safety, security and marine environmental duties.

Section A-VIII/2

Watchkeeping arrangements and principles to be observed

PART 1 – CERTIFICATION

1 The officer in charge of the navigational or deck watch shall be duly qualified in accordance with the provisions of chapter II or chapter VII appropriate to the duties related to navigational or deck watchkeeping.

2 The officer in charge of the engineering watch shall be duly qualified in accordance with the provisions of chapter III or chapter VII appropriate to the duties related to engineering watchkeeping.

PART 2 – VOYAGE PLANNING

General requirements

3 The intended voyage shall be planned in advance, taking into consideration all pertinent information, and any course laid down shall be checked before the voyage commences.

4 The chief engineer officer shall, in consultation with the master, determine in advance the needs of the intended voyage, taking into consideration the requirements for fuel, water, lubricants, chemicals, expendable and other spare parts, tools, supplies and any other requirements.

Planning prior to each voyage

5 Prior to each voyage, the master of every ship shall ensure that the intended route from the port of departure to the first port of call is planned using adequate and appropriate charts and other nautical publications necessary for the intended voyage, containing accurate, complete and up-to-date information regarding those navigational limitations and hazards which are of a permanent or predictable nature and which are relevant to the safe navigation of the ship.

Verification and display of planned route

6 When the route planning is verified, taking into consideration all pertinent information, the planned route shall be clearly displayed on appropriate charts and shall be continuously available to the officer in charge of the watch, who shall verify each course to be followed prior to using it during the voyage.

Deviation from planned route

7 If a decision is made, during a voyage, to change the next port of call of the planned route, or if it is necessary for the ship to deviate substantially from the planned route for other reasons, then an amended route shall be planned prior to deviating substantially from the route originally planned.

PART 3 – WATCHKEEPING PRINCIPLES IN GENERAL

8 Watches shall be carried out based on the following bridge and engine-room resource management principles:

- .1 proper arrangements for watchkeeping personnel shall be ensured in accordance with the situations;
- .2 any limitation in qualifications or fitness of individuals shall be taken into account when deploying watchkeeping personnel;
- .3 understanding of watchkeeping personnel regarding their individual roles, responsibility and team roles shall be established;
- .4 the master, chief engineer officer and officer in charge of watch duties shall maintain a proper watch, making the most effective use of the resources available, such as information, installations/equipment and other personnel;
- .5 watchkeeping personnel shall understand functions and operation of installations/equipment, and be familiar with handling them;
- .6 watchkeeping personnel shall understand information and how to respond to information from each station/installation/equipment;
- .7 information from the stations/installations/equipment shall be appropriately shared by all the watchkeeping personnel;
- .8 watchkeeping personnel shall maintain an exchange of appropriate communication in any situation; and
- .9 watchkeeping personnel shall notify the master/chief engineer officer/officer in charge of watch duties without any hesitation when in any doubt as to what action to take in the interest of safety.

PART 4 – WATCHKEEPING AT SEA

Principles applying to watchkeeping generally

9 Parties shall direct the attention of companies, masters, chief engineer officers and watchkeeping personnel to the following principles, which shall be observed to ensure that safe watches are maintained at all times.

10 The master of every ship is bound to ensure that watchkeeping arrangements are adequate for maintaining a safe navigational or cargo watch. Under the master's general direction, the officers of the navigational watch are responsible for navigating the ship safely during their periods of duty, when they will be particularly concerned with avoiding collision and stranding.

11 The chief engineer officer of every ship is bound, in consultation with the master, to ensure that watchkeeping arrangements are adequate to maintain a safe engineering watch.

Protection of marine environment

12 The master, officers and ratings shall be aware of the serious effects of operational or accidental pollution of the marine environment and shall take all possible precautions to prevent such pollution, particularly within the framework of relevant international and port regulations.

Part 4-1 – Principles to be observed in keeping a navigational watch

13 The officer in charge of the navigational watch is the master's representative and is primarily responsible at all times for the safe navigation of the ship and for complying with the International Regulations for Preventing Collisions at Sea, 1972, as amended.

Lookout

14 A proper lookout shall be maintained at all times in compliance with rule 5 of the International Regulations for Preventing Collisions at Sea, 1972, as amended and shall serve the purpose of:

- .1 maintaining a continuous state of vigilance by sight and hearing, as well as by all other available means, with regard to any significant change in the operating environment;
- .2 fully appraising the situation and the risk of collision, stranding and other dangers to navigation; and
- .3 detecting ships or aircraft in distress, shipwrecked persons, wrecks, debris and other hazards to safe navigation.

15 The lookout must be able to give full attention to the keeping of a proper lookout and no other duties shall be undertaken or assigned which could interfere with that task.

16 The duties of the lookout and helmsperson are separate and the helmsperson shall not be considered to be the lookout while steering, except in small ships where an unobstructed all-round view is provided at the steering position and there is no impairment of night vision or other impediment to the keeping of a proper lookout. The officer in charge of the navigational watch may be the sole lookout in daylight provided that, on each such occasion:

- .1 the situation has been carefully assessed and it has been established without doubt that it is safe to do so;
- .2 full account has been taken of all relevant factors, including, but not limited to:
 - state of weather;

- visibility;
 - traffic density;
 - proximity of dangers to navigation; and
 - the attention necessary when navigating in or near traffic separation schemes;
- and
- .3 assistance is immediately available to be summoned to the bridge when any change in the situation so requires.

17 In determining that the composition of the navigational watch is adequate to ensure that a proper lookout can continuously be maintained, the master shall take into account all relevant factors, including those described in this section of the Code, as well as the following factors:

- .1 visibility, state of weather and sea;
- .2 traffic density, and other activities occurring in the area in which the vessel is navigating;
- .3 the attention necessary when navigating in or near traffic separation schemes or other routeing measures;
- .4 the additional workload caused by the nature of the ship's functions, immediate operating requirements and anticipated manoeuvres;
- .5 the fitness for duty of any crew members on call who are assigned as members of the watch;
- .6 knowledge of, and confidence in, the professional competence of the ship's officers and crew;
- .7 the experience of each officer of the navigational watch, and the familiarity of that officer with the ship's equipment, procedures, and manoeuvring capability;
- .8 activities taking place on board the ship at any particular time, including radiocommunication activities, and the availability of assistance to be summoned immediately to the bridge when necessary;
- .9 the operational status of bridge instrumentation and controls, including alarm systems;
- .10 rudder and propeller control and ship manoeuvring characteristics;
- .11 the size of the ship and the field of vision available from the conning position;
- .12 the configuration of the bridge, to the extent such configuration might inhibit a member of the watch from detecting by sight or hearing any external development; and

- .13 any other relevant standard, procedure or guidance relating to watchkeeping arrangements and fitness for duty which has been adopted by the Organization.

Watch arrangements

18 When deciding the composition of the watch on the bridge, which may include appropriately qualified ratings, the following factors, *inter alia*, shall be taken into account:

- .1 at no time shall the bridge be left unattended;
- .2 weather conditions, visibility and whether there is daylight or darkness;
- .3 proximity of navigational hazards which may make it necessary for the officer in charge of the watch to carry out additional navigational duties;
- .4 use and operational condition of navigational aids such as ECDIS, radar or electronic position-indicating devices and any other equipment affecting the safe navigation of the ship;
- .5 whether the ship is fitted with automatic steering;
- .6 whether there are radio duties to be performed;
- .7 unmanned machinery space (UMS) controls, alarms and indicators provided on the bridge, procedures for their use and their limitations; and
- .8 any unusual demands on the navigational watch that may arise as a result of special operational circumstances.

Taking over the watch

19 The officer in charge of the navigational watch shall not hand over the watch to the relieving officer if there is reason to believe that the latter is not capable of carrying out the watchkeeping duties effectively, in which case the master shall be notified.

20 The relieving officer shall ensure that the members of the relieving watch are fully capable of performing their duties, particularly as regards their adjustment to night vision. Relieving officers shall not take over the watch until their vision is fully adjusted to the light conditions.

21 Prior to taking over the watch, relieving officers shall satisfy themselves as to the ship's estimated or true position and confirm its intended track, course and speed, and UMS controls as appropriate and shall note any dangers to navigation expected to be encountered during their watch.

22 Relieving officers shall personally satisfy themselves regarding the:

- .1 standing orders and other special instructions of the master relating to navigation of the ship;

- .2 position, course, speed and draught of the ship;
- .3 prevailing and predicted tides, currents, weather, visibility and the effect of these factors upon course and speed;
- .4 procedures for the use of main engines to manoeuvre when the main engines are on bridge control; and
- .5 navigational situation, including, but not limited to:
 - .5.1 the operational condition of all navigational and safety equipment being used or likely to be used during the watch;
 - .5.2 the errors of gyro- and magnetic compasses;
 - .5.3 the presence and movement of ships in sight or known to be in the vicinity;
 - .5.4 the conditions and hazards likely to be encountered during the watch; and
 - .5.5 the possible effects of heel, trim, water density and squat on under-keel clearance.

23 If, at any time, the officer in charge of the navigational watch is to be relieved when a manoeuvre or other action to avoid any hazard is taking place, the relief of that officer shall be deferred until such action has been completed.

Performing the navigational watch

24 The officer in charge of the navigational watch shall:

- .1 keep the watch on the bridge;
- .2 in no circumstances leave the bridge until properly relieved; and
- .3 continue to be responsible for the safe navigation of the ship, despite the presence of the master on the bridge, until informed specifically that the master has assumed that responsibility and this is mutually understood.

25 During the watch, the course steered, position and speed shall be checked at sufficiently frequent intervals, using any available navigational aids necessary, to ensure that the ship follows the planned course.

26 The officer in charge of the navigational watch shall have full knowledge of the location and operation of all safety and navigational equipment on board the ship and shall be aware and take account of the operating limitations of such equipment.

27 The officer in charge of the navigational watch shall not be assigned or undertake any duties which would interfere with the safe navigation of the ship.

28 When using radar, the officer in charge of the navigational watch shall bear in mind the necessity to comply at all times with the provisions on the use of radar contained in the International Regulations for Preventing Collisions at Sea, 1972, as amended in force.

29 In cases of need, the officer in charge of the navigational watch shall not hesitate to use the helm, engines and sound signalling apparatus. However, timely notice of intended variations of engine speed shall be given where possible or effective use shall be made of UMS engine controls provided on the bridge in accordance with the applicable procedures.

30 Officers of the navigational watch shall know the handling characteristics of their ship, including its stopping distances, and should appreciate that other ships may have different handling characteristics.

31 A proper record shall be kept during the watch of the movements and activities relating to the navigation of the ship.

32 It is of special importance that at all times the officer in charge of the navigational watch ensures that a proper lookout is maintained. In a ship with a separate chartroom, the officer in charge of the navigational watch may visit the chartroom, when essential, for a short period for the necessary performance of navigational duties, but shall first ensure that it is safe to do so and that proper lookout is maintained.

33 Operational tests of shipboard navigational equipment shall be carried out at sea as frequently as practicable and as circumstances permit, in particular before hazardous conditions affecting navigation are expected. Whenever appropriate, these tests shall be recorded. Such tests shall also be carried out prior to port arrival and departure.

34 The officer in charge of the navigational watch shall make regular checks to ensure that:

- .1 the person steering the ship or the automatic pilot is steering the correct course;
- .2 the standard compass error is determined at least once a watch and, when possible, after any major alteration of course; the standard and gyrocompasses are frequently compared and repeaters are synchronized with their master compass;
- .3 the automatic pilot is tested manually at least once a watch;
- .4 the navigation and signal lights and other navigational equipment are functioning properly;
- .5 the radio equipment is functioning properly in accordance with paragraph 86 of this section; and
- .6 the UMS controls, alarms and indicators are functioning properly.

35 The officer in charge of the navigational watch shall bear in mind the necessity to comply at all times with the requirements in force of the International Convention for the Safety of Life at Sea (SOLAS), 1974. The officer of the navigational watch shall take into account:

- .1 the need to station a person to steer the ship and to put the steering into manual control in good time to allow any potentially hazardous situation to be dealt with in a safe manner; and
- .2 that, with a ship under automatic steering, it is highly dangerous to allow a situation to develop to the point where the officer in charge of the navigational watch is without assistance and has to break the continuity of the lookout in order to take emergency action.

36 Officers of the navigational watch shall be thoroughly familiar with the use of all electronic navigational aids carried, including their capabilities and limitations, and shall use each of these aids when appropriate and shall bear in mind that the echosounder is a valuable navigational aid.

37 The officer in charge of the navigational watch shall use the radar whenever restricted visibility is encountered or expected, and at all times in congested waters, having due regard to its limitations.

38 The officer in charge of the navigational watch shall ensure that the range scales employed are changed at sufficiently frequent intervals so that echoes are detected as early as possible. It shall be borne in mind that small or poor echoes may escape detection.

39 Whenever radar is in use, the officer in charge of the navigational watch shall select an appropriate range scale and observe the display carefully, and shall ensure that plotting or systematic analysis is commenced in ample time.

40 The officer in charge of the navigational watch shall notify the master immediately:

- .1 if restricted visibility is encountered or expected;
- .2 if the traffic conditions or the movements of other ships are causing concern;
- .3 if difficulty is experienced in maintaining course;
- .4 on failure to sight land, or a navigation mark or to obtain soundings by the expected time;
- .5 if, unexpectedly, land or a navigation mark is sighted or a change in soundings occurs;
- .6 on breakdown of the engines, propulsion machinery remote control, steering gear or any essential navigational equipment, alarm or indicator;
- .7 if the radio equipment malfunctions;

- .8 in heavy weather, if in any doubt about the possibility of weather damage;
- .9 if the ship meets any hazard to navigation, such as ice or a derelict; and
- .10 in any other emergency or if in any doubt.

41 Despite the requirement to notify the master immediately in the foregoing circumstances, the officer in charge of the navigational watch shall, in addition, not hesitate to take immediate action for the safety of the ship, where circumstances so require.

42 The officer in charge of the navigational watch shall give watchkeeping personnel all appropriate instructions and information which will ensure the keeping of a safe watch, including a proper lookout.

Watchkeeping under different conditions and in different areas

Clear weather

43 The officer in charge of the navigational watch shall take frequent and accurate compass bearings of approaching ships as a means of early detection of risk of collision and shall bear in mind that such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large ship or a tow or when approaching a ship at close range. The officer in charge of the navigational watch shall also take early and positive action in compliance with the applicable International Regulations for Preventing Collisions at Sea, 1972, as amended and subsequently check that such action is having the desired effect.

44 In clear weather, whenever possible, the officer in charge of the navigational watch shall carry out radar practice.

Restricted visibility

45 When restricted visibility is encountered or expected, the first responsibility of the officer in charge of the navigational watch is to comply with the relevant rules of the International Regulations for Preventing Collisions at Sea, 1972, as amended with particular regard to the sounding of fog signals, proceeding at a safe speed and having the engines ready for immediate manoeuvre. In addition, the officer in charge of the navigational watch shall:

- .1 inform the master;
- .2 post a proper lookout;
- .3 exhibit navigation lights; and
- .4 operate and use the radar.

In hours of darkness

46 The master and the officer in charge of the navigational watch, when arranging lookout duty, shall have due regard to the bridge equipment and navigational aids available for use, their limitations, procedures and safeguards implemented.

Coastal and congested waters

47 The largest scale chart on board, suitable for the area and corrected with the latest available information, shall be used. Fixes shall be taken at frequent intervals, and shall be carried out by more than one method whenever circumstances allow. When using ECDIS, appropriate usage code (scale) electronic navigational charts shall be used and the ship's position shall be checked by an independent means of position fixing at appropriate intervals.

48 The officer in charge of the navigational watch shall positively identify all relevant navigation marks.

Navigation with pilot on board

49 Despite the duties and obligations of pilots, their presence on board does not relieve the master or the officer in charge of the navigational watch from their duties and obligations for the safety of the ship. The master and the pilot shall exchange information regarding navigation procedures, local conditions and the ship's characteristics. The master and/or the officer in charge of the navigational watch shall co-operate closely with the pilot and maintain an accurate check on the ship's position and movement.

50 If in any doubt as to the pilot's actions or intentions, the officer in charge of the navigational watch shall seek clarification from the pilot and, if doubt still exists, shall notify the master immediately and take whatever action is necessary before the master arrives.

Ship at anchor

51 If the master considers it necessary, a continuous navigational watch shall be maintained at anchor. While at anchor, the officer in charge of the navigational watch shall:

- .1 determine and plot the ship's position on the appropriate chart as soon as practicable;
- .2 when circumstances permit, check at sufficiently frequent intervals whether the ship is remaining securely at anchor by taking bearings of fixed navigation marks or readily identifiable shore objects;
- .3 ensure that proper lookout is maintained;
- .4 ensure that inspection rounds of the ship are made periodically;
- .5 observe meteorological and tidal conditions and the state of the sea;

- .6 notify the master and undertake all necessary measures if the ship drags anchor;
- .7 ensure that the state of readiness of the main engines and other machinery is in accordance with the master's instructions;
- .8 if visibility deteriorates, notify the master;
- .9 ensure that the ship exhibits the appropriate lights and shapes and that appropriate sound signals are made in accordance with all applicable regulations; and
- .10 take measures to protect the environment from pollution by the ship and comply with applicable pollution regulations.

Part 4-2 – Principles to be observed in keeping an engineering watch

52 The term *engineering watch* as used in parts 4-2, 5-2 and 5-4 of this section means either a person or a group of personnel comprising the watch or a period of responsibility for an officer during which the physical presence in machinery spaces of that officer may or may not be required.

53 The *officer in charge of the engineering watch* is the chief engineer officer's representative and is primarily responsible, at all times, for the safe and efficient operation and upkeep of machinery affecting the safety of the ship and is responsible for the inspection, operation and testing, as required, of all machinery and equipment under the responsibility of the engineering watch.

Watch arrangements

54 The composition of the engineering watch shall, at all times, be adequate to ensure the safe operation of all machinery affecting the operation of the ship, in either automated or manual mode, and be appropriate to the prevailing circumstances and conditions.

55 When deciding the composition of the engineering watch, which may include appropriately qualified ratings, the following criteria, *inter alia*, shall be taken into account:

- .1 the type of ship and the type and condition of the machinery;
- .2 the adequate supervision, at all times, of machinery affecting the safe operation of the ship;
- .3 any special modes of operation dictated by conditions such as weather, ice, contaminated water, shallow water, emergency conditions, damage containment or pollution abatement;
- .4 the qualifications and experience of the engineering watch;
- .5 the safety of life, ship, cargo and port, and protection of the environment;

- .6 the observance of international, national and local regulations; and
- .7 maintaining the normal operations of the ship.

Taking over the watch

56 The officer in charge of the engineering watch shall not hand over the watch to the relieving officer if there is reason to believe that the latter is obviously not capable of carrying out the watchkeeping duties effectively, in which case the chief engineer officer shall be notified.

57 The relieving officer of the engineering watch shall ensure that the members of the relieving engineering watch are apparently fully capable of performing their duties effectively.

58 Prior to taking over the engineering watch, relieving officers shall satisfy themselves regarding at least the following:

- .1 the standing orders and special instructions of the chief engineer officer relating to the operation of the ship's systems and machinery;
- .2 the nature of all work being performed on machinery and systems, the personnel involved and potential hazards;
- .3 the level and, where applicable, the condition of water or residues in bilges, ballast tanks, slop tanks, reserve tanks, fresh water tanks, sewage tanks and any special requirements for use or disposal of the contents thereof;
- .4 the condition and level of fuel in the reserve tanks, settling tank, day tank and other fuel storage facilities;
- .5 any special requirements relating to sanitary system disposals;
- .6 condition and mode of operation of the various main and auxiliary systems, including the electrical power distribution system;
- .7 where applicable, the condition of monitoring and control console equipment, and which equipment is being operated manually;
- .8 where applicable, the condition and mode of operation of automatic boiler controls such as flame safeguard control systems, limit control systems, combustion control systems, fuel-supply control systems and other equipment related to the operation of steam boilers;
- .9 any potentially adverse conditions resulting from bad weather, ice, or contaminated or shallow water;
- .10 any special modes of operation dictated by equipment failure or adverse ship conditions;
- .11 the reports of engine-room ratings relating to their assigned duties;

- .12 the availability of fire-fighting appliances; and
- .13 the state of completion of the engine-room log.

Performing the engineering watch

59 The officer in charge of the engineering watch shall ensure that the established watchkeeping arrangements are maintained and that, under direction, engine-room ratings, if forming part of the engineering watch, assist in the safe and efficient operation of the propulsion machinery and auxiliary equipment.

60 The officer in charge of the engineering watch shall continue to be responsible for machinery-space operations, despite the presence of the chief engineer officer in the machinery spaces, until specifically informed that the chief engineer officer has assumed that responsibility and this is mutually understood.

61 All members of the engineering watch shall be familiar with their assigned watchkeeping duties. In addition, every member shall, with respect to the ship they are serving in, have knowledge of:

- .1 the use of appropriate internal communication systems;
- .2 the escape routes from machinery spaces;
- .3 the engine-room alarm systems and be able to distinguish between the various alarms, with special reference to the fire-extinguishing media alarm; and
- .4 the number, location and types of fire-fighting equipment and damage-control gear in the machinery spaces, together with their use and the various safety precautions to be observed.

62 Any machinery not functioning properly, expected to malfunction or requiring special service shall be noted along with any action already taken. Plans shall be made for any further action if required.

63 When the machinery spaces are in the manned condition, the officer in charge of the engineering watch shall at all times be readily capable of operating the propulsion equipment in response to needs for changes in direction or speed.

64 When the machinery spaces are in the periodic unmanned condition, the designated duty officer in charge of the engineering watch shall be immediately available and on call to attend the machinery spaces.

65 All bridge orders shall be promptly executed. Changes in direction or speed of the main propulsion units shall be recorded, except where an Administration has determined that the size or characteristics of a particular ship make such recording impracticable. The officer in charge of the engineering watch shall ensure that the main propulsion unit controls, when in the manual mode of operation, are continuously attended under stand-by or manoeuvring conditions.

66 Due attention shall be paid to the ongoing maintenance and support of all machinery, including mechanical, electrical, electronic, hydraulic and pneumatic systems, their control apparatus and associated safety equipment, all accommodation service systems equipment and the recording of stores and spare gear usage.

67 The chief engineer officer shall ensure that the officer in charge of the engineering watch is informed of all preventive maintenance, damage control, or repair operations to be performed during the engineering watch. The officer in charge of the engineering watch shall be responsible for the isolation, bypassing and adjustment of all machinery under the responsibility of the engineering watch that is to be worked on, and shall record all work carried out.

68 When the engine-room is put in a stand-by condition, the officer in charge of the engineering watch shall ensure that all machinery and equipment which may be used during manoeuvring is in a state of immediate readiness and that an adequate reserve of power is available for steering gear and other requirements.

69 Officers in charge of an engineering watch shall not be assigned or undertake any duties which would interfere with their supervisory duties in respect of the main propulsion system and ancillary equipment. They shall keep the main propulsion plant and auxiliary systems under constant supervision until properly relieved, and shall periodically inspect the machinery in their charge. They shall also ensure that adequate rounds of the machinery and steering-gear spaces are made for the purpose of observing and reporting equipment malfunctions or breakdowns, performing or directing routine adjustments, required upkeep and any other necessary tasks.

70 Officers in charge of an engineering watch shall direct any other member of the engineering watch to inform them of potentially hazardous conditions which may adversely affect the machinery or jeopardize the safety of life or of the ship.

71 The officer in charge of the engineering watch shall ensure that the machinery space watch is supervised, and shall arrange for substitute personnel in the event of the incapacity of any engineering watch personnel. The engineering watch shall not leave the machinery spaces unsupervised in a manner that would prevent the manual operation of the engine-room plant or throttles.

72 The officer in charge of the engineering watch shall take the action necessary to contain the effects of damage resulting from equipment breakdown, fire, flooding, rupture, collision, stranding, or other cause.

73 Before going off duty, the officer in charge of the engineering watch shall ensure that all events related to the main and auxiliary machinery which have occurred during the engineering watch are suitably recorded.

74 The officer in charge of the engineering watch shall cooperate with any engineer in charge of maintenance work during all preventive maintenance, damage control or repairs. This shall include, but not necessarily be limited to:

- .1 isolating and bypassing machinery to be worked on;
- .2 adjusting the remaining plant to function adequately and safely during

the maintenance period;

- .3 recording, in the engine-room log or other suitable document, the equipment worked on and the personnel involved, and which safety steps have been taken and by whom, for the benefit of relieving officers and for record purposes; and
- .4 testing and putting into service, when necessary, the repaired machinery or equipment.

75 The officer in charge of the engineering watch shall ensure that any engine-room ratings who perform maintenance duties are available to assist in the manual operation of machinery in the event of automatic equipment failure.

76 The officer in charge of the engineering watch shall bear in mind that changes in speed, resulting from machinery malfunction, or any loss of steering may imperil the safety of the ship and life at sea. The bridge shall be immediately notified in the event of fire and of any impending action in machinery spaces that may cause reduction in the ship's speed, imminent steering failure, stoppage of the ship's propulsion system or any alteration in the generation of electric power or similar threat to safety. This notification, where possible, shall be accomplished before changes are made, in order to afford the bridge the maximum available time to take whatever action is possible to avoid a potential marine casualty.

77 The officer in charge of the engineering watch shall notify the chief engineer officer without delay:

- .1 when engine damage or a malfunction occurs which may be such as to endanger the safe operation of the ship;
- .2 when any malfunction occurs which, it is believed, may cause damage or breakdown of propulsion machinery, auxiliary machinery or monitoring and governing systems; and
- .3 in any emergency or if in any doubt as to what decision or measures to take.

78 Despite the requirement to notify the chief engineer officer in the foregoing circumstances, the officer in charge of the engineering watch shall not hesitate to take immediate action for the safety of the ship, its machinery and crew where circumstances require.

79 The officer in charge of the engineering watch shall give the watchkeeping personnel all appropriate instructions and information which will ensure the keeping of a safe engineering watch. Routine machinery upkeep, performed as incidental tasks as a part of keeping a safe watch, shall be set up as an integral part of the watch routine. Detailed repair maintenance involving repairs to electrical, mechanical, hydraulic, pneumatic or applicable electronic equipment throughout the ship shall be performed with the cognizance of the officer in charge of the engineering watch and chief engineer officer. These repairs shall be recorded.

Engineering watchkeeping under different conditions and in different areas

Restricted visibility

80 The officer in charge of the engineering watch shall ensure that permanent air or steam pressure is available for sound signals and that at all times bridge orders relating to changes in speed or direction of operation are immediately implemented and, in addition, that auxiliary machinery used for manoeuvring is readily available.

Coastal and congested waters

81 The officer in charge of the engineering watch shall ensure that all machinery involved with the manoeuvring of the ship can immediately be placed in the manual mode of operation when notified that the ship is in congested waters. The officer in charge of the engineering watch shall also ensure that an adequate reserve of power is available for steering and other manoeuvring requirements. Emergency steering and other auxiliary equipment shall be ready for immediate operation.

Ship at anchor

82 At an unsheltered anchorage the chief engineer officer shall consult with the master whether or not to maintain the same engineering watch as when under way.

83 When a ship is at anchor in an open roadstead or any other virtually “at-sea” condition, the engineer officer in charge of the engineering watch shall ensure that:

- .1 an efficient engineering watch is kept;
- .2 periodic inspection is made of all operating and stand-by machinery;
- .3 main and auxiliary machinery is maintained in a state of readiness in accordance with orders from the bridge;
- .4 measures are taken to protect the environment from pollution by the ship, and that applicable pollution-prevention regulations are complied with; and
- .5 all damage-control and fire-fighting systems are in readiness.

Part 4-3 – Principles to be observed in keeping a radio watch

General provisions

84 Administrations shall direct the attention of companies, masters and radio watchkeeping personnel to comply with the following provisions to ensure that an adequate safety radio watch is maintained while a ship is at sea. In complying with this Code, account shall be taken of the Radio Regulations.

Watch arrangements

85 In deciding the arrangements for the radio watch, the master of every seagoing ship shall:

- .1 ensure that the radio watch is maintained in accordance with the relevant provisions of the Radio Regulations and the SOLAS Convention;
- .2 ensure that the primary duties for radio watchkeeping are not adversely affected by attending to radio traffic not relevant to the safe movement of the ship and safety of navigation; and
- .3 take into account the radio equipment fitted on board and its operational status.

Performing the radio watch

86 The radio operator performing radio watchkeeping duties shall:

- .1 ensure that watch is maintained on the frequencies specified in the Radio Regulations and the SOLAS Convention; and
- .2 while on duty, regularly check the operation of the radio equipment and its sources of energy and report to the master any observed failure of this equipment.

87 The requirements of the Radio Regulations and the SOLAS Convention on keeping a radiotelegraph or radio log, as appropriate, shall be complied with.

88 The maintenance of radio records, in compliance with the requirements of the Radio Regulations and the SOLAS Convention, is the responsibility of the radio operator designated as having primary responsibility for radiocommunications during distress incidents. The following shall be recorded, together with the times at which they occur:

- .1 a summary of distress, urgency and safety radiocommunications;
- .2 important incidents relating to the radio service;
- .3 where appropriate, the position of the ship at least once per day; and
- .4 a summary of the condition of the radio equipment, including its sources of energy.

89 The radio records shall be kept at the distress communications operating position, and shall be made available:

- .1 for inspection by the master; and
- .2 for inspection by any authorized official of the Administration and by any

duly authorized officer exercising control under article X of the Convention.

PART 5 – WATCHKEEPING IN PORT

Principles applying to all watchkeeping General

90 On any ship safely moored or safely at anchor under normal circumstances in port, the master shall arrange for an appropriate and effective watch to be maintained for the purpose of safety. Special requirements may be necessary for special types of ships' propulsion systems or ancillary equipment and for ships carrying hazardous, dangerous, toxic or highly flammable materials or other special types of cargo.

Watch arrangements

91 Arrangements for keeping a deck watch when the ship is in port shall at all times be adequate to:

- .1 ensure the safety of life, of the ship, the port and the environment, and the safe operation of all machinery related to cargo operation;
- .2 observe international, national and local rules; and
- .3 maintain order and the normal routine of the ship.

92 The master shall decide the composition and duration of the deck watch depending on the conditions of mooring, type of the ship and character of duties.

93 If the master considers it necessary, a qualified officer shall be in charge of the deck watch.

94 The necessary equipment shall be so arranged as to provide for efficient watchkeeping.

95 The chief engineer officer, in consultation with the master, shall ensure that engineering watchkeeping arrangements are adequate to maintain a safe engineering watch while in port. When deciding the composition of the engineering watch, which may include appropriate engine-room ratings, the following points are among those to be taken into account:

- .1 on all ships of 3,000 kW propulsion power and over there shall always be an officer in charge of the engineering watch;
- .2 on ships of less than 3,000 kW propulsion power there may be, at the master's discretion and in consultation with the chief engineer officer, no officer in charge of the engineering watch; and
- .3 officers, while in charge of an engineering watch, shall not be assigned or undertake any task or duty which would interfere with their supervisory duty in respect of the ship's machinery system.

Taking over the watch

96 Officers in charge of the deck or engineering watch shall not hand over the watch to their relieving officer if they have any reason to believe that the latter is obviously not capable of carrying out watchkeeping duties effectively, in which case the master or chief engineer shall be notified accordingly. Relieving officers of the deck or engineering watch shall ensure that all members of their watch are apparently fully capable of performing their duties effectively.

97 If, at the moment of handing over the deck or engineering watch, an important operation is being performed, it shall be concluded by the officer being relieved, except when ordered otherwise by the master or chief engineer officer.

Part 5-1 – Taking over the deck watch

98 Prior to taking over the deck watch, the relieving officer shall be informed by the officer in charge of the deck watch as to the following:

- .1 the depth of the water at the berth, the ship's draught, the level and time of high and low waters; the securing of the moorings, the arrangement of anchors and the scope of the anchor chain, and other mooring features important to the safety of the ship; the state of main engines and their availability for emergency use;
- .2 all work to be performed on board the ship; the nature, amount and disposition of cargo loaded or remaining, and any residue on board after unloading the ship;
- .3 the level of water in bilges and ballast tanks;
- .4 the signals or lights being exhibited or sounded;
- .5 the number of crew members required to be on board and the presence of any other persons on board;
- .6 the state of fire-fighting appliances;
- .7 any special port regulations;
- .8 the master's standing and special orders;
- .9 the lines of communication available between the ship and shore personnel, including port authorities, in the event of an emergency arising or assistance being required;
- .10 any other circumstances of importance to the safety of the ship, its crew, cargo or protection of the environment from pollution; and
- .11 the procedures for notifying the appropriate authority of any environmental pollution resulting from ship activities.

99 Relieving officers, before assuming charge of the deck watch, shall verify that:

- .1 the securing of moorings and anchor chain is adequate;
- .2 the appropriate signals or lights are properly exhibited or sounded;
- .3 safety measures and fire-protection regulations are being maintained;
- .4 they are aware of the nature of any hazardous or dangerous cargo being loaded or discharged and the appropriate action to be taken in the event of any spillage or fire; and
- .5 no external conditions or circumstances imperil the ship and that it does not imperil others.

Part 5-2 – Taking over the engineering watch

100 Prior to taking over the engineering watch, the relieving officer shall be informed by the officer in charge of the engineering watch as to:

- .1 the standing orders of the day, any special orders relating to the ship operations, maintenance functions, repairs to the ship's machinery or control equipment;
- .2 the nature of all work being performed on machinery and systems on board ship, personnel involved and potential hazards;
- .3 the level and condition, where applicable, of water or residue in bilges, ballast tanks, slop tanks, sewage tanks, reserve tanks and special requirements for the use or disposal of the contents thereof;
- .4 any special requirements relating to sanitary system disposals;
- .5 the condition and state of readiness of portable fire-extinguishing equipment and fixed fire-extinguishing installations and fire-detection systems;
- .6 authorized repair personnel on board engaged in engineering activities, their work locations and repair functions and other authorized persons on board and the required crew;
- .7 any port regulations pertaining to ship effluents, fire-fighting requirements and ship readiness, particularly during potential bad weather conditions;
- .8 the lines of communication available between the ship and shore personnel, including port authorities, in the event of an emergency arising or assistance being required;
- .9 any other circumstance of importance to the safety of the ship, its crew, cargo or the protection of the environment from pollution; and
- .10 the procedures for notifying the appropriate authority of environmental pollution resulting from engineering activities.

101 Relieving officers, before assuming charge of the engineering watch, shall satisfy themselves that they are fully informed by the officer being relieved, as outlined above; and:

- .1 be familiar with existing and potential sources of power, heat and lighting and their distribution;
- .2 know the availability and condition of ship's fuel, lubricants and all water supplies; and
- .3 be ready to prepare the ship and its machinery, as far as is possible, for stand-by or emergency conditions as required.

Part 5-3 – Performing the deck watch

102 The officer in charge of the deck watch shall:

- .1 make rounds to inspect the ship at appropriate intervals;
- .2 pay particular attention to:
 - .2.1 the condition and securing of the gangway, anchor chain and moorings, especially at the turn of the tide and in berths with a large rise and fall, if necessary, taking measures to ensure that they are in normal working condition;
 - .2.2 the draught, under-keel clearance and the general state of the ship, to avoid dangerous listing or trim during cargo handling or ballasting;
 - .2.3 the weather and sea state;
 - .2.4 the observance of all regulations concerning safety and fire protection;
 - .2.5 the water level in bilges and tanks;
 - .2.6 all persons on board and their location, especially those in remote or enclosed spaces; and
 - .2.7 the exhibition and sounding, where appropriate, of lights and signals;
- .3 in bad weather, or on receiving a storm warning, take the necessary measures to protect the ship, persons on board and cargo;
- .4 take every precaution to prevent pollution of the environment by the ship;
- .5 in an emergency threatening the safety of the ship, raise the alarm, inform the master, take all possible measures to prevent any damage to the ship, its cargo and persons on board, and, if necessary, request assistance from the shore authorities or neighbouring ships;

- .6 be aware of the ship's stability condition so that, in the event of fire, the shore fire-fighting authority may be advised of the approximate quantity of water that can be pumped on board without endangering the ship;
- .7 offer assistance to ships or persons in distress;
- .8 take necessary precautions to prevent accidents or damage when propellers are to be turned; and
- .9 enter, in the appropriate log-book, all important events affecting the ship.

Part 5-4 – Performing the engineering watch

103 Officers in charge of the engineering watch shall pay particular attention to:

- .1 the observance of all orders, special operating procedures and regulations concerning hazardous conditions and their prevention in all areas in their charge;
- .2 the instrumentation and control systems, monitoring of all power supplies, components and systems in operation;
- .3 the techniques, methods and procedures necessary to prevent violation of the pollution regulations of the local authorities; and
- .4 the state of the bilges.

104 Officers in charge of the engineering watch shall:

- .1 in emergencies, raise the alarm when, in their opinion, the situation so demands, and take all possible measures to prevent damage to the ship, persons on board and cargo;
- .2 be aware of the deck officer's needs relating to the equipment required in the loading or unloading of the cargo and the additional requirements of the ballast and other ship stability control systems;
- .3 make frequent rounds of inspection to determine possible equipment malfunction or failure, and take immediate remedial action to ensure the safety of the ship, of cargo operations, of the port and the environment;
- .4 ensure that the necessary precautions are taken, within their area of responsibility, to prevent accidents or damage to the various electrical, electronic, hydraulic, pneumatic and mechanical systems of the ship; and
- .5 ensure that all important events affecting the operation, adjustment or repair of the ship's machinery are satisfactorily recorded.

Part 5-5 – Watch in port on ships carrying hazardous cargo

General

105 The master of every ship carrying cargo that is hazardous, whether explosive, flammable, toxic, health-threatening or environment-polluting, shall ensure that safe watchkeeping arrangements are maintained. On ships carrying hazardous cargo in bulk, this will be achieved by the ready availability on board of a duly qualified officer or officers, and ratings where appropriate, even when the ship is safely moored or safely at anchor in port.

106 On ships carrying hazardous cargo other than in bulk, the master shall take full account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions on board, afloat and ashore.

Part 5-6 – Cargo watch

107 Officers with responsibility for the planning and conduct of cargo operations shall ensure that such operations are conducted safely through the control of the specific risks, including when non-ship's personnel are involved.”

2 The part B of the Seafarers' Training, Certification and Watchkeeping (STCW) Code is replaced by the following:

“PART B

Recommended guidance regarding provisions of the STCW Convention and its annex

Introduction

1 This part of the STCW Code contains recommended guidance intended to assist Parties to the STCW Convention and those involved in implementing, applying or enforcing its measures to give the Convention full and complete effect in a uniform manner.

2 The measures suggested are not mandatory and the examples given are only intended to illustrate how certain Convention requirements may be complied with. However, the recommendations in general represent an approach to the matters concerned which has been harmonized through discussion within IMO involving, where appropriate, consultation with the International Labour Organization, the International Telecommunication Union and the World Health Organization.

3 Observance of the recommendations contained in this part will assist the Organization in achieving its goal of maintaining the highest practicable standards of competence in respect of crews of all nationalities and ships of all flags.

4 Guidance is provided in this part in respect of certain articles of the Convention, in addition to guidance on certain regulations in its annex. The numbering of the sections of this part therefore corresponds with that of the articles and the regulations of the Convention. As in part A, the text of each section may be divided into numbered parts and paragraphs, but such numbering is unique to that text alone.

GUIDANCE REGARDING PROVISIONS OF THE ARTICLES Section B-I

Guidance regarding general obligations under the Convention

(No provisions)

Section B-II

Guidance regarding definitions and clarifications

1 The definitions contained in article II of the Convention, and the definitions and clarifications contained in regulation I/1 of its annex, apply equally to the terms used in parts A and B of this Code. Supplementary definitions which apply only to the provisions of this Code are contained in section A-I/1.

2 The definition of *certificate* appearing in article II (c) provides for three possibilities:

- .1 the Administration may issue the certificate;
- .2 the Administration may have the certificate issued under its authority; or
- .3 the Administration may recognize a certificate issued by another Party, as provided for in regulation I/10.

Section B-III

Guidance regarding the application of the Convention

1 While the definition of *fishing vessel* contained in article II, paragraph (h) excludes vessels used for catching fish, whales, seals, walrus or other living resources of the sea from application of the Convention, vessels not engaged in the catching activity cannot enjoy such exclusion.

2 The Convention excludes all wooden ships of primitive build, including junks.

Section B-IV

Guidance regarding the communication of information

1 In paragraph (1)(b) of article IV, the words “where appropriate” are intended to include:

- .1 the recognition of a certificate issued by another Party; or
- .2 the issue of the Administration’s own certificate, where applicable, on the basis of recognition of a certificate issued by another Party.

Section B-V

Guidance regarding other treaties and interpretation

The word “arrangements” in paragraph (1) of article V is intended to include provisions previously established between States for the reciprocal recognition of certificates.

Section B-VI*Guidance regarding certificates*

See the guidance given in sections B-I/2 and B-II.

A policy statement and an outline of the procedures to be followed should be published for the information of companies operating ships under the flag of the Administration.

Section B-VII*Guidance regarding transitional provisions*

Certificates issued for service in one capacity which are currently recognized by a Party as an adequate qualification for service in another capacity, e.g., chief mate certificates recognized for service as master, should continue to be accepted as valid for such service under article VII. This acceptance also applies to such certificates issued under the provisions of paragraph (2) of article VII.

Section B-VIII*Guidance regarding dispensations*

A policy statement and an outline of the procedures to be followed should be published for the information of companies operating ships under the flag of the Administration. Guidance should be provided to those officials authorized by the Administration to issue dispensations. Information on action taken should be summarized in the initial report communicated to the Secretary-General in accordance with the requirements of section A-I/7.

Section B-IX*Guidance regarding equivalents*

Naval certificates may continue to be accepted and certificates of service may continue to be issued to naval officers as equivalents under article IX, provided that the requirements of the Convention are met.

Section B-X*Guidance regarding control*

(No provisions – see section B-I/4.)

Section B-XI*Guidance regarding the promotion of technical co-operation*

1 Governments should provide, or arrange to provide, in collaboration with IMO, assistance to States which have difficulty in meeting the requirements of the Convention and which request such assistance.

2 The importance of adequate training for masters and other personnel serving on board oil, chemical and liquefied gas tankers and ro-ro passenger ships is stressed, and it is recognized that in some cases there may be limited facilities for obtaining the required experience and providing specialized training programmes, particularly in developing countries.

Examination database

3 Parties with maritime training academies or examination centres serving several countries and wishing to establish a database of examination questions and answers are encouraged to do so, on the basis of bilateral co-operation with a country or countries which

already have such a database.

Availability of maritime training simulators

4 The IMO Secretariat maintains a list of maritime training simulators, as a source of information for Parties and others on the availability of different types of simulators for training seafarers, in particular where such training facilities may not be available to them nationally.

5 Parties are urged to provide information on their national maritime training simulators to the IMO Secretariat and to update the information whenever any change or addition is made to their maritime training simulator facilities.

Information on technical co-operation

6 Information on technical advisory services, access to international training institutions affiliated with IMO, and information on fellowships and other technical co-operation which may be provided by or through IMO may be obtained by contacting the Secretary-General at 4 Albert Embankment, London SE1 7SR, United Kingdom.

(No guidance is provided regarding articles XII to XVII.)

GUIDANCE REGARDING PROVISIONS OF THE ANNEX TO THE STCW CONVENTION

CHAPTER I

Guidance regarding general provisions

Section B-I/1

Guidance regarding definitions and clarifications

1 The definitions contained in article II of the Convention, and the definitions and interpretations contained in regulation I/1 of its annex, apply equally to the terms used in parts A and B of this Code. Supplementary definitions which apply only to the provisions of this Code are contained in section A-I/1.

2 Officers with capacities covered under the provisions of chapter VII may be designated as “polyvalent officer”, “dual-purpose officer” or other designations as approved by the Administration, in accordance with the terminology used in the applicable safe manning requirements.

3 Ratings qualified to serve in capacities covered under the provisions of chapter VII may be designated as “polyvalent ratings” or other designations as approved by the Administration, in accordance with the terminology used in the applicable safe manning requirements.

Section B-I/2

Guidance regarding certificates and endorsements

1 Where an endorsement is integrated in the format of a certificate as provided by section A-I/2, paragraph 1, the relevant information should be inserted in the certificate in the manner explained hereunder, except for the omission of the space numbered .2. Otherwise, in preparing endorsements attesting the issue of a certificate, the spaces numbered .1 to .17 in the form which follows the text hereunder should be completed as follows:

.1 Enter the name of the issuing State.

- .2 Enter the number assigned to the certificate by the Administration.
- .3 Enter the full name of the seafarer to whom the certificate is issued. The name should be the same as that appearing in the seafarer's passport, seafarer's identity certificate and other official documents issued by the Administration.
- .4 The number or numbers of the STCW Convention regulation or regulations under which the seafarer has been found qualified should be entered here, for example:
 - .4.1 "Regulation II/1", if the seafarer has been found qualified to fill the capacity of officer in charge of a navigational watch;
 - .4.2 "Regulation III/1", if the seafarer has been found qualified to act as engineer officer in charge of a watch in a manned engine-room, or as designated duty engineer officer in a periodically unmanned engine-room;
 - .4.3 "Regulation IV/2", if the seafarer has been found qualified to fill the capacity of radio operator;
 - .4.4 "Regulation VII/1", if the certificate is a functional certificate and the seafarer has been found qualified to perform functions specified in part A of the Code, for example, the function of marine engineering at the management level; and
 - .4.5 "Regulations III/1 and V/1", if found qualified to act as the engineer officer in charge of a watch in a manned engine-room, or as designated duty engineer officer in a periodically unmanned engine-room in tankers. (See limitations in paragraphs .8 and .10 below.)
- .5 Enter the date of expiry of the endorsement. This date should not be later than the date of expiry, if any, of the certificate in respect of which the endorsement is issued, nor later than five years after the date of issue of the endorsement.
- .6 In this column should be entered each of the functions specified in part A of the Code which the seafarer is qualified to perform. Functions and their associated levels of responsibility are specified in the tables of competence set out in chapters II, III and IV of part A of the Code, and are also listed for convenient reference in the introduction to part A. When reference is made under .4 above to regulations in chapter II, III or IV it is not necessary to list specific functions.
- .7 In this column should be entered the levels of responsibility at which the seafarer is qualified to perform each of the functions entered in column .6. These levels are specified in the tables of competence set out in chapters II, III and IV of part A of the Code, and are also listed, for convenient reference, in the introduction to part A.

- .8 A general limitation, such as the requirement to wear corrective lenses when performing duties, should be entered prominently at the top of this limitations column. Limitations applying to the functions listed in column .6 should be entered on the appropriate line against the function concerned, for example:
- .8.1 “Not valid for service in tankers” – if not qualified under chapter V;
 - .8.2 “Not valid for service in tankers other than oil tankers” – if qualified under chapter V for service only in oil tankers;
 - .8.3 “Not valid for service in ships in which steam boilers form part of the ship’s machinery” – if the related knowledge has been omitted in accordance with STCW Code provisions; and
 - .8.4 “Valid only on near-coastal voyages” – if the related knowledge has been omitted in accordance with STCW Code provisions.
- Note:* Tonnage and power limitations need not be shown here if they are already indicated in the title of the certificate and in the capacity entered in column .9.
- .9 The capacity or capacities entered in this column should be those specified in the title to the STCW regulation or regulations concerned in the case of certificates issued under chapter II or III, or should be as specified in the applicable safe manning requirements of the Administration, as appropriate.
- .10 A general limitation, such as the requirement to wear corrective lenses when performing duties, should be entered prominently at the top of this limitations column also. The limitations entered in column .10 should be the same as those shown in column .8 for the functions performed in each capacity entered.
- .11 The number entered in this space should be that of the certificate, so that both certificate and endorsement have the same unique number for reference and for location in the register of certificates and/or endorsements, etc.
- .12 The date of original issue of the endorsement should be entered here; it may be the same as, or differ from, the date of issue of the certificate, in accordance with the circumstances.
- .13 The name of the official authorized to issue the endorsement should be shown here in block letters below the official’s signature.
- .14 The date of birth shown should be the date confirmed from Administration records or as otherwise verified.
- .15 The endorsement should be signed by the seafarer in the presence of an official, or may be incorporated from the seafarer’s application form duly completed and verified.

- .16 The photograph should be a standard black and white or colour passport-type head and shoulders photograph, supplied in duplicate by the seafarer so that one may be kept in or associated with the register of certificates.
- .17 If the blocks for revalidation are shown as part of the endorsement form (see section A-I/2, paragraph 1), the Administration may revalidate the endorsement by completing the block after the seafarer has demonstrated continuing proficiency as required by regulation I/11.

(Official Seal)

(COUNTRY)

**ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE
PROVISIONS OF THE INTERNATIONAL CONVENTION
ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR
SEAFARERS, 1978, AS AMENDED**

The Government of1 certifies that Certificate No.2 has been issued to3 who has been found duly qualified in accordance with the provisions of regulation4 of the above Convention, as amended, and has been found competent to perform the following functions, at the levels specified, subject to any limitations indicated until5 or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf:

.6 FUNCTION	.7 LEVEL	.8 LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

.9 CAPACITY	.10 LIMITATIONS APPLYING (IF ANY)

Endorsement No 11 issued on 12

(Official Seal)

.....

Signature of the duly authorized official

..... 13

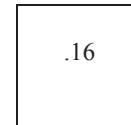
Name of the duly authorized official

The original of this endorsement must be kept available in accordance with regulation I/2, paragraph 11 of the Convention while its holder is serving on a ship.

Date of birth of the holder of the certificate: 14

Signature of the holder of the certificate: 15

Photograph of the holder of the certificate:



The validity of this endorsement is hereby extended until:

(Official seal)

.....

Signature of the duly authorised official

Date of revalidation 17

.....

Name of the duly authorised official

The validity of this endorsement is hereby extended until:

(Official seal)

.....

Signature of the duly authorised official

Date of revalidation 17

.....

Name of the duly authorised official

2 An endorsement attesting the recognition of a certificate may be attached to and form part of the certificate endorsed, or may be issued as a separate document (see STCW regulation I/2, paragraph 8). All entries made in the form are required to be in Roman characters and Arabic figures (see STCW regulation I/2, paragraph 10). The spaces numbered .1 to .17 in the form which follows the text hereunder are intended to be completed as indicated in paragraph 1 above, except in respect of the following spaces:

- .2 where the number assigned by the Party which issued the certificate being recognized should be entered;
- .3 where the name entered should be the same as that appearing in the certificate being recognized;
- .4 where the name of the Party which issued the certificate being recognized should be entered;

- .9 where the capacity or capacities entered should be selected, as appropriate, from those specified in the safe applicable manning requirements of the Administration which is recognizing the certificate;
- .11 where the number entered should be unique to the endorsement both for reference and for location in the register of endorsements; and
- .12 where the date of original issue of the endorsement should be entered.

(Official Seal)

(COUNTRY)

ENDORSEMENT ATTESTING THE RECOGNITION OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED

The Government of 1 certifies that Certificate No. 2 issued to 3 by or on behalf of the Government of 4 is duly recognized in accordance with the provisions of regulation I/10 of the above Convention, as amended, and the lawful holder is authorized to perform the following functions, at the levels specified, subject to any limitations indicated until 5 or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf:

.6 FUNCTION	.7 LEVEL	.8 LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

.9 CAPACITY	.10 LIMITATIONS APPLYING (IF ANY)

Endorsement No 11 issued on 12

(Official Seal)

.....
Signature of duly authorized official

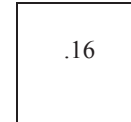
..... 13
Name of duly authorized official

The original of this endorsement must be kept available in accordance with regulation I/2, paragraph 11 of the Convention while its holder is serving on a ship.

Date of birth of the holder of the certificate: 14

Signature of the holder of the certificate: 15

Photograph of the holder of the certificate:



The validity of this endorsement is hereby extended until:

(Official seal)

.....

Signature of the duly authorised official

Date of revalidation 17

.....

Name of the duly authorised official

The validity of this endorsement is hereby extended until:

(Official seal)

.....

Signature of the duly authorised official

Date of revalidation 17

.....

Name of the duly authorised official

3 When replacing a certificate or endorsement which has been lost or destroyed, Parties should issue the replacement under a new number, to avoid confusion with the document to be replaced.

4 If an application for revalidation is made within six months before the expiry of an endorsement, the endorsement referred to in paragraphs 5, 6 and 7 of regulation I/2 may be revalidated until:

.1 the fifth anniversary of the date of validity, or extension of the validity, of the endorsement; or

.2 the date the certificate endorsed expires, whichever is earlier.

5 Where a Certificate of Proficiency is issued, it should contain at least the following information:

.1 names of the issuing Party and authority;

.2 number assigned to the certificate by the issuing authority;

- .3 full name and date of birth of the seafarer to whom the certificate is issued.
The name and birthdate should be the same as that appearing in the seafarer's passport or seafarer's identification document;
- .4 title of the certificate. For example, if the certificate is issued in relation to regulation VI/3, paragraph 2, the title used should be "advanced fire fighting" and if it is issued in relation to regulation VI/5, paragraph 1, the title used should be "ship security officer";
- .5 number, or numbers, of the Convention regulation(s) or of the STCW Code section under which the seafarer has been found qualified;
- .6 dates of issue and expiry of the certificate. If the validity of the certificate is unlimited, then, for the benefit of clarification, the "unlimited" term should be entered in front of the date of expiry;
- .7 if applicable, limitations, either general limitation (such as the requirement to wear corrective lenses), ship's type limitation (such as "valid only for service on ships of GT<500") or, voyage limitation (such as "valid only on near-coastal voyages");
- .8 name and signature of the authorized person who issues the certificate;
- .9 photograph of the seafarer. The photograph should be a standard black and white or colour passport-type head and shoulders photograph;
- .10 if the certificate is intended to be revalidated, then the date of revalidation, extension of the validity, name and signature of the authorized person; and
- .11 the contact details of the issuing Authority.

Table B-I/2

List of certificates or documentary evidence required under the STCW Convention

The list below identifies all certificates or documentary evidence described in the Convention which authorize the holder to serve in certain functions on board ships.

The certificates are subject to the requirements of regulation I/2 regarding language and their availability in original form.

The list also references the relevant regulations and the requirements for endorsement, registration and revalidation.

Regulations	Type of certificate and brief description	Endorsement attesting recognition of a certificate ¹	Registration required ²	Revalidation of certificate ³
II/1, II/2, II/3, III/1, III/2, III/3, III/6, IV/2, VII/2	Certificate of Competency – For masters, officers and GMDSS radio operators	Yes	Yes	Yes
II/4, III/4, VII/2	Certificate of Proficiency – For ratings duly certified to be a part of a navigational or engine-room watch	No	Yes	No
II/5, III/5, III/7, VII/2	Certificate of Proficiency – For ratings duly certified as able seafarer deck, able seafarer engine or electro-technical rating	No	Yes	No
V/1-1, V/1-2	Certificate of Proficiency or endorsement to a Certificate of Competency – For masters and officers on oil, chemical or liquefied gas tankers	Yes	Yes	Yes
V/1-1, V/1-2	Certificate of Proficiency – For ratings on oil, chemical or liquefied gas tankers	No	Yes	No
V/2	Documentary evidence – Training for masters, officers, ratings and other personnel serving on passenger ships	No	No	No ⁴
VI/1	Certificate of Proficiency ⁵ – Basic training	No	Yes	Yes ⁶
VI/2	Certificate of Proficiency ⁵ – Survival craft, rescue boats and fast rescue boats	No	Yes	Yes ⁶
VI/3	Certificate of Proficiency ⁵ – Advanced fire fighting	No	Yes	Yes ⁶
VI/4	Certificate of Proficiency ⁵ – Medical first aid and medical care	No	Yes	No

Regulations	Type of certificate and brief description	Endorsement attesting recognition of a certificate ¹	Registration required ²	Revalidation of certificate ³
VI/5	Certificate of Proficiency – Ship security officer	No	Yes	No
VI/6	Certificate of Proficiency ⁷ – Security awareness training or security training for seafarers with designated security duties	No	Yes	No

Notes:

- 1 *Endorsement attesting recognition of a certificate* means endorsement in accordance with regulation I/2, paragraph 7.
- 2 *Registration required* means as part of register or registers in accordance with regulation I/2, paragraph 14.
- 3 *Revalidation of a certificate* means establishing continued professional competence in accordance with regulation I/11 or maintaining the required standards of competence in accordance with sections A-VI/1 to A-VI/3, as applicable.
- 4 As required by regulation V/2, paragraph 3 seafarers who have completed training in “crowd management”, “crisis management and human behaviour” or “passenger safety, cargo safety and hull integrity” shall at intervals not exceeding five years, undertake appropriate refresher training or to provide evidence of having achieved the required standards of competence within the previous five years.
- 5 The certificates of competency issued in accordance with regulations II/1, II/2, II/3, III/1, III/2, III/3, III/6 and VII/2 include the proficiency requirements in “basic training”, “survival craft and rescue boats other than fast rescue boats”, “advanced fire fighting” and “medical first aid” therefore, holders of mentioned certificates of competency are not required to carry Certificates of Proficiency in respect of those competences of chapter VI.
- 6 In accordance with sections A-VI/1, A-VI/2 and A-VI/3, seafarers shall provide evidence of having maintained the required standards of competence every five years.
- 7 Where security awareness training or training in designated security duties is not included in the qualification for the certificate to be issued.

Section B-I/3*Guidance regarding near-coastal voyages*

Coastal States may adopt regional “near-coastal voyage limits” through bilateral or multilateral arrangements. Details of such arrangements shall be reported to the Secretary-General, who shall circulate such particulars to all Parties.

Section B-I/4*Guidance regarding control procedures***Introduction**

1 The purpose of the control procedures of regulation I/4 is to enable officers duly authorized by port States to ensure that the seafarers on board have sufficient competence to ensure safe, secure and pollution-free operation of the ship.

2 This provision is no different in principle from the need to make checks on ships’ structures and equipment. Indeed, it builds on these inspections to make an appraisal of the total system of onboard safety, security and pollution prevention.

Assessment

3 By restricting assessment as indicated in section A-I/4, the subjectivity which is an unavoidable element in all control procedures is reduced to a minimum, no more than would be evident in other types of control inspection.

4 The clear grounds given in regulation I/4, paragraph 1.3 will usually be sufficient to direct the inspector's attention to specific areas of competency, which could then be followed up by seeking evidence of training in the skills in question. If this evidence is inadequate or unconvincing, the authorized officer may ask to observe a demonstration of the relevant skill.

5 It will be a matter for the professional judgement of the inspector when on board, either following an incident as outlined in regulation I/4 or for the purposes of a routine inspection, whether the ship is operated in a manner likely to pose a danger to persons, property or the environment.

Section B-I/5

Guidance regarding national provisions

(No provisions)

Section B-I/6

Guidance regarding training and assessment

Qualifications of instructors and assessors

1 Each Party should ensure that instructors and assessors are appropriately qualified and experienced for the particular types and levels of training or assessment of competence of seafarers, as required under the Convention, in accordance with the guidelines in this section.

In-service training and assessment

2 Any person, on board or ashore, conducting in-service training of a seafarer intended to be used in qualifying for certification under the Convention should have received appropriate guidance in instructional techniques.

3 Any person responsible for the supervision of in-service training of a seafarer intended to be used in qualifying for certification under the Convention should have appropriate knowledge of instructional techniques and of training methods and practice.

4 Any person, on board or ashore, conducting an in-service assessment of the competence of a seafarer intended to be used in qualifying for certification under the Convention should have:

- .1 received appropriate guidance in assessment methods and practice; and
- .2 gained practical assessment experience under the supervision and to the satisfaction of an experienced assessor.

5 Any person responsible for the supervision of the in-service assessment of competence of a seafarer intended to be used in qualifying for certification under the Convention should have a full understanding of the assessment system, assessment methods and practice.

Use of distance learning and e-learning

6 Parties may allow the training of seafarers by distance learning and e-learning in accordance with the standards of training and assessment set out in section A-I/6 and the guidance given below.

Guidance for training by distance learning and e-learning

7 Each Party should ensure that any distance learning and e-learning programme:

- .1 is provided by an entity that is approved by the Party;
- .2 is suitable for the selected objectives and training tasks to meet the competence level for the subject covered;
- .3 has clear and unambiguous instructions for the trainees to understand how the programme operates;
- .4 provides learning outcomes that meet all the requirements to provide the underpinning knowledge and proficiency of the subject;
- .5 is structured in a way that enables the trainee to systematically reflect on what has been learnt through both self assessment and tutor-marked assignments; and
- .6 provides professional tutorial support through telephone, facsimile or e-mail communications.

8 Companies should ensure that a safe learning environment is provided and that there has been sufficient time provided to enable the trainee to study.

9 Where e-learning is provided, common information formats such as XML (Extensible Markup Language), which is a flexible way to share both the format and the data on the World Wide Web, intranets, and elsewhere, should be used.

10 The e-learning system should be secured from tampering and attempts to hack into the system.

Guidance for assessing a trainee's progress and achievements by training by distance learning and e-learning

11 Each Party should ensure that approved assessment procedures are provided for any distance learning and e-learning programme, including:

- .1 clear information to the trainees on the way that tests and examinations are conducted and how the results are communicated;
- .2 have test questions that are comprehensive and will adequately assess a trainee's competence and are appropriate to the level being examined;

- .3 procedures in place to ensure questions are kept up to date;
- .4 the conditions where the examinations can take place and the procedures for invigilation to be conducted;
- .5 secure procedures for the examination system so that it will prevent cheating;
and
- .6 secure validation procedures to record results for the benefit of the Party.

Register of approved training providers, courses and programmes

12 Each Party should ensure that a register or registers of approved training providers, courses and programmes are maintained and made available to companies and other Parties on request.

Section B-I/7

Guidance regarding communication of information

Reports of difficulties encountered

1 Parties are encouraged, when communicating information in accordance with article IV and regulation I/7 of the Convention, to include an index specifically locating the required information as follows:

Index of materials submitted in accordance with article IV and regulation I/7 of the STCW Convention

Article IV of the STCW Convention Location

- 1 Text of laws, decrees, orders, regulations and instruments
(article IV(1)(a))
- 2 Details on study courses
(article IV(1)(b))
- 3 National examination and other requirements
(article IV(1)(b))
- 4 Specimen certificates
(article IV(1)(c))

Section A-I/7 part 1 of the STCW Code Location

- 5 Information on Governmental organization
(section A-I/7, paragraph 2.1)
- 6 Explanation of legal and administrative measures
(section A-I/7, paragraph 2.2)
- 7 Statement of the education, training, examination, assessment and certification policies
(section A-I/7, paragraph 2.3)

- 8 Summary of the courses, training programmes, examinations and assessments by certificate (section A-I/7, paragraph 2.4)
- 9 Outline of the procedures and conditions for authorizations, accreditations and approvals (section A-I/7, paragraph 2.5)
- 10 List of authorizations, accreditations and approvals granted (section A-I/7, paragraph 2.5)
- 11 Summary of procedures for dispensations (section A-I/7, paragraph 2.6)
- 12 Comparison carried out pursuant to regulation I/11 (section A-I/7, paragraph 2.7)
- 13 Outline of refresher and upgrading training mandated (section A-I/7, paragraph 2.7)

Section A-I/7, part 2, paragraph 3 of the STCW Code Location

- 14 Description of equivalency arrangements adopted pursuant to article IX (section A-I/7, paragraph 3.1)
- 15 Summary of measures taken to ensure compliance with regulation I/10 (section A-I/7, paragraph 3.2)
- 16 Specimen copy of safe manning documents issued to ships employing seafarers holding alternative certificates under regulation VII/1 (section A-I/7, paragraph 3.3)

Section A-I/7, part 2, paragraph 4 of the STCW Code Location

- 17 Report of results of independent evaluations carried out pursuant to regulation I/8 covering:
 - .1 Terms of reference of evaluators for the independent evaluation
 - .2 Qualifications and experience of evaluators
 - .3 Date and scope of evaluation
 - .4 Non-conformities found
 - .5 Corrective measures recommended

- .6 Corrective measures carried out
- .7 List of training institutions/centres covered by the independent evaluation

Section A-I/7, part 2, paragraph 6 of the STCW Code Location

- 18 Explanation of legal and administrative measures
(section A-I/7, paragraph 6.1)
- 19 Statement of the education, training, examination, assessment and certification policies
(section A-I/7, paragraph 6.2)
- 20 Summary of the courses, training programmes, examinations and assessments by certificate
(section A-I/7, paragraph 6.3)
- 21 Outline of refresher and upgrading training mandated
(section A-I/7, paragraph 6.4)
- 22 Comparison carried out pursuant to regulation I/11 (section A-I/7, paragraph 6.5)

2 Parties are requested to include, in the reports required by regulation I/7, an indication of any relevant guidance contained in part B of this Code, the observance of which has been found to be impracticable.

Section B-I/8

Guidance regarding quality standards

1 In applying quality standards under the provisions of regulation I/8 and section A-I/8 to the administration of its certification system, each Party should take account of existing national or international models, and incorporate the following key elements:

- .1 an expressed policy regarding quality and the means by which such policy is to be implemented;
- .2 a quality system incorporating the organizational structure, responsibilities, procedures, processes and resources necessary for quality management;
- .3 the operational techniques and activities to ensure quality control;
- .4 systematic monitoring arrangements, including internal quality-assurance evaluations, to ensure that all defined objectives are being achieved; and

- .5 arrangements for periodic external quality evaluations as described in the following paragraphs.
- 2 In establishing such quality standards for the administration of their national certification system, Administrations should seek to ensure that the arrangements adopted:
- .1 are sufficiently flexible to enable the certification system to take account of the varying needs of the industry, and that they facilitate and encourage the application of new technology;
 - .2 cover all the administrative matters that give effect to the various provisions of the Convention, in particular regulations I/2 to I/15 and other provisions which enable the Administration to grant certificates of service and dispensations and to withdraw, cancel and suspend certificates;
 - .3 encompass the Administration's responsibilities for approving training and assessment at all levels, from undergraduate-type courses and updating courses for certificates of competency to short courses of vocational training; and
 - .4 incorporate arrangements for the internal quality-assurance reviews under paragraph 1.4 involving a comprehensive self-study of the administrative procedures, at all levels, in order to measure achievement of defined objectives and to provide the basis for the independent external evaluation required under section A-I/8, paragraph 3.

Quality standards model for assessment of knowledge, understanding, skills and competence

- 3 The quality standards model for assessment of knowledge, understanding, skills and competence should incorporate the recommendations of this section within the general framework of either:
- .1 a national scheme for education and training accreditation or quality standards; or
 - .2 an alternative quality-standards model acceptable to the Organization.
- 4 The above quality-standards model should incorporate:
- .1 a quality policy, including a commitment by the training institution or unit to the achievement of its stated aims and objectives and to the consequential recognition by the relevant accrediting or quality-standards authority;
 - .2 those quality-management functions that determine and implement the quality policy, relating to aspects of the work which impinge on the quality of what is provided, including provisions for determining progression within a course or programme;
 - .3 quality system coverage, where appropriate, of the academic and

administrative organizational structure, responsibilities, procedures, processes and the resources of staff and equipment;

- .4 the quality-control functions to be applied at all levels to the teaching, training, examination and assessment activities, and to their organization and implementation, in order to ensure their fitness for their purpose and the achievement of their defined objectives;
- .5 the internal quality-assurance processes and reviews which monitor the extent to which the institution, or training unit, is achieving the objectives of the programmes it delivers, and is effectively monitoring the quality-control procedures which it employs; and
- .6 the arrangements made for periodic external quality evaluations required under regulation I/8, paragraph 2 and described in the following paragraphs, for which the outcome of the quality-assurance reviews forms the basis and starting point.

5 In establishing quality standards for education, training and assessment programmes, the organizations responsible for implementing these programmes should take account of the following:

- .1 Where provisions exist for established national accreditation, or education quality standards, such provisions should be utilized for courses incorporating the knowledge and understanding requirements of the Convention. The quality standards should be applied to both management and operational levels of the activity, and should take account of how it is managed, organized, undertaken and evaluated, in order to ensure that the identified goals are achieved.
- .2 Where acquisition of a particular skill or accomplishment of a designated task is the primary objective, the quality standards should take account of whether real or simulated equipment is utilized for this purpose, and of the appropriateness of the qualifications and experience of the assessors, in order to ensure achievement of the set standards.
- .3 The internal quality-assurance evaluations should involve a comprehensive self-study of the programme, at all levels, to monitor achievement of defined objectives through the application of quality standards. These quality-assurance reviews should address the planning, design, presentation and evaluation of programmes as well as the teaching, learning and communication activities. The outcome provides the basis for the independent evaluation required under section A-I/8, paragraph 3.

The independent evaluation

6 Each independent evaluation should include a systematic and independent examination of all quality activities, but should not evaluate the validity of the defined objectives. The evaluation team should:

- .1 carry out the evaluation in accordance with documented procedures;
- .2 ensure that the results of each evaluation are documented and brought to the attention of those responsible for the area evaluated; and
- .3 check that timely action is taken to correct any deficiencies.

7 The purpose of the evaluation is to provide an independent assessment of the effectiveness of the quality-standard arrangements at all levels. In the case of an education or training establishment, a recognized academic accreditation or quality-standards body or Government agency should be used. The evaluation team should be provided with sufficient advance information to give an overview of the tasks in hand. In the case of a major training institution or programme, the following items are indicative of the information to be provided:

- .1 the mission statement of the institution;
- .2 details of academic and training strategies in use;
- .3 an organization chart and information on the composition of committees and advisory bodies;
- .4 staff and student information;
- .5 a description of training facilities and equipment; and
- .6 an outline of the policies and procedures on:
 - .6.1 student admission;
 - .6.2 the development of new courses and review of existing courses;
 - .6.3 the examination system, including appeals and resits;
 - .6.4 staff recruitment, training, development, appraisal and promotion;
 - .6.5 feedback from students and from industry; and
 - .6.6 staff involvement in research and development.

The report

8 Before submitting a final report, the evaluation team should forward an interim report to the management, seeking their comments on their findings. Upon receiving their comments, the evaluators should submit their final report, which should:

- .1 include brief background information about the institution or training programme;
- .2 be full, fair and accurate;
- .3 highlight the strengths and weaknesses of the institution;

- .4 describe the evaluation procedure followed;
- .5 cover the various elements identified in paragraph 4;
- .6 indicate the extent of compliance or non-compliance with the requirements of the Convention and the effectiveness of the quality standards in ensuring achievement of defined aims and objectives; and
- .7 spell out clearly the areas found to be deficient, offer suggestions for improvement and provide any other comments the evaluators consider relevant.

Section B-I/9

Guidance regarding medical standards

MEDICAL EXAMINATION AND CERTIFICATION

1 Parties, in establishing seafarer medical fitness standards and provisions, should take into account the minimum physical abilities set out in table B-I/9 and the guidance given within this section, bearing in mind the different duties of seafarers.

2 Parties, in establishing seafarer medical fitness standards and provisions, should follow the guidance contained in the ILO/WHO publication *Guidelines for Conducting Pre-sea and Periodic Medical Fitness Examinations for Seafarers*, including any subsequent versions, and any other applicable international guidelines published by the International Labour Organization, the International Maritime Organization or the World Health Organization.

3 Appropriate qualifications and experience for medical practitioners conducting medical fitness examinations of seafarers may include occupational health or maritime health qualifications, experience of working as a ship's doctor or a shipping company doctor or working under the supervision of someone with the aforementioned qualifications or experience.

4 The premises where medical fitness examinations are carried out should have the facilities and equipment required to carry out medical fitness examination of seafarers.

5 Administrations should ensure that recognized medical practitioners enjoy full professional independence in exercising their medical judgement when undertaking medical examination procedures.

6 Persons applying for a medical certificate should present to the recognized medical practitioner appropriate identity documentation to establish their identity. They should also surrender their previous medical certificate.

7 Each Administration has the discretionary authority to grant a variance or waiver of any of the standards set out in table B-I/9 hereunder, based on an assessment of a medical evaluation and any other relevant information concerning an individual's adjustment to the condition and proven ability to satisfactorily perform assigned shipboard functions.

8 The medical fitness standards should, so far as possible, define objective criteria with regard to fitness for sea service, taking into account access to medical facilities and medical expertise on board ship. They should, in particular, specify the conditions under which seafarers suffering from potentially life-threatening medical conditions that are controlled by medication may be allowed to continue to serve at sea.

9 The medical standards should also identify particular medical conditions, such as colour blindness, which might preclude seafarers holding particular positions on board ship.

10 The minimum in-service eyesight standards in each eye for unaided distance vision should be at least 0.1.

11 Persons requiring the use of spectacles or contact lenses to perform duties should have a spare pair or pairs, as required, conveniently available on board the ship. Any need to wear visual aids to meet the required standards should be recorded on the medical fitness certificate issued.

12 Colour vision testing should be in accordance with the *International Recommendation for Colour Vision Requirements for Transport*, published by the Commission Internationale de l'Eclairage (CIE 143-2001 including any subsequent versions) or equivalent test methods.

Table B-I/9

Assessment of minimum entry level and in-service physical abilities for seafarers³

Shipboard task, function, event or condition ³	Related physical ability	A medical examiner should be satisfied that the candidate ⁴
Routine movement around vessel: <ul style="list-style-type: none"> - on moving deck - between levels - between compartments <i>Note 1 applies to this row</i>	Maintain balance and move with agility Climb up and down vertical ladders and stairways Step over coamings (e.g., Load Line Convention requires coamings to be 600 mm high) Open and close watertight doors	Has no disturbance in sense of balance Does not have any impairment or disease that prevents relevant movements and physical activities Is, without assistance ⁵ , able to: <ul style="list-style-type: none"> - climb vertical ladders and stairways - step over high sills - manipulate door closing systems
Routine tasks on board: <ul style="list-style-type: none"> - Use of hand tools - Movement of ship's stores - Overhead work - Valve operation - Standing a four-hour watch - Working in confined spaces - Responding to alarms, warnings and instructions - Verbal communication 	Strength, dexterity and stamina to manipulate mechanical devices Lift, pull and carry a load (e.g., 18 kg) Reach upwards Stand, walk and remain alert for an extended period Work in constricted spaces and move through restricted openings (e.g., SOLAS requires minimum openings in	Does not have a defined impairment or diagnosed medical condition that reduces ability to perform routine duties essential to the safe operation of the vessel Has ability to: <ul style="list-style-type: none"> - work with arms raised - stand and walk for an extended period - enter confined space - fulfil eyesight standards (table A-I/9) - fulfil hearing standards set by competent authority or take account of international guidelines

<p><i>Note 1 applies to this row</i></p>	<p>cargo spaces and emergency escapes to have the minimum dimensions of 600 mm × 600 mm – SOLAS regulation 3.6.5.1)</p> <p>Visually distinguish objects, shapes and signals Hear warnings and instructions Give a clear spoken description</p>	<p>- hold normal conversation</p>
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Shipboard task, function, event or condition³	Related physical ability	A medical examiner should be satisfied that the candidate⁴
<p>Emergency duties⁶ on board:</p> <ul style="list-style-type: none"> - Escape - Fire-fighting - Evacuation <p><i>Note 2 applies to this row</i></p>	<p>Don a lifejacket or immersion suit Escape from smoke-filled spaces</p> <p>Take part in fire-fighting duties, including use of breathing apparatus Take part in vessel evacuation procedures</p>	<p>Does not have a defined impairment or diagnosed medical condition that reduces ability to perform emergency duties essential to the safe operation of the vessel</p> <p>Has ability to:</p> <ul style="list-style-type: none"> - don lifejacket or immersion suit - crawl - feel for differences in temperature - handle fire-fighting equipment - wear breathing apparatus (where required as part of duties)

Notes:

- 1 Rows 1 and 2 of the above table describe (a) ordinary shipboard tasks, functions, events and conditions, (b) the corresponding physical abilities which may be considered necessary for the safety of a seafarer, other crew members and the ship, and (c) high-level criteria for use by medical practitioners assessing medical fitness, bearing in mind the different duties of seafarers and the nature of shipboard work for which they will be employed.
- 2 Row 3 of the above table describes (a) ordinary shipboard tasks, functions, events and conditions, (b) the corresponding physical abilities which should be considered necessary for the safety of a seafarer, other crew members and the ship, and (c) high-level criteria for use by medical practitioners assessing medical fitness, bearing in mind the different duties of seafarers and the nature of shipboard work for which they will be employed.
- 3 This table is not intended to address all possible shipboard conditions or potentially disqualifying medical conditions. Parties should specify physical abilities applicable to the category of seafarers (such as “Deck officer” and “Engine rating”). The special circumstances of individuals and for those who have specialized or limited duties should receive due consideration.
- 4 If in doubt, the medical practitioner should quantify the degree or severity of any relevant impairment by means of objective tests, whenever appropriate tests are available, or by referring the candidate for further assessment.
- 5 The term “assistance” means the use of another person to accomplish the task.

- 6 The term “emergency duties” is used to cover all standard emergency response situations such as abandon ship or fire fighting as well as the procedures to be followed by each seafarer to secure personal survival.

Section B-I/10

Guidance regarding the recognition of certificates

1 Training carried out under the STCW Convention which does not lead to the issue of a certificate of competency and on which information provided by a Party is found by the Maritime Safety Committee to give full and complete effect to the Convention in accordance with regulation I/7, paragraph 2 may be accepted by other Parties to the Convention as meeting the relevant training requirements thereof.

2 Contacted Administrations should issue the documentary proof referred to in regulation I/10, paragraph 5 to enable port State control authorities to accept the same in lieu of endorsement of a certificate issued by another Party for a period of three months from the date of issue, providing the information listed below:

- .1 seafarer’s name
- .2 date of birth
- .3 number of the original Certificate of Competency
- .4 capacity
- .5 limitations
- .6 contact details of the Administration
- .7 dates of issue and expiry.

3 Such documentary proof may be made available by electronic means.

Section B-I/11

Guidance regarding the revalidation of certificates

1 The courses required by regulation I/11 should include relevant changes in marine legislation, technology and recommendations concerning the safety of life at sea, security and the protection of the marine environment.

2 A test may take the form of written or oral examination, the use of a simulator or other appropriate means.

3 Approved seagoing service stated in section A-I/11, paragraph 1 may be served in an appropriate lower officer rank than that stated in the certificate held.

4 If an application for revalidation of a certificate referred to in paragraph 1 of regulation I/11 is made within six months before expiry of the certificate, the certificate may be revalidated until the fifth anniversary of the date of validity, or extension of the validity, of the certificate.

Section B-I/12

Guidance regarding the use of simulators

1 When simulators are being used for training or assessment of competency, the following guidelines should be taken into consideration in conducting any such training or assessment.

TRAINING AND ASSESSMENT IN RADAR OBSERVATION AND PLOTTING

2 Training and assessment in radar observation and plotting should:

- .1 incorporate the use of radar simulation equipment; and
- .2 conform to standards not inferior to those given in paragraphs 3 to 17 below.

3 Demonstrations of and practice in radar observation should be undertaken, where appropriate, on live marine radar equipment, including the use of simulators. Plotting exercises should preferably be undertaken in real time, in order to increase trainees' awareness of the hazards of the improper use of radar data and improve their plotting techniques to a standard of radar plotting commensurate with that necessary for the safe execution of collision-avoidance manoeuvring under actual seagoing conditions.

General

Factors affecting performance and accuracy

4 An elementary understanding should be attained of the principles of radar, together with a full practical knowledge of:

- .1 range and bearing measurement, characteristics of the radar set which determine the quality of the radar display, radar antennae, polar diagrams, the effects of power radiated in directions outside the main beam, a non-technical description of the radar system, including variations in the features encountered in different types of radar set, performance monitors and equipment factors which affect maximum and minimum detection ranges and accuracy of information;
- .2 the current marine radar performance specification adopted by the Organization;
- .3 the effects of the siting of the radar antenna, shadow sectors and arcs of reduced sensitivity, false echoes, effects of antenna height on detection ranges and of siting radar units and storing spares near magnetic compasses, including magnetic safe distances; and
- .4 radiation hazards and safety precautions to be taken in the vicinity of antennae and open waveguides.

Detection of misrepresentation of information, including false echoes and sea returns

5 A knowledge of the limitations to target detection is essential, to enable the observer to estimate the dangers of failure to detect targets. The following factors should be emphasized:

- .1 performance standard of the equipment;
- .2 brilliance, gain and video processor control settings;
- .3 radar horizon;
- .4 size, shape, aspect and composition of targets;

- .5 effects of the motion of the ship in a seaway;
- .6 propagation conditions;
- .7 meteorological conditions; sea clutter and rain clutter;
- .8 anti-clutter control settings;
- .9 shadow sectors; and
- .10 radar-to-radar interference.

6 A knowledge should be attained of factors which might lead to faulty interpretation, including false echoes, effects of nearby pylons and large structures, effects of power lines crossing rivers and estuaries, echoes from distant targets occurring on second or later traces.

7 A knowledge should be attained of aids to interpretation, including corner reflectors and radar beacons; detection and recognition of land targets; the effects of topographical features; effects of pulse length and beam width; radar-conspicuous and -inconspicuous targets; factors which affect the echo strength from targets.

Practice

Setting up and maintaining displays

- 8 A knowledge should be attained of:
- .1 the various types of radar display mode; unstabilized ship's-head-up relative motion; ship's-head-up, course-up and north-up stabilized relative motion and true motion;
 - .2 the effects of errors on the accuracy of information displayed; effects of transmitting compass errors on stabilized and true-motion displays; effects of transmitting log errors on a true-motion display; and the effects of inaccurate manual speed settings on a true-motion display;
 - .3 methods of detecting inaccurate speed settings on true-motion controls; the effects of receiver noise limiting the ability to display weak echo returns, and the effects of saturation by receiver noise, etc.; the adjustment of operational controls; criteria which indicate optimum points of adjustment; the importance of proper adjustment sequence, and the effects of maladjusted controls; the detection of maladjustments and corrections of:
 - .3.1 controls affecting detection ranges; and
 - .3.2 controls affecting accuracy;
 - .4 the dangers of using radar equipment with maladjusted controls; and

- .5 the need for frequent regular checking of performance, and the relationship of the performance indicator to the range performance of the radar set.

Range and bearing

9 A knowledge should be attained of:

- .1 the methods of measuring ranges; fixed range markers and variable range markers;
- .2 the accuracy of each method and the relative accuracy of the different methods;
- .3 how range data are displayed; ranges at stated intervals, digital counter and graduated scale;
- .4 the methods of measuring bearings; rotatable cursor on transparent disc covering the display, electronic bearing cursor and other methods;
- .5 bearing accuracy and inaccuracies caused by parallax, heading marker displacement, centre maladjustment;
- .6 how bearing data are displayed; graduated scale and digital counter; and
- .7 the need for regular checking of the accuracy of ranges and bearings, methods of checking for inaccuracies and correcting or allowing for inaccuracies.

Plotting techniques and relative-motion concepts

10 Practice should be provided in manual plotting techniques, including the use of reflection plotters, with the objective of establishing a thorough understanding of the interrelated motion between own ship and other ships, including the effects of manoeuvring to avoid collision. At the preliminary stages of this training, simple plotting exercises should be designed to establish a sound appreciation of plotting geometry and relative-motion concepts. The degree of complexity of exercises should increase throughout the training course until the trainee has mastered all aspects of the subject. Competence can best be enhanced by exposing the trainee to real-time exercises performed on a simulator or using other effective means.

Identification of critical echoes

11 A thorough understanding should be attained of:

- .1 position fixing by radar from land targets and sea marks;
- .2 the accuracy of position fixing by ranges and by bearings;
- .3 the importance of cross-checking the accuracy of radar against other navigational aids; and
- .4 the value of recording ranges and bearings at frequent, regular intervals when using radar as an aid to collision avoidance.

Course and speed of other ships

- 12 A thorough understanding should be attained of:
- .1 the different methods by which course and speed of other ships can be obtained from recorded ranges and bearings, including:
 - .1.1 the unstabilized relative plot;
 - .1.2 the stabilized relative plot; and
 - .1.3 the true plot; and
 - .2 the relationship between visual and radar observations, including detail and the accuracy of estimates of course and speed of other ships, and the detection of changes in movements of other ships.

Time and distance of closest approach of crossing, meeting or overtaking ships

- 13 A thorough understanding should be attained of:
- .1 the use of recorded data to obtain:
 - .1.1 measurement of closest approach distance and bearing;
 - .1.2 time to closest approach; and
 - .2 the importance of frequent, regular observations.

Detecting course and speed changes of other ships

- 14 A thorough understanding should be attained of:
- .1 the effects of changes of course and/or speed by other ships on their tracks across the display;
 - .2 the delay between change of course or speed and detection of that change; and
 - .3 the hazards of small changes as compared with substantial changes of course or speed in relation to rate and accuracy of detection.

Effects of changes in own ship's course or speed or both

15 A thorough understanding of the effects on a relative-motion display of own ship's movements, and the effects of other ships' movements and the advantages of compass stabilization of a relative display.

16 In respect of true-motion displays, a thorough understanding should be attained of:

- .1 the effects of inaccuracies of:
 - .1.1 speed and course settings; and
 - .1.2 compass stabilization data driving a stabilized relative-motion display;
- .2 the effects of changes in course or speed or both by own ship on tracks of other ships on the display; and
- .3 the relationship of speed to frequency of observations.

Application of the International Regulations for Preventing Collisions at Sea, 1972, as amended

17 A thorough understanding should be attained of the relationship of the International Regulations for Preventing Collisions at Sea, 1972, as amended to the use of radar, including:

- .1 action to avoid collision, dangers of assumptions made on inadequate information and the hazards of small alterations of course or speed;
- .2 the advantages of safe speed when using radar to avoid collision;
- .3 the relationship of speed to closest approach distance and time and to the manoeuvring characteristics of various types of ships;
- .4 the importance of radar observation reports and radar reporting procedures being well defined;
- .5 the use of radar in clear weather, to obtain an appreciation of its capabilities and limitations, compare radar and visual observations and obtain an assessment of the relative accuracy of information;
- .6 the need for early use of radar in clear weather at night and when there are indications that visibility may deteriorate;
- .7 comparison of features displayed by radar with charted features; and
- .8 comparison of the effects of differences between range scales.

TRAINING AND ASSESSMENT IN THE OPERATIONAL USE OF AUTOMATIC RADAR PLOTTING AIDS (ARPA)

18 Training and assessment in the operational use of automatic radar plotting aids (ARPA) should:

- .1 require prior completion of the training in radar observation and plotting or combine that training with the training given in paragraphs 19 to 35 below;
- .2 incorporate the use of ARPA simulation equipment; and
- .3 conform to standards not inferior to those given in paragraphs 19 to 35 below.

19 Where ARPA training is provided as part of the general training under the 1978 STCW Convention, masters, chief mates and officers in charge of a navigational watch should understand the factors involved in decision-making based on the information supplied by ARPA in association with other navigational data inputs, having a similar appreciation of the operational aspects and of system errors of modern electronic navigational systems, including ECDIS. This training should be progressive in nature, commensurate with the responsibilities of the individual and the certificates issued by Parties under the 1978 STCW Convention.

Theory and demonstration

Possible risks of over-reliance on ARPA

- 20 Appreciation that ARPA is only a navigational aid and:
- .1 that its limitations, including those of its sensors, make over-reliance on ARPA dangerous, in particular for keeping a look-out; and
 - .2 the need to observe at all times the Principles to be observed in keeping a navigational watch and the Guidance on keeping a navigational watch.

Principal types of ARPA systems and their display characteristics

21 Knowledge of the principal types of ARPA systems in use; their various display characteristics and an understanding of when to use ground- or sea-stabilized modes and north-up, course-up or head-up presentations.

IMO performance standards for ARPA

22 An appreciation of the IMO performance standards for ARPA, in particular the standards relating to accuracy.

Factors affecting system performance and accuracy

- 23 Knowledge of ARPA sensor input performance parameters – radar, compass and speed inputs and the effects of sensor malfunction on the accuracy of ARPA data.
- 24 Knowledge of:
- .1 the effects of the limitations of radar range and bearing discrimination and accuracy and the limitations of compass and speed input accuracies on the accuracy of ARPA data; and
 - .2 factors which influence vector accuracy.

Tracking capabilities and limitations

25 Knowledge of:

- .1 the criteria for the selection of targets by automatic acquisition;
- .2 the factors leading to the correct choice of targets for manual acquisition;
- .3 the effects on tracking of “lost” targets and target fading; and
- .4 the circumstances causing “target swap” and its effects on displayed data.

Processing delays

26 Knowledge of the delays inherent in the display of processed ARPA information, particularly on acquisition and re-acquisition or when a tracked target manoeuvres.

Operational warnings, their benefits and limitations

27 Appreciation of the uses, benefits and limitations of ARPA operational warnings and their correct setting, where applicable, to avoid spurious interference.

System operational tests

28 Knowledge of:

- .1 methods of testing for malfunctions of ARPA systems, including functional self-testing; and
- .2 precautions to be taken after a malfunction occurs.

Manual and automatic acquisition of targets and their respective limitations

29 Knowledge of the limits imposed on both types of acquisition in multi-target scenarios, and the effects on acquisition of target fading and target swap.

True and relative vectors and typical graphic representation of target information and danger areas

30 Thorough knowledge of true and relative vectors; derivation of targets’ true courses and speeds, including:

- .1 threat assessment, derivation of predicted closest point of approach and predicted time to closest point of approach from forward extrapolation of vectors, the use of graphic representation of danger areas;
- .2 the effects of alterations of course and/or speed of own ship and/or targets on predicted closest point of approach and predicted time to closest point of approach and danger areas;
- .3 the effects of incorrect vectors and danger areas; and

- .4 the benefit of switching between true and relative vectors.

Information on past positions of targets being tracked

31 Knowledge of the derivation of past positions of targets being tracked, recognition of historic data as a means of indicating recent manoeuvring of targets and as a method of checking the validity of the ARPA's tracking.

Practice

Setting up and maintaining displays

32 Ability to demonstrate:

- .1 the correct starting procedure to obtain the optimum display of ARPA information;
- .2 the selection of display presentation; stabilized relative-motion displays and true-motion displays;
- .3 the correct adjustment of all variable radar display controls for optimum display of data;
- .4 the selection, as appropriate, of required speed input to ARPA;
- .5 the selection of ARPA plotting controls, manual/automatic acquisition, vector/graphic display of data;
- .6 the selection of the timescale of vectors/graphics;
- .7 the use of exclusion areas when automatic acquisition is employed by ARPA; and
- .8 performance checks of radar, compass, speed input sensors and ARPA.

System operational tests

33 Ability to perform system checks and determine data accuracy of ARPA, including the trial manoeuvre facility, by checking against basic radar plot.

Obtaining information from the ARPA display

34 Demonstrate the ability to obtain information in both relative- and true-motion modes of display, including:

- .1 the identification of critical echoes;
- .2 the speed and direction of target's relative movement;

- .3 the time to, and predicted range at, target's closest point of approach;
- .4 the courses and speeds of targets;
- .5 detecting course and speed changes of targets and the limitations of such information;
- .6 the effect of changes in own ship's course or speed or both; and
- .7 the operation of the trial manoeuvre facility.

Application of the International Regulations for Preventing Collisions at Sea, 1972, as amended

35 Analysis of potential collision situations from displayed information, determination and execution of action to avoid close-quarters situations in accordance with the International Regulations for Preventing Collisions at Sea, 1972, as amended, in force.

TRAINING AND ASSESSMENT IN THE OPERATIONAL USE OF ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS)

Introduction

36 When simulators are being used for training or assessment in the operational use of Electronic Chart Display and Information Systems (ECDIS), the following interim guidance should be taken into consideration in any such training or assessment.

37 Training and assessment in the operational use of the ECDIS should:

- .1 incorporate the use of ECDIS simulation equipment; and
- .2 conform to standards not inferior to those given in paragraphs 38 to 65 below.

38 ECDIS simulation equipment should, in addition to meeting all applicable performance standards set out in section A-I/12 of the STCW Code, as amended, be capable of simulating navigational equipment and bridge operational controls which meet all applicable performance standards adopted by the Organization, incorporate facilities to generate soundings and:

- .1 create a real-time operating environment, including navigation control and communications instruments and equipment appropriate to the navigation and watchkeeping tasks to be carried out and the manoeuvring skills to be assessed; and
- .2 realistically simulate "own ship" characteristics in open-water conditions, as well as the effects of weather, tidal stream and currents.

39 Demonstrations of, and practice in, ECDIS use should be undertaken, where appropriate, through the use of simulators. Training exercises should preferably be undertaken in real time, in order to increase trainees' awareness of the hazards of the improper use of ECDIS. Accelerated timescale may be used only for demonstrations.

General

Goals of an ECDIS training programme

- 40 The ECDIS trainee should be able to:
- .1 operate the ECDIS equipment, use the navigational functions of ECDIS, select and assess all relevant information and take proper action in the case of a malfunction;
 - .2 state the potential errors of displayed data and the usual errors of interpretation;
and
 - .3 explain why ECDIS should not be relied upon as the sole reliable aid to navigation.

Theory and demonstration

41 As the safe use of ECDIS requires knowledge and understanding of the basic principles governing ECDIS data and their presentation rules as well as potential errors in displayed data and ECDIS-related limitations and potential dangers, a number of lectures covering the theoretical explanation should be provided. As far as possible, such lessons should be presented within a familiar context and make use of practical examples. They should be reinforced during simulator exercises.

42 For safe operation of ECDIS equipment and ECDIS-related information (use of the navigational functions of ECDIS, selection and assessment of all relevant information, becoming familiar with ECDIS man-machine interfacing), practical exercises and training on the ECDIS simulators should constitute the main content of the course.

43 For the definition of training objectives, a structure of activities should be defined. A detailed specification of learning objectives should be developed for each topic of this structure.

Simulator exercises

44 Exercises should be carried out on individual ECDIS simulators, or full-mission navigation simulators including ECDIS, to enable trainees to acquire the necessary practical skills. For real-time navigation exercises, navigation simulators are recommended to cover the complex navigation situation. The exercises should provide training in the use of the various scales, navigational modes, and display modes which are available, so that the trainees will be able to adapt the use of the equipment to the particular situation concerned.

45 The choice of exercises and scenarios is governed by the simulator facilities available. If one or more ECDIS workstations and a full-mission simulator are available, the workstations may primarily be used for basic exercises in the use of ECDIS facilities and for passage-planning exercises, whereas full-mission simulators may primarily be used for exercises related to passage-monitoring functions in real time, as realistic as possible in connection with the total workload of a navigational watch. The degree of complexity of exercises should increase throughout the training programme until the trainee has mastered all aspects of the learning subject.

46 Exercises should produce the greatest impression of realism. To achieve this, the scenarios should be located in a fictitious sea area. Situations, functions and actions for different learning objectives which occur in different sea areas can be integrated into one exercise and experienced in real time.

47 The main objective of simulator exercises is to ensure that trainees understand their responsibilities in the operational use of ECDIS in all safety-relevant aspects and are thoroughly familiar with the system and equipment used.

Principal types of ECDIS systems and their display characteristics

48 The trainee should gain knowledge of the principal types of ECDIS in use; their various display characteristics, data structure and an understanding of:

- .1 differences between vector and raster charts;
- .2 differences between ECDIS and ECS;
- .3 differences between ECDIS and RCDS;
- .4 characteristics of ECDIS and their different solutions; and
- .5 characteristics of systems for special purposes (unusual situations/emergencies).

Risks of over-reliance on ECDIS

49 The training in ECDIS operational use should address:

- .1 the limitations of ECDIS as a navigational tool;
- .2 potential risk of improper functioning of the system;
- .3 system limitations, including those of its sensors;
- .4 hydrographic data inaccuracy; limitations of vector and raster electronic charts (ECDIS vs RCDS and ENC vs RNC); and
- .5 potential risk of human errors.

Emphasis should be placed on the need to keep a proper look-out and to perform periodical checking, especially of the ship's position, by ECDIS-independent methods.

Detection of misrepresentation of information

50 Knowledge of the limitations of the equipment and detection of misrepresentation of information is essential for the safe use of ECDIS. The following factors should be emphasized during training:

- .1 performance standards of the equipment;
- .2 radar data representation on an electronic chart, elimination of discrepancy between the radar image and the electronic chart;

- .3 possible projection discrepancies between an electronic and paper charts;
- .4 possible scale discrepancies (overscaling and underscaling) in displaying an electronic chart and its original scale;
- .5 effects of using different reference systems for positioning;
- .6 effects of using different horizontal and vertical datums;
- .7 effects of the motion of the ship in a seaway;
- .8 ECDIS limitations in raster chart display mode;
- .9 potential errors in the display of:
 - .9.1 the own ship's position;
 - .9.2 radar data and ARPA and AIS information;
 - .9.3 different geodetic coordinate systems; and
- .10 verification of the results of manual or automatic data correction:
 - .10.1 comparison of chart data and radar picture; and
 - .10.2 checking the own ship's position by using the other independent position-fixing systems.

51 False interpretation of the data and proper action taken to avoid errors of interpretation should be explained. The implications of the following should be emphasized:

- .1 ignoring overscaling of the display;
- .2 uncritical acceptance of the own ship's position;
- .3 confusion of display mode;
- .4 confusion of chart scale;
- .5 confusion of reference systems;
- .6 different modes of presentation;
- .7 different modes of vector stabilization;
- .8 differences between true north and gyro north (radar);
- .9 using the same data reference system;

- .10 using the appropriate chart scale;
- .11 using the best-suited sensor to the given situation and circumstances;
- .12 entering the correct values of safety data:
 - .12.1 the own ship's safety contour,
 - .12.2 safety depth (safe water), and
 - .12.3 events; and
- .13 proper use of all available data.

52 Appreciation that RCDS is only a navigational aid and that, when operating in the RCDS mode, the ECDIS equipment should be used together with an appropriate portfolio of up-to-date paper charts:

- .1 appreciation of the differences in operation of RCDS mode as described in SN.1/Circ.207/Rev.1 "Differences between RCDS and ECDIS"; and
- .2 ECDIS, in any mode, should be used in training with an appropriate portfolio of up-to-date charts.

Factors affecting system performance and accuracy

53 An elementary understanding should be attained of the principles of ECDIS, together with a full practical knowledge of:

- .1 starting and setting up ECDIS; connecting data sensors: satellite and radio navigation system receivers, radar, gyro-compass, log, echo-sounder; accuracy and limitations of these sensors, including effects of measurement errors and ship's position accuracy, manoeuvring on the accuracy of course indicator's performance, compass error on the accuracy of course indication, shallow water on the accuracy of log performance, log correction on the accuracy of speed calculation, disturbance (sea state) on the accuracy of an echo-sounder performance; and
- .2 the current performance standards for electronic chart display and information systems adopted by the Organization.

Practice

Setting up and maintaining display

54 Knowledge and skills should be attained in:

- .1 the correct starting procedure to obtain the optimum display of ECDIS information;

- .2 the selection of display presentation (standard display, display base, all other information displayed individually on demand);
- .3 the correct adjustment of all variable radar/ARPA display controls for optimum display of data;
- .4 the selection of convenient configuration;
- .5 the selection, as appropriate, of required speed input to ECDIS;
- .6 the selection of the timescale of vectors; and
- .7 performance checks of position, radar/ARPA, compass, speed input sensors and ECDIS.

Operational use of electronic charts

55 Knowledge and skills should be attained in:

- .1 the main characteristics of the display of ECDIS data and selecting proper information for navigational tasks;
- .2 the automatic functions required for monitoring ship's safety, such as display of position, heading/gyro course, speed, safety values and time;
- .3 the manual functions (by the cursor, electronic bearing line, range rings);
- .4 selecting and modification of electronic chart content;
- .5 scaling (including underscaling and overscaling);
- .6 zooming;
- .7 setting of the own ship's safety data;
- .8 using a daytime or night-time display mode;
- .9 reading all chart symbols and abbreviations;
- .10 using different kinds of cursors and electronic bars for obtaining navigational data;
- .11 viewing an area in different directions and returning to the ship's position;
- .12 finding the necessary area, using geographical coordinates;
- .13 displaying indispensable data layers appropriate to a navigational situation;
- .14 selecting appropriate and unambiguous data (position, course, speed, etc.);
- .15 entering the mariner's notes;

- .16 using north-up orientation presentation and other kinds of orientation; and
- .17 using true- and relative-motion modes.

Route planning

- 56 Knowledge and skills should be attained in:
- .1 loading the ship's characteristics into ECDIS;
 - .2 selection of a sea area for route planning:
 - .2.1 reviewing required waters for the sea passage, and
 - .2.2 changing over of chart scale;
 - .3 verifying that proper and updated charts are available;
 - .4 route planning on a display by means of ECDIS, using the graphic editor, taking into consideration rhumb line and great-circle sailing:
 - .4.1 using the ECDIS database for obtaining navigational, hydro-meteorological and other data;
 - .4.2 taking into consideration turning radius and wheel-over points/lines when they are expressed on chart scale;
 - .4.3 marking dangerous depths and areas and exhibiting guarding depth contours;
 - .4.4 marking waypoints with the crossing depth contours and critical cross-track deviations, as well as by adding, replacing and erasing of waypoints;
 - .4.5 taking into consideration safe speed;
 - .4.6 checking pre-planned route for navigational safety; and
 - .4.7 generating alarms and warnings;
 - .5 route planning with calculation in the table format, including:
 - .5.1 waypoints selection;
 - .5.2 recalling the waypoints list;
 - .5.3 planning notes;
 - .5.4 adjustment of a planned route;

- .5.5 checking a pre-planned route for navigational safety;
- .5.6 alternative route planning;
- .5.7 saving planned routes, loading and unloading or deleting routes;
- .5.8 making a graphic copy of the monitor screen and printing a route;
- .5.9 editing and modification of the planned route;
- .5.10 setting of safety values according to the size and manoeuvring parameters of the vessel;
- .5.11 back-route planning; and
- .5.12 connecting several routes.

Route monitoring

- 57 Knowledge and skills should be attained in:
 - .1 using independent data to control ship's position or using alternative systems within ECDIS;
 - .2 using the look-ahead function:
 - .2.1 changing charts and their scales;
 - .2.2 reviewing navigational charts;
 - .2.3 vector time selecting;
 - .2.4 predicting the ship's position for some time interval;
 - .2.5 changing the pre-planned route (route modification);
 - .2.6 entering independent data for the calculation of wind drift and current allowance;
 - .2.7 reacting properly to the alarm;
 - .2.8 entering corrections for discrepancies of the geodetic datum;
 - .2.9 displaying time markers on a ship's route;
 - .2.10 entering ship's position manually; and
 - .2.11 measuring coordinates, course, bearings and distances on a chart.

Alarm handling

58 Knowledge and ability to interpret and react properly to all kinds of systems, such as navigational sensors, indicators, data and charts alarms and indicator warnings, including, switching the sound and visual alarm signalling system, should be attained in case of:

- .1 absence of the next chart in the ECDIS database;
- .2 crossing a safety contour;
- .3 exceeding cross-track limits;
- .4 deviation from planned route;
- .5 approaching a waypoint;
- .6 approaching a critical point;
- .7 discrepancy between calculated and actual time of arrival to a waypoint;
- .8 information on under-scaling or over-scaling;
- .9 approaching an isolated navigational danger or danger area;
- .10 crossing a specified area;
- .11 selecting a different geodetic datum;
- .12 approaching other ships;
- .13 watch termination;
- .14 switching timer;
- .15 system test failure;
- .16 malfunctioning of the positioning system used in ECDIS;
- .17 failure of dead-reckoning; and
- .18 inability to fix vessel's position using the navigational system.

Manual correction of a ship's position and motion parameters

- 59 Knowledge and skills should be attained in manually correcting:
- .1 the ship's position in dead-reckoning mode, when the satellite and radio navigation system receiver is switched off;
 - .2 the ship's position, when automatically obtained coordinates are inaccurate;
and
 - .3 course and speed values.

Records in the ship's log

- 60 Knowledge and skills should be attained in:
- .1 automatic voyage recording;
 - .2 reconstruction of past track, taking into account:
 - .2.1 recording media;
 - .2.2 recording intervals;
 - .2.3 verification of database in use;
 - .3 viewing records in the electronic ship's log;
 - .4 instant recording in the electronic ship's log;
 - .5 changing ship's time;
 - .6 entering the additional data;
 - .7 printing the content of the electronic ship's log;

- .8 setting up the automatic record time intervals;
- .9 composition of voyage data and reporting; and
- .10 interface with a voyage data recorder (VDR).

Chart updating

61 Knowledge and skills should be attained in:

- .1 performing manual updating of electronic charts. Special attention should be paid to reference-ellipsoid conformity and to conformity of the measurement units used on a chart and in the correction text;
- .2 performing semi-automatic updating of electronic charts, using the data obtained on electronic media in the electronic chart format; and
- .3 performing automatic updating of electronic charts, using update files obtained via electronic data communication lines.

In the scenarios where non-updated data are employed to create a critical situation, trainees should be required to perform *ad hoc* updating of the chart.

Operational use of ECDIS where radar/ARPA is connected

62 Knowledge and skills should be attained in:

- .1 connecting ARPA to ECDIS;
- .2 indicating target's speed vectors;
- .3 indicating target's tracks;
- .4 archiving target's tracks;
- .5 viewing the table of the targets;
- .6 checking alignment of radar overlay with charted geographic features;
- .7 simulating one or more manoeuvres;
- .8 corrections to own ship's position, using a reference point captured by ARPA;
and
- .9 corrections using the ARPA's cursor and electronic bar.

See also section B-I/12, Guidance regarding the use of simulators (pertaining to radar and ARPA), especially paragraphs 17 to 19 and 36 to 38.

Operational use of ECDIS where AIS is connected

63 Knowledge and skills should be attained in:

- .1 interface with AIS;
- .2 interpretation of AIS data;
- .3 indicating target's speed vectors;
- .4 indicating target's tracks; and
- .5 archiving target's tracks.

Operational warnings, their benefits and limitations

64 Trainees should gain an appreciation of the uses, benefits and limitations of ECDIS operational warnings and their correct setting, where applicable, to avoid spurious interference.

System operational tests

65 Knowledge and skills should be attained in:

- .1 methods of testing for malfunctions of ECDIS, including functional self-testing;
- .2 precautions to be taken after a malfunction occurs; and
- .3 adequate back-up arrangements (take over and navigate using the back-up system).

Debriefing exercise

66 The instructor should analyze the results of all exercises completed by all trainees and print them out. The time spent on the debriefing should occupy between 10% and 15% of the total time used for simulator exercises.

RECOMMENDED PERFORMANCE STANDARDS FOR NON-MANDATORY TYPES OF SIMULATION

67 Performance standards for non-mandatory simulation equipment used for training and/or assessment of competence or demonstration of skills are set out hereunder. Such forms of simulation include, but are not limited to, the following types:

- .1 navigation and watchkeeping;
- .2 ship handling and manoeuvring;
- .3 cargo handling and stowage;
- .4 reporting and radiocommunications; and
- .5 main and auxiliary machinery operation.

Navigation and watchkeeping simulation

68 Navigation and watchkeeping simulation equipment should, in addition to meeting all applicable performance standards set out in section A-I/12, be capable of simulating navigational equipment and bridge operational controls which meet all applicable performance standards adopted by the Organization, incorporate facilities to generate soundings and:

- .1 create a real-time operating environment, including navigation control and communications instruments and equipment appropriate to the navigation and watchkeeping tasks to be carried out and the manoeuvring skills to be assessed;
- .2 provide a realistic visual scenario by day or by night, including variable visibility, or by night only as seen from the bridge, with a minimum horizontal field of view available to the trainee in viewing sectors appropriate to the navigation and watchkeeping tasks and objectives;
- .3 realistically simulate “own ship” dynamics in open-water conditions, including the effects of weather, tidal stream, currents and interaction with other ships; and
- .4 realistically simulate VTS communication procedures between ship and shore.

Ship handling and manoeuvring simulation

69 In addition to meeting the performance standards set out in paragraph 37, ship handling simulation equipment should:

- .1 provide a realistic visual scenario as seen from the bridge, by day and by night, with variable visibility throughout a minimum horizontal field of view available to the trainee in viewing sectors appropriate to the ship handling

and manoeuvring training tasks and objectives; and

- .2 realistically simulate “own ship” dynamics in restricted waterways, including shallow-water and bank effects.

70 Where manned scale models are used to provide ship handling and manoeuvring simulation, in addition to the performance standards set out in paragraphs 68.3 and 69.2, such equipment should:

- .1 incorporate scaling factors which present accurately the dimensions, areas, volume and displacement, speed, time and rate of turn of a real ship; and
- .2 incorporate controls for the rudder and engines, to the correct timescale.

Cargo handling and stowage simulation

71 Cargo handling simulation equipment should be capable of simulating cargo handling and control equipment which meets all applicable performance standards adopted by the Organization and incorporate facilities to:

- .1 create an effective operational environment, including a cargo-control station with such instrumentation as may be appropriate to the particular type of cargo system modelled;
- .2 model loading and unloading functions and stability and stress data appropriate to the cargo-handling tasks to be carried out and the skills to be assessed; and
- .3 simulate loading, unloading, ballasting and deballasting operations and appropriate associated calculations for stability, trim, list, longitudinal strength, torsional stress and damage stability.

GMDSS communication simulation

72 GMDSS communication simulation equipment should be capable of simulating GMDSS communication equipment which meets all applicable performance standards adopted by the Organization and incorporate facilities to:

- .1 simulate the operation of VHF, VHF-DSC, NAVTEX, EPIRB and watch receiver equipment as required for the Restricted Operator’s Certificate (ROC);
- .2 simulate the operation of INMARSAT-A, -B and -C ship earth stations, MF/HF NBDP, MF/HF-DSC, VHF, VHF-DSC, NAVTEX, EPIRB and watch receiver equipment as required for the General Operator’s Certificate (GOC);
- .3 provide voice communication with background noise;

- .4 provide a printed text communication facility; and
- .5 create a real-time operating environment, consisting of an integrated system, incorporating at least one instructor/assessor station and at least two GMDSS ship or shore stations.

Main and auxiliary machinery operation simulation

73 Engine-room simulation equipment should be capable of simulating a main and auxiliary machinery system and incorporate facilities to:

- .1 create a real-time environment for seagoing and harbour operations, with communication devices and simulation of appropriate main and auxiliary propulsion machinery equipment and control panels;
- .2 simulate relevant sub-systems that should include, but not be restricted to, boiler, steering gear, electrical power general and distribution systems, including emergency power supplies, and fuel, cooling water, refrigeration, bilge and ballast systems;
- .3 monitor and evaluate engine performance and remote sensing systems;
- .4 simulate machinery malfunctions;
- .5 allow for the variable external conditions to be changed so as to influence the simulated operations: weather, ship's draught, seawater and air temperatures;
- .6 allow for instructor-controlled external conditions to be changed: deck steam, accommodation steam, deck air, ice conditions, deck cranes, heavy power, bow thrust, ship load;
- .7 allow for instructor-controlled simulator dynamics to be changed: emergency run, process responses, ship responses; and
- .8 provide a facility to isolate certain processes, such as speed, electrical system, diesel oil system, lubricating oil system, heavy oil system, seawater system, steam system, exhaust boiler and turbo generator, for performing specific training tasks.

Section B-I/13

Guidance regarding the conduct of trials

(No provisions)

Section B-I/14

Guidance regarding responsibilities of companies and recommended responsibilities of masters and crew members

Companies

1 Companies should provide ship-specific introductory programmes aimed at assisting newly employed seafarers to familiarize themselves with all procedures and equipment relating to their areas of responsibility. Companies should also ensure that:

- .1 all seafarers on a ship fitted with free-fall lifeboats should receive familiarization training in boarding and launching procedures for such lifeboats;
- .2 prior to joining a ship, seafarers assigned as operating crew of free-fall lifeboats should have undergone appropriate training in boarding, launching and recovering of such lifeboats, including participation on at least one occasion in a free-fall launch; and
- .3 personnel who may be required to operate the GMDSS equipment receive GMDSS familiarization training, on joining the ship and at appropriate intervals thereafter.

2 The familiarization training required by paragraph 3 of section A-I/14 should at least ensure attainment of the abilities that are appropriate to the capacity to be filled and the duties and responsibilities to be taken up, as follows:

Design and operational limitations

- .1 Ability to properly understand and observe any operational limitations imposed on the ship, and to understand and apply performance restrictions, including speed limitations in adverse weather, which are intended to maintain the safety of life, ship and cargo.

Procedures for opening, closing and securing hull openings

- .2 Ability to apply properly the procedures established for the ship regarding the opening, closing and securing of bow, stern, and side doors and ramps and to correctly operate the related systems.

Legislation, codes and agreements affecting ro-ro passenger ships

- .3 Ability to understand and apply international and national requirements for ro-ro passenger ships relevant to the ship concerned and the duties to be performed.

Stability and stress requirements and limitations

- .4 Ability to take proper account of stress limitations for sensitive parts of the ship, such as bow doors and other closing devices that maintain

watertight integrity, and of special stability considerations which may affect the safety of ro-ro passenger ships.

Procedures for the maintenance of special equipment on ro-ro passenger ships

- .5 Ability to apply properly the shipboard procedures for maintenance of equipment peculiar to ro-ro passenger ships such as bow, stern and side doors and ramps, scuppers and associated systems.

Loading and cargo securing manuals and calculators

- .6 Ability to make proper use of the loading and securing manuals in respect of all types of vehicles and rail cars where applicable, and to calculate and apply stress limitations for vehicle decks.

Dangerous cargo areas

- .7 Ability to ensure proper observance of special precautions and limitations applying to designated dangerous cargo areas.

Emergency procedures

- .8 Ability to ensure proper application of any special procedures to:
- .8.1 prevent or reduce the ingress of water on vehicle decks;
 - .8.2 remove water from vehicle decks; and
 - .8.3 minimize effects of water on vehicle decks.

Master

3 The master should take all steps necessary to implement any company instructions issued in accordance with section A-I/14. Such steps should include:

- .1 identifying all seafarers who are newly employed on board the ship before they are assigned to any duties;
- .2 providing the opportunity for all newly arrived seafarers to:
 - .2.1 visit the spaces in which their primary duties will be performed;
 - .2.2 get acquainted with the location, controls and display features of equipment they will be operating or using;
 - .2.3 activate the equipment when possible, and perform functions, using the controls on the equipment; and
 - .2.4 observe and ask questions of someone who is already familiar with the equipment, procedures and other arrangements, and who can

communicate information in a language which the seafarer understands; and

- .3 providing for a suitable period of supervision when there is any doubt that a newly employed seafarer is familiar with the shipboard equipment, operating procedures and other arrangements needed for the proper performance of his or her duties.

Crew members

4 Seafarers who are newly assigned to a ship should take full advantage of every opportunity provided to become familiar with the shipboard equipment, operating procedures and other arrangements needed for the proper performance of their duties. Immediately upon arriving on board for the first time, each seafarer has the responsibility to become acquainted with the ship's working environment, particularly with respect to new or unfamiliar equipment, procedures or arrangements.

5 Seafarers who do not promptly attain the level of familiarity required for performing their duties have the obligation to bring this fact to the attention of their supervisor or to the attention of the crew member designated in accordance with section A-I/14, paragraph 2.2, and to identify any equipment, procedure or arrangement which remains unfamiliar.

Section B-I/15

Guidance regarding transitional provisions

(No provisions)

CHAPTER II

Guidance regarding the master and the deck department

Section B-II/1

Guidance regarding the certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more

Training

1 Every candidate for certification as officer in charge of a navigational watch should have completed a planned and structured programme of training designed to assist a prospective officer to achieve the standard of competence in accordance with table A-II/1.

2 The structure of the programme of training should be set out in a training plan which clearly expresses, for all parties involved, the objectives of each stage of training on board and ashore. It is important that the prospective officer, tutors, ships' staff and company personnel are clear about the competences which are to be achieved at the end of the programme and how they are to be achieved through a combination of education, training and practical experience on board and ashore.

3 The mandatory periods of seagoing service are of prime importance in learning the job of being a ship's officer and in achieving the overall standard of competence required. Properly planned and structured, the periods of seagoing service will enable prospective officers to acquire and practice skills and will offer opportunities for

competences achieved to be demonstrated and assessed.

4 Where the seagoing service forms part of an approved training programme, the following principles should be observed:

- .1 The programme of onboard training should be an integral part of the overall training plan.
- .2 The programme of onboard training should be managed and coordinated by the company which manages the ship on which the seagoing service is to be performed.
- .3 The prospective officer should be provided with a training record book to enable a comprehensive record of practical training and experience at sea to be maintained. The training record book should be laid out in such a way that it can provide detailed information about the tasks and duties which should be undertaken and the progress towards their completion. Duly completed, the record book will provide unique evidence that a structured programme of onboard training has been completed which can be taken into account in the process of evaluating competence for the issue of a certificate.
- .4 At all times, the prospective officer should be aware of two identifiable individuals who are immediately responsible for the management of the programme of onboard training. The first of these is a qualified seagoing officer, referred to as the “shipboard training officer”, who, under the authority of the master, should organize and supervise the programme of training for the duration of each voyage. The second should be a person nominated by the company, referred to as the “company training officer”, who should have an overall responsibility for the training programme and for coordination with colleges and training institutions.
- .5 The company should ensure that appropriate periods are set aside for completion of the programme of onboard training within the normal operational requirements of the ship.

Roles and responsibilities

5 The following section summarizes the roles and responsibilities of those individuals involved in organizing and conducting onboard training:

- .1 The company training officer should be responsible for:
 - .1.1 overall administration of the programme of training;
 - .1.2 monitoring the progress of the prospective officer throughout; and
 - .1.3 issuing guidance as required and ensuring that all concerned with the training programme play their parts.

- .2 The shipboard training officer should be responsible for:
 - .2.1 organizing the programme of practical training at sea;
 - .2.2 ensuring, in a supervisory capacity, that the training record book is properly maintained and that all other requirements are fulfilled; and
 - .2.3 making sure, so far as is practicable, that the time the prospective officer spends on board is as useful as possible in terms of training and experience, and is consistent with the objectives of the training programme, the progress of training and the operational constraints of the ship.
- .3 The master's responsibilities should be to:
 - .3.1 provide the link between the shipboard training officer and the company training officer ashore;
 - .3.2 fulfil the role of continuity if the shipboard training officer is relieved during the voyage; and
 - .3.3 ensure that all concerned are effectively carrying out the onboard training programme.
- .4 The prospective officer's responsibilities should be to:
 - .4.1 follow diligently the programme of training as laid down;
 - .4.2 make the most of the opportunities presented, be they in or outside working hours; and
 - .4.3 keep the training record book up to date and ensure that it is available at all times for scrutiny.

Induction

6 At the beginning of the programme and at the start of each voyage on a different ship, prospective officers should be given full information and guidance as to what is expected of them and how the training programme is to be organized. Induction presents the opportunity to brief prospective officers about important aspects of the tasks they will be undertaking, with particular regard to safe working practices and protection of the marine environment.

Shipboard programme of training

7 The training record book should contain, amongst other things, a number of training tasks or duties which should be undertaken as part of the approved programme of onboard training. Such tasks and duties should relate to at least the following areas:

- .1 steering systems;
- .2 general seamanship;
- .3 mooring, anchoring and port operations;
- .4 life-saving and fire-fighting appliances;
- .5 systems and equipment;
- .6 cargo work;
- .7 bridge work and watchkeeping; and
- .8 engine-room familiarization.

8 It is extremely important that the prospective officer is given adequate opportunity for supervised bridge watchkeeping experience, particularly in the later stages of the onboard training programme.

9 The performance of the prospective officers in each of the tasks and duties itemized in the training record book should be initialled by a qualified officer when, in the opinion of the officer concerned, a prospective officer has achieved a satisfactory standard of proficiency. It is important to appreciate that a prospective officer may need to demonstrate ability on several occasions before a qualified officer is confident that a satisfactory standard has been achieved.

Monitoring and reviewing

10 Guidance and reviewing are essential to ensure that prospective officers are fully aware of the progress they are making and to enable them to join in decisions about their future programme. To be effective, reviews should be linked to information gained through the training record book and other sources as appropriate. The training record book should be scrutinized and endorsed formally by the master and the shipboard training officer at the beginning, during and at the end of each voyage. The training record book should also be examined and endorsed by the company training officer between voyages.

Assessment of abilities and skills in navigational watchkeeping

11 A candidate for certification who is required to have received special training and assessment of abilities and skills in navigational watchkeeping duties should be required to provide evidence, through demonstration either on a simulator or on board ship as part of an approved programme of shipboard training, that the skills and ability to perform as officer in charge of a navigational watch in at least the following areas have been acquired, namely to:

- .1 prepare for and conduct a passage, including:
 - .1.1 interpreting and applying information obtained from charts;
 - .1.2 fixing position in coastal waters;

- .1.3 applying basic information obtained from tide tables and other nautical publications;
- .1.4 checking and operating bridge equipment;
- .1.5 checking magnetic and gyro-compasses;
- .1.6 assessing available meteorological information;
- .1.7 using celestial bodies to fix position;
- .1.8 determining the compass error by celestial and terrestrial means; and
- .1.9 performing calculations for sailings of up to 24 hours;
- .2 operate and apply information obtained from electronic navigation systems;
- .3 operate radar, ARPA and ECDIS and apply radar information for navigation and collision avoidance;
- .4 operate propulsion and steering systems to control heading and speed;
- .5 implement navigational watch routines and procedures;
- .6 implement the manoeuvres required for rescue of persons overboard;
- .7 initiate action to be taken in the event of an imminent emergency situation (e.g., fire, collision, stranding) and action in the immediate aftermath of an emergency;
- .8 initiate action to be taken in event of malfunction or failure of major items of equipment or plant (e.g., steering gear, power, navigation systems);
- .9 conduct radiocommunications and visual and sound signalling in normal and emergency situations; and
- .10 monitor and operate safety and alarm systems, including internal communications.

12 Assessment of abilities and skills in navigational watchkeeping should:

- .1 be made against the criteria for evaluating competence for the function of navigation set out in table A-II/1;
- .2 ensure that the candidate performs navigational watchkeeping duties in accordance with the Principles to be observed in keeping a safe navigational watch (section A-VIII/2, part 4-1) and the Guidance on keeping a navigational watch (section B-VIII/2, part 4-1).

Evaluation of competence

13 The standard of competence to be achieved for certification as officer in charge of a navigational watch is set out in table A-II/1. The standard specifies the knowledge and skill required and the application of that knowledge and skill to the standard of performance required on board ship.

14 Scope of knowledge is implicit in the concept of competence. Assessment of competence should, therefore, encompass more than the immediate technical requirements of the job, the skills and tasks to be performed, and should reflect the broader aspects needed to meet the full expectations of competent performance as a ship's officer. This includes relevant knowledge, theory, principles and cognitive skills which, to varying degrees, underpin all levels of competence. It also encompasses proficiency in what to do, how and when to do it, and why it should be done. Properly applied, this will help to ensure that a candidate can:

- .1 work competently in different ships and across a range of circumstances;
- .2 anticipate, prepare for and deal with contingencies; and
- .3 adapt to new and changing requirements.

15 The criteria for evaluating competence (column 4 of table A-II/1) identify, primarily in outcome terms, the essential aspects of competent performance. They are expressed so that assessment of a candidate's performance can be made against them and should be adequately documented in the training record book.

16 Evaluation of competence is the process of:

- .1 collecting sufficient valid and reliable evidence about the candidate's knowledge, understanding and proficiency to accomplish the tasks, duties and responsibilities listed in column 1 of table A-II/1; and
- .2 judging that evidence against the criteria specified in the standard.

17 The arrangements for evaluating competence should be designed to take account of different methods of assessment which can provide different types of evidence about candidates' competence, e.g.:

- .1 direct observation of work activities (including seagoing service);
- .2 skills/proficiency/competency tests;
- .3 projects and assignments;
- .4 evidence from previous experience; and
- .5 written, oral and computer-based questioning techniques.

18 One or more of the first four methods listed should almost invariably be used to provide evidence of ability, in addition to appropriate questioning techniques to provide evidence of supporting knowledge and understanding.

Training in celestial navigation

19 The following areas summarize the recommended training in celestial navigation:

- .1 correctly adjust sextant for adjustable errors;
- .2 determine corrected reading of the sextant altitude of celestial bodies;
- .3 accurate sight reduction computation, using a preferred method;
- .4 calculate the time of meridian altitude of the sun;
- .5 calculate latitude by Polaris or by meridian altitude of the sun;
- .6 accurate plotting of position line(s) and position fixing;
- .7 determine time of visible rising/setting sun by a preferred method;
- .8 identify and select the most suitable celestial bodies in the twilight period;
- .9 determine compass error by azimuth or by amplitude, using a preferred method;
- .10 nautical astronomy as required to support the required competence in paragraphs 19.1 to 19.9 above.

20 Training in celestial navigation may include the use of electronic nautical almanac and celestial navigation calculation software.

Section B-II/2

Guidance regarding the certification of masters and chief mates on ships of 500 gross tonnage or more

(See section B-II/1 for guidance.)

Section B-II/3

Guidance regarding the certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage

(See section B-II/1 for guidance.)

Section B-II/4

Guidance regarding the training and certification of ratings forming part of a navigational watch

1 In addition to the requirements stated in table A-II/4 of this Code, Parties are encouraged, for safety reasons, to include the following subjects in the training of ratings forming part of a navigational watch:

- .1 a basic knowledge of the International Regulations for Preventing Collisions at Sea, 1972, as amended;
- .2 rigging a pilot ladder;
- .3 an understanding of wheel orders given by pilots in English;
- .4 training for proficiency in survival craft and rescue boats;
- .5 support duties when berthing and unberthing and during towing operations;
- .6 a basic knowledge of anchoring;
- .7 a basic knowledge of dangerous cargoes;
- .8 a basic knowledge of stowage procedures and arrangements for bringing stores on board; and
- .9 a basic knowledge of deck maintenance and of tools used on deck.

Section B-II/5

Guidance regarding the certification of ratings as able seafarer deck

Onboard training should be documented in an approved training record book.

CHAPTER III**Guidance regarding the engine department****Section B-III/1**

Guidance regarding the certification of officers in charge of an engineering watch in a manned engine-room or as designated duty engineers in a periodically unmanned engine-room

1 In table A-III/1, the tools referred to should include hand tools, common measuring equipment, centre lathes, drilling machines, welding equipment and milling machines as appropriate.

2 Training in workshop skills ashore can be carried out in a training institution or approved workshop.

3 Onboard training should be adequately documented in the training record book by qualified assessors.

Section B-III/2

Guidance regarding the certification of chief engineer officers and second engineer officers of ships powered by main propulsion machinery of 3,000 kW propulsion power or more

(No provisions)

Guidance regarding training of engineering personnel having management responsibilities for the operation and safety of electrical power plant above 1,000 volts

1 Training of engineering personnel having management responsibilities for the operation and safety of electrical power plant of more than 1,000 V should at least include:

- .1 the functional, operational and safety requirements for a marine high-voltage system;
- .2 assignment of suitably qualified personnel to carry out maintenance and repair of high-voltage switchgear of various types;
- .3 taking remedial action necessary during faults in a high-voltage system;
- .4 producing a switching strategy for isolating components of a high-voltage system;
- .5 selecting suitable apparatus for isolation and testing of high-voltage equipment;
- .6 carrying out a switching and isolation procedure on a marine high-voltage system, complete with safety documentation; and
- .7 performing tests of insulation resistance and polarization index on high-voltage equipment.

Section B-III/3

Guidance regarding the certification of chief engineer officers and second engineer officers of ships powered by main propulsion machinery between 750 kW and 3,000 kW propulsion power

(No provisions)

Section B-III/4

Guidance regarding the training and certification of ratings forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

1 In addition to the requirements stated in section A-III/4 of this Code, Parties are encouraged, for safety reasons, to include the following items in the training of ratings forming part of an engineering watch:

- .1 a basic knowledge of routine pumping operations, such as bilge, ballast and cargo pumping systems;
- .2 a basic knowledge of electrical installations and the associated dangers;
- .3 a basic knowledge of maintenance and repair of machinery and tools used in the engine-room; and
- .4 a basic knowledge of stowage and arrangements for bringing stores on board.

Section B-III/5

Guidance regarding the certification of ratings as able seafarer engine

Onboard training should be documented in an approved training record book.

Section B-III/6

Guidance regarding training and certification for electro-technical officers

In addition to the requirements stated in table A-III/6 of this Code, Parties are encouraged to take into account resolution A.702(17) concerning radio maintenance guidelines for the Global Maritime Distress and Safety System (GMDSS) within their training programmes.

Section B-III/7

Guidance regarding training and certification for electro-technical ratings

(No provisions)

CHAPTER IV**Guidance regarding radiocommunication and radio operators****Section B-IV/1**

Guidance regarding the application of chapter IV

(No provisions)

Section B-IV/2

Guidance regarding training and certification of GMDSS radio operators

**TRAINING RELATED TO THE FIRST-CLASS RADIOELECTRONIC
CERTIFICATE General**

1 The requirements of medical fitness, especially as to hearing, eyesight and speech, should be met by the candidate before training is commenced.

2 The training should be relevant to the provisions of the STCW Convention, the provisions of the Radio Regulations annexed to the International Telecommunication Convention (Radio Regulations) and the provisions of the International Convention for the Safety of Life at Sea (SOLAS Convention) currently in force, with particular attention given to provisions for the global maritime distress and safety system (GMDSS). In developing training requirements, account should be taken of at least the knowledge and training given in paragraphs 3 to 14 hereunder.

Theory

3 Knowledge of the general principles and basic factors necessary for safe and efficient use of all sub-systems and equipment required in the GMDSS, sufficient to support the practical training provisions given in paragraph 13.

4 Knowledge of the use, operation and service areas of GMDSS sub-systems, including satellite system characteristics, navigational and meteorological warning systems and selection of appropriate communication circuits.

5 Knowledge of the principles of electricity and the theory of radio and electronics sufficient to meet the provisions given in paragraphs 6 to 10 below.

- 6 Theoretical knowledge of GMDSS radiocommunication equipment, including narrow-band direct-printing telegraphy and radiotelephone transmitters and receivers, digital selective calling equipment, ship earth stations, emergency position-indicating radio beacons (EPIRBs), marine antenna systems, radio equipment for survival craft together with all auxiliary items, including power supplies, as well as general knowledge of the principles of other equipment generally used for radionavigation, with particular reference to maintaining the equipment in service.
- 7 Knowledge of factors that affect system reliability, availability, maintenance procedures and proper use of test equipment.
- 8 Knowledge of microprocessors and fault diagnosis in systems using microprocessors.
- 9 Knowledge of control systems in the GMDSS radio equipment, including testing and analysis.
- 10 Knowledge of the use of computer software for the GMDSS radio equipment and methods for correcting faults caused by loss of software control of the equipment.

Regulations and documentation

- 11 Knowledge of:
 - .1 the SOLAS Convention and the Radio Regulations, with particular emphasis on:
 - .1.1 distress, urgency and safety radiocommunications;
 - .1.2 avoiding harmful interference, particularly with distress and safety traffic;
and
 - .1.3 prevention of unauthorized transmissions;
 - .2 other documents relating to operational and communication procedures for distress, safety and public correspondence services, including charges, navigational warnings, and weather broadcasts in the Maritime Mobile Service and the Maritime Mobile Satellite Service; and
 - .3 use of the International Code of Signals and the IMO Standard Marine Communication Phrases.

Watchkeeping and procedures

- 12 Knowledge of and training in:
- .1 communication procedures and discipline to prevent harmful interference in GMDSS sub-systems;
 - .2 procedures for using propagation-prediction information to establish optimum frequencies for communications;
 - .3 radiocommunication watchkeeping relevant to all GMDSS sub-systems, exchange of radiocommunication traffic, particularly concerning distress, urgency and safety procedures, and radio records;
 - .4 use of the international phonetic alphabet;
 - .5 monitoring a distress frequency while simultaneously monitoring or working on at least one other frequency;
 - .6 ship reporting systems and procedures;
 - .7 radiocommunication procedures of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual;
 - .8 radio medical systems and procedures; and
 - .9 causes of false distress alerts and means to avoid them.

Practical

- 13 Practical training, supported by appropriate laboratory work, should be given in:
- .1 correct and efficient operation of all GMDSS sub-systems and equipment under normal propagation conditions and under typical interference conditions;
 - .2 safe operation of all the GMDSS communication equipment and ancillary devices, including safety precautions;
 - .3 adequate and accurate keyboard skills for the satisfactory exchange of communications;
 - .4 operational techniques for:
 - .4.1 receiver and transmitter adjustment for the appropriate mode of operation, including digital selective calling and direct-printing telegraphy;
 - .4.2 antenna adjustment and realignment, as appropriate;

- .4.3 use of radio life-saving appliances; and
- .4.4 use of emergency position-indicating radio beacons (EPIRBs);
- .5 antenna rigging, repair and maintenance, as appropriate;
- .6 reading and understanding pictorial, logic and circuit diagrams;
- .7 use and care of those tools and test instruments necessary to carry out at-sea electronic maintenance;
- .8 manual soldering and desoldering techniques, including those involving semi-conductor devices and modern circuits, and the ability to distinguish whether the circuit is suitable to be manually soldered or desoldered;
- .9 tracing and repair of faults to component level, where practicable, and to board/module level in other cases;
- .10 recognition and correction of conditions contributing to the fault occurring;
- .11 maintenance procedures, both preventive and corrective, for all GMDSS communication equipment and radionavigation equipment; and
- .12 methods of alleviating electrical and electromagnetic interference such as bonding, shielding and bypassing.

Miscellaneous

- 14 Knowledge of and/or training in:
 - .1 the English language, both written and spoken, for the satisfactory exchange of communications relevant to the safety of life at sea;
 - .2 world geography, especially the principal shipping routes, services of rescue coordination centres (RCCs) and related communication routes;
 - .3 survival at sea, the operation of lifeboats, rescue boats, liferafts, buoyant apparatus and their equipment, with special reference to radio life-saving appliances;
 - .4 fire prevention and fire fighting, with particular reference to the radio installation;
 - .5 preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical, radiation, chemical and mechanical hazards;
 - .6 first aid, including heart-respiration revival techniques; and

- .7 coordinated universal time (UTC), global time zones and the international date line.

TRAINING RELATED TO THE SECOND-CLASS RADIOELECTRONIC CERTIFICATE General

15 The requirements of medical fitness, especially as to hearing, eyesight and speech, should be met by the candidate before training is commenced.

16 The training should be relevant to the provisions of the STCW Convention and the SOLAS Convention currently in force, with particular attention given to provisions for the global maritime distress and safety system (GMDSS). In developing training requirements, account should be taken of at least the knowledge and training given in paragraphs 17 to 28 hereunder.

Theory

17 Knowledge of the general principles and basic factors necessary for safe and efficient use of all sub-systems and equipment required in the GMDSS, sufficient to support the practical training provisions given in paragraph 27 below.

18 Knowledge of the use, operation and service areas of GMDSS sub-systems, including satellite system characteristics, navigational and meteorological warning systems and selection of appropriate communication circuits.

19 Knowledge of the principles of electricity and the theory of radio and electronics sufficient to meet the provisions given in paragraphs 20 to 24 below.

20 General theoretical knowledge of GMDSS radiocommunication equipment, including narrow-band direct-printing telegraphy and radiotelephone transmitters and receivers, digital selective calling equipment, ship earth stations, emergency position-indicating radio beacons (EPIRBs), marine antenna systems, radio equipment for survival craft together with all auxiliary items, including power supplies, as well as general knowledge of other equipment generally used for radionavigation, with particular reference to maintaining the equipment in service.

21 General knowledge of factors that affect system reliability, availability, maintenance procedures and proper use of test equipment.

22 General knowledge of microprocessors and fault diagnosis in systems using microprocessors.

23 General knowledge of control systems in the GMDSS radio equipment, including testing and analysis.

24 Knowledge of the use of computer software for the GMDSS radio equipment and methods for correcting faults caused by loss of software control of the equipment.

Regulations and documentation

- 25 Knowledge of:
- .1 the SOLAS Convention and the Radio Regulations, with particular emphasis on:

- .1.1 distress, urgency and safety radiocommunications;
- .1.2 avoiding harmful interference, particularly with distress and safety traffic;
and
- .1.3 the prevention of unauthorized transmissions;
- .2 other documents relating to operational and communication procedures for distress, safety and public correspondence services, including charges, navigational warnings, and weather broadcasts in the Maritime Mobile Service and the Maritime Mobile Satellite Service; and
- .3 the use of the International Code of Signals and the IMO Standard Marine Communication Phrases.

Watchkeeping and procedures

26 Training should be given in:

- .1 communication procedures and discipline to prevent harmful interference in GMDSS sub-systems;
- .2 procedures for using propagation-prediction information to establish optimum frequencies for communications;
- .3 radiocommunication watchkeeping relevant to all GMDSS sub-systems, exchange of radiocommunication traffic, particularly concerning distress, urgency and safety procedures, and radio records;
- .4 use of the international phonetic alphabet;
- .5 monitoring a distress frequency while simultaneously monitoring or working on at least one other frequency;
- .6 ship reporting systems and procedures;
- .7 radiocommunication procedures of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual;
- .8 radio medical systems and procedures; and
- .9 causes of false distress alerts and means to avoid them.

Practical

- 27 Practical training, supported by appropriate laboratory work, should be given in:
- .1 correct and efficient operation of all GMDSS sub-systems and equipment under normal propagation conditions and under typical interference conditions;
 - .2 safe operation of all the GMDSS communication equipment and ancillary devices, including safety precautions;
 - .3 adequate and accurate keyboard skills for the satisfactory exchange of communications;
 - .4 operational techniques for:
 - .4.1 receiver and transmitter adjustment for the appropriate mode of operation, including digital selective calling and direct-printing telegraphy;
 - .4.2 antenna adjustment and realignment, as appropriate;
 - .4.3 use of radio life-saving appliances; and
 - .4.4 use of emergency position-indicating radio beacons (EPIRBs);
 - .5 antenna rigging, repair and maintenance, as appropriate;
 - .6 reading and understanding pictorial, logic and module interconnection diagrams;
 - .7 use and care of those tools and test instruments necessary to carry out at-sea electronic maintenance at the level of replacement of a unit or module;
 - .8 basic manual soldering and desoldering techniques and their limitations;
 - .9 tracing and repair of faults to board/module level;
 - .10 recognition and correction of conditions contributing to the fault occurring;
 - .11 basic maintenance procedures, both preventive and corrective, for all the GMDSS communication equipment and radionavigation equipment; and
 - .12 methods of alleviating electrical and electromagnetic interference, such as bonding, shielding and bypassing.

Miscellaneous

- 28 Knowledge of, and/or training in:
- .1 the English language, both written and spoken, for the satisfactory exchange of communications relevant to the safety of life at sea;
 - .2 world geography, especially the principal shipping routes, services of rescue coordination centres (RCCs) and related communication routes;
 - .3 survival at sea, the operation of lifeboats, rescue boats, liferafts, buoyant apparatus and their equipment, with special reference to radio life-saving appliances;
 - .4 fire prevention and fire fighting, with particular reference to the radio installation;
 - .5 preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical, radiation, chemical and mechanical hazards;
 - .6 first aid, including heart-respiration revival techniques; and
 - .7 coordinated universal time (UTC), global time zones and the international date line.

TRAINING RELATED TO THE GENERAL OPERATOR'S CERTIFICATE General

29 The requirements of medical fitness, especially as to hearing, eyesight and speech, should be met by the candidate before training is commenced.

30 The training should be relevant to the provisions of the STCW Convention, the Radio Regulations and the SOLAS Convention currently in force, with particular attention given to provisions for the global maritime distress and safety system (GMDSS). In developing training requirements, account should be taken of at least the knowledge and training given in paragraphs 31 to 36 hereunder.

Theory

31 Knowledge of the general principles and basic factors necessary for safe and efficient use of all sub-systems and equipment required in the GMDSS sufficient to support the practical training provisions given in paragraph 35 below.

32 Knowledge of the use, operation and service areas of GMDSS sub-systems, including satellite system characteristics, navigational and meteorological warning systems and selection of appropriate communication circuits.

Regulations and documentation

- 33 Knowledge of:
- .1 the SOLAS Convention and the Radio Regulations, with particular emphasis on:
 - .1.1 distress, urgency and safety radiocommunications;

- .1.2 avoiding harmful interference, particularly with distress and safety traffic;
and
- .1.3 prevention of unauthorized transmissions;
- .2 other documents relating to operational and communication procedures for distress, safety and public correspondence services, including charges, navigational warnings, and weather broadcasts in the Maritime Mobile Service and the Maritime Mobile Satellite Service; and
- .3 use of the International Code of Signals and the IMO Standard Marine Communication Phrases.

Watchkeeping and procedures

34 Training should be given in:

- .1 communication procedures and discipline to prevent harmful interference in GMDSS sub-systems;
- .2 procedures for using propagation-prediction information to establish optimum frequencies for communications;
- .3 radio-communication watchkeeping relevant to all GMDSS sub-systems, exchange of radio-communication traffic, particularly concerning distress, urgency and safety procedures, and radio records;
- .4 use of the international phonetic alphabet;
- .5 monitoring a distress frequency while simultaneously monitoring or working on at least one other frequency;
- .6 ship reporting systems and procedures;
- .7 radiocommunication procedures of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual;
- .8 radio medical systems and procedures; and
- .9 causes of false distress alerts and means to avoid them.

Practical

- 35 Practical training should be given in:
- .1 correct and efficient operation of all GMDSS sub-systems and equipment under normal propagation conditions and under typical interference conditions;
 - .2 safe operation of all the GMDSS communications equipment and ancillary devices, including safety precautions;
 - .3 accurate and adequate keyboard skills for the satisfactory exchange of communications; and
 - .4 operational techniques for:
 - .4.1 receiver and transmitter adjustment for the appropriate mode of operation, including digital selective calling and direct-printing telegraphy;
 - .4.2 antenna adjustment and realignment as appropriate;
 - .4.3 use of radio life-saving appliances; and
 - .4.4 use of emergency position-indicating radio beacons (EPIRBs).

Miscellaneous

- 36 Knowledge of, and/or training in:
- .1 the English language, both written and spoken, for the satisfactory exchange of communications relevant to the safety of life at sea;
 - .2 world geography, especially the principal shipping routes, services of rescue coordination centres (RCCs) and related communication routes;
 - .3 survival at sea, the operation of lifeboats, rescue boats, liferafts, buoyant apparatus and their equipment, with special reference to radio life-saving appliances;
 - .4 fire prevention and fire-fighting, with particular reference to the radio installation;
 - .5 preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical, radiation, chemical and mechanical hazards;
 - .6 first aid, including heart-respiration revival techniques; and

- .7 coordinated universal time (UTC), global time zones and the international date line.

TRAINING RELATED TO THE RESTRICTED OPERATOR'S CERTIFICATE

General

37 The requirements of medical fitness, especially as to hearing, eyesight and speech, should be met by the candidate before training is commenced.

38 The training should be relevant to the provisions of the STCW Convention, the Radio Regulations and the SOLAS Convention currently in force, with particular attention given to provisions for the global maritime distress and safety system (GMDSS). In developing training guidance, account should be taken of at least the knowledge and training given in paragraphs 39 to 44 hereunder.

Theory

39 Knowledge of the general principles and basic factors, including VHF range limitation and antenna height effect necessary for safe and efficient use of all sub-systems and equipment required in GMDSS in sea area A1, sufficient to support the training given in paragraph 43 below.

40 Knowledge of the use, operation and service areas of GMDSS sea area A1 sub-systems, e.g., navigational and meteorological warning systems and the appropriate communication circuits.

Regulations and documentation

41 Knowledge of:

- .1 those parts of the SOLAS Convention and the Radio Regulations relevant to sea area A1, with particular emphasis on:
 - .1.1 distress, urgency and safety radiocommunications;
 - .1.2 avoiding harmful interference, particularly with distress and safety traffic;
and
 - .1.3 prevention of unauthorized transmissions;
- .2 other documents relating to operational and communication procedures for distress, safety and public correspondence services, including charges, navigational warnings and weather broadcasts in the Maritime Mobile Service in sea area A1; and
- .3 use of the International Code of Signals and the IMO Standard Marine Communication Phrases.

Watchkeeping and procedures

42 Training should be given in:

- .1 communication procedures and discipline to prevent harmful interference in GMDSS sub-systems used in sea area A1;
- .2 VHF communication procedures for:
 - .2.1 radiocommunication watchkeeping, exchange of radiocommunication traffic, particularly concerning distress, urgency and safety procedures, and radio records;
 - .2.2 monitoring a distress frequency while simultaneously monitoring or working on at least one other frequency; and
 - .2.3 the digital selective calling system;
- .3 use of the international phonetic alphabet;
- .4 ship reporting systems and procedures;
- .5 VHF radiocommunication procedures of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual;
- .6 radio medical systems and procedures; and
- .7 causes of false distress alerts and means to avoid them.

Practical

43 Practical training should be given in:

- .1 correct and efficient operation of the GMDSS sub-systems and equipment prescribed for ships operating in sea area A1 under normal propagation conditions and under typical interference conditions;
- .2 safe operation of relevant GMDSS communication equipment and ancillary devices, including safety precautions; and
- .3 operational techniques for use of:
 - .3.1 VHF, including channel, squelch, and mode adjustment, as appropriate;
 - .3.2 radio life-saving appliances;

- .3.3 emergency position-indicating radio beacons (EPIRBs); and
- .3.4 NAVTEX receivers.

Miscellaneous

44 Knowledge of, and/or training in:

- .1 the English language, both written and spoken, for the satisfactory exchange of communications relevant to the safety of life at sea;
- .2 services of rescue coordination centres (RCCs) and related communication routes;
- .3 survival at sea, the operation of lifeboats, rescue boats, liferafts, buoyant apparatus and their equipment, with special reference to radio life-saving appliances;
- .4 fire prevention and fire fighting, with particular reference to the radio installation;
- .5 preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical, radiation, chemical and mechanical hazards; and
- .6 first aid, including heart-respiration revival techniques.

TRAINING RELATED TO MAINTENANCE OF GMDSS INSTALLATIONS ON BOARD SHIPS

General

45 Reference is made to the maintenance requirements of SOLAS Convention regulation IV/15, and to IMO resolution A.702(17) on Radio maintenance guidelines for the GMDSS related to sea areas A3 and A4, which includes in its annex the following provision:

“4.2 The person designated to perform functions for at-sea electronic maintenance should either hold an appropriate certificate as specified by the Radio Regulations, as required, or have equivalent at-sea electronic maintenance qualifications, as may be approved by the Administration, taking into account the recommendations of the Organization on the training of such personnel.”

46 The following guidance on equivalent electronic maintenance qualifications is provided for use by Administrations as appropriate.

47 Training as recommended below does not qualify any person to be an operator of GMDSS radio equipment who does not hold an appropriate Radio Operator’s Certificate.

Maintenance training equivalent to the First-Class Radioelectronic Certificate

48 In determining training equivalent to the elements of the listed First-Class Radioelectronic Certificate:

- .1 the theory content should cover at least the subjects given in paragraphs 3 to 10;
- .2 the practical content should cover at least the subjects given in paragraph 13; and
- .3 the miscellaneous knowledge included should cover at least the subjects given in paragraph 14.

Maintenance training equivalent to the Second-Class Radioelectronic Certificate

49 In determining training equivalent to the maintenance elements of the Second-Class Radioelectronic Certificate:

- .1 the theory content should cover at least the subjects given in paragraphs 17 to 24;
- .2 the practical content should cover at least the subjects given in paragraph 27; and
- .3 the miscellaneous knowledge included should cover at least the subjects given in paragraph 28.

CHAPTER V

Guidance regarding special training requirements for personnel on certain types of ships

Section B-V/1

Guidance regarding the training and qualifications of tanker personnel

Person with immediate responsibility

1 The term “person with immediate responsibility” as used in paragraphs 3 and 5 of regulation V/1-1 and paragraph 3 of regulation V/1-2 means a person being in a decision-making capacity with respect to loading, discharging, care in transit, handling of cargo, tank cleaning or other cargo-related operations.

FAMILIARIZATION TRAINING FOR ALL TANKER PERSONNEL

2 All tanker personnel should undergo familiarization training on board and, where appropriate, ashore before being assigned to shipboard duties, which should be given by qualified personnel experienced in the handling and characteristics of oil, chemical or liquefied gas cargoes, as appropriate, and the safety procedures involved. The training should at least cover the matters set out in paragraphs 3 to 8 below.

Regulations

3 Knowledge of the ship's rules and regulations governing the safety of personnel on board a tanker in port and at sea.

Health hazards and precautions to be taken

4 Dangers of skin contact; inhalation and accidental swallowing of cargo; the harmful properties of the cargoes carried, personnel accidents and associated first aid; lists of do's and don'ts.

Fire prevention and fire fighting

5 Control of smoking and cooking restrictions; sources of ignition; fire and explosion prevention; methods of fire fighting; portable fire extinguishers and fixed installations.

Pollution prevention

6 Procedures to be followed to prevent air and water pollution and measures which will be taken in the event of spillage.

Safety equipment and its use

7 The proper use of protective clothing and equipment, resuscitators, escape and rescue equipment.

Emergency procedures

8 Familiarization with the emergency plan procedures.

PROOF OF QUALIFICATION

9 The master of every oil, chemical and liquefied gas tanker should ensure that the officer or the person primarily responsible for the cargo possesses the appropriate certificate, issued or endorsed or validated as required by regulation V/1-1, paragraph 3; regulation V/1-1, paragraph 5 or regulation V/1-2, paragraph 3, as appropriate, and has had adequate recent practical experience on board an appropriate type of tanker to permit that officer or person to safely perform the duties assigned.

GUIDANCE REGARDING APPROVED ONBOARD TRAINING General

10 The purpose of qualifying shipboard service is to provide training and knowledge for the safe carriage of specific tanker cargoes.

11 To satisfy the experience appropriate to their duties on the type of tanker on which they serve referred to in regulation V/1-1, paragraph 4.2.2, regulation V/1-1, paragraph 6.2.2 and regulation V/1-2, paragraph 4.2.2, onboard training should:

- .1 emphasize practical "hands on experience" and be related to the employment of the seafarer, i.e. the training of deck and engineering departments may be different;
- .2 be under the supervision of personnel qualified and experienced in the handling, characteristics and safety procedures of the cargoes being carried by the vessel;

- .3 be on board the tanker carrying products relative to the tanker Certificate of Proficiency/Endorsement being sought and should be such that the specialist equipment is brought into operation but may be on a ballast passage between cargoes for part of that period;
- .4 take part in at least three loading and discharge operations; and
- .5 at least cover the matters set out in “Onboard training criteria” in paragraph 19.

12 The onboard training programme must in no way affect the safe running or the seaworthiness of the vessel.

Onboard training programme

13 The trainee should be carried in a supernumerary capacity (i.e. the trainee will have no other duties than that of undertaking the training programme and emergency duties).

14 The programme of onboard training should be managed and coordinated by the company which manages the ship on which the seagoing service is to be performed and be a vessel nominated by the company as a training vessel.

15 At all times, the trainee should be aware of two identifiable individuals who are immediately responsible for the management of the programme of onboard training. The first of these is a qualified seagoing officer, referred to as the “shipboard training officer”, who, under the authority of the master, should organize and supervise the programme of training. The second should be a person nominated by the company, referred to as the “company training officer”, who should have an overall responsibility for the training programme and for coordination with training organizations.

16 The trainee should be provided with an approved training record book to enable a comprehensive record of practical training and experience at sea to be maintained. The approved training record book should be laid out in such a way that it can provide detailed information about the tasks and duties which should be undertaken and the progress towards their completion. Duly completed and countersigned by the master, the approved record book will provide unique evidence that a structured programme of onboard training has been completed leading towards the issue of a relevant Certificate in Advanced Training for Tanker Cargo Operations.

17 During the approved onboard training programme the trainee should be instructed in the loading, discharging, care in transit, handling of cargo, tank cleaning or other cargo-related operations of the tanker to ensure that the experience gained is at least equal to that which would be obtained in three months’ normal service.

18 If the three-loading and three-unloading criteria cannot be achieved within the one-month onboard training period, then the period of onboard training should be extended until these criteria have been satisfactorily achieved.

Onboard training criteria

19 The onboard training should at least provide knowledge and experience, relevant to the applicable tanker type, of the following:

.1 Safety

.1.1 All tanker types

- .1 Ship's safety-management system
- .2 Cargo-specific fire-fighting equipment and procedures
- .3 Cargo-specific first-aid procedures, including the Medical First Aid Guide for Use in Accidents involving Dangerous Goods (MFAG)
- .4 Ship-/cargo-specific hazards, including smoking regulations, oxygen-depleted atmospheres, cargo hydrocarbon narcosis and toxicity
- .5 Risk assessment systems
- .6 Permit to work, including hot work and enclosed spaces entry procedures
- .7 Use of personal protective equipment

.1.2 Additional for liquefied gas tankers

- .1 Dangers and precautions related to handling and storage of cargoes at cryogenic temperatures

.2 Construction, cargo, cargo tanks and pipelines

.2.1 All tanker types

- .1 Hull/tank construction and limitations
- .2 Cargo connections
- .3 Properties and hazards associated with the types of cargo being carried, including use of Material Safety Data Sheets
- .4 The risks that cargo operations (such as purging/gas-freeing/tank cleaning) may have on the accommodation ventilation systems and actions to mitigate these risks
- .5 Configuration of cargo and ballast system
- .6 Pumps and associated equipment
- .7 Specialist equipment associated with the cargo operations
- .8 Particulars of the tanker's construction and how this affects the cargo operations

.2.2 Additional for liquefied gas tankers

- .1 Use of segregation, separation and airlocks to maintain gas-safe areas
- .2 Cargo tank, inter-barrier, insulation spaces, and pipeline relief valves and vapour venting systems
- .3 Cargo vapour compressors and associated equipment

.3 Trim and stability

.3.1 All tanker types

- .1 Tanker's stability information and calculating equipment
- .2 Importance of maintaining stress levels within acceptable limits
- .3 Dangers of free surface effect and "sloshing" effect

.4 Cargo operations

.4.1 All tanker types

- .1 Pre-planning of loading/in-transit care, discharge/ballast operations
- .2 Record keeping
- .3 Start up/stopping procedures, including emergency shutdown
- .4 Attention required for mooring arrangements during cargo operations
- .5 Purging and inerting requirements and associated hazards
- .6 Loading cargo, including topping-off operations
- .7 Discharging cargo, including draining and stripping operations
- .8 Monitoring of cargo during loading/discharging operations, including sampling where applicable
- .9 Tank gauging and alarm systems
- .10 Dangers from electrostatic discharge and its prevention
- .11 Ballasting and deballasting operations
- .12 Maintenance requirements, including coating inspections

.4.2 Additional for chemical tankers

- .1 Polymerization, cargo compatibility, tank coating compatibility and other reactions
- .2 Functions of inhibitors and catalysts
- .3 Vapour/gas dispersion

.4.3 Additional for liquefied gas tankers

- .1 Polymerization, cargo compatibility, tank coating compatibility and other reactions
- .2 Functions of inhibitors and catalysts
- .3 Causes of backpressure and pressure surge effects
- .4 Use of boil-off gas as a fuel
- .5 Vapour/gas dispersion
- .6 Purging and cool-down operations
- .7 Operation and maintenance of re-liquefaction equipment
- .8 Understanding and use of the custody transfer system

.4.4 Additional for oil tankers

- .1 Crude oil washing systems

.5 Tank washing/cleaning

.5.1 All tanker types

- .1 Tank cleaning systems and equipment fitted on the tanker
- .2 Pre-planning of tank washing/cleaning operations
- .3 Tank washing procedures, including purging and inerting
- .4 Control of slops/waste product
- .5 Electro-static hazards
- .6 Cleanliness requirements
- .7 Maintenance requirements

.5.2 Additional for chemical tankers

- .1 Removal of inhibitors and residues
- .2 Use of absorption, cleaning agents and detergents

.5.3 Additional for liquefied gas tankers

- .1 Hot-gassing/boil-off of liquid residues and regassification process

.6 Inert gas systems

.6.1 All tanker types

- .1 Inerting system(s) and equipment fitted to the tanker
- .2 Hazards associated with inerting of spaces, with particular reference to safe entry into tanks
- .3 Purging, maintaining inert atmosphere and gas-freeing operations
- .4 Maintenance requirements

.7 Pollution prevention and control

.7.1 All tanker types

- .1 International, flag State and company regulations, documentation and plans
- .2 Operation of the tanker's pollution-prevention systems and equipment, including discharge monitoring
- .3 Operation of the tanker's pollution-containment equipment

.8 Gas-detection equipment and instruments

.8.1 All tanker types

- .1 Use and calibration of personal, portable and fixed gas analysers, with particular reference to oxygen and hydrocarbon monitoring equipment
- .2 Operation, maintenance and limitation of cargo tank level measuring, level alarm and temperature-measuring systems

.8.2 Additional for liquefied gas tankers

.1 Operation and maintenance of hull temperature measurement

.9 Publications

.9.1 All tanker types

- .1 International, flag State and company publications relevant to the operation of the tanker, including OLAS, MARPOL and applicable guidance manuals
- .2 Operating and maintenance manuals specific to the equipment on board
- .3 Established industrial standards and code of safe working practice
(e.g., ICS, OCIMF, SIGTTO)

Section B-V/1-1

Guidance regarding training and qualifications of masters, officers and ratings on oil and chemical tankers

OIL TANKER TRAINING

20 The training required by paragraphs 2.2 and 4.3 of regulation V/1-1 in respect of oil tankers should be set out in a training plan which clearly expresses, for all parties involved, the objectives of the training. Training may be given on board or ashore, where appropriate. It should be supplemented by practical instruction on board and, where appropriate, in a suitable shore-based installation. All training and instruction should be given by properly qualified and suitably experienced personnel.

21 As much use as possible should be made of shipboard operation and equipment manuals, films and suitable visual aids, and the opportunity should be taken to introduce discussion of the part to be played by the safety organization on board ship and the role of safety officers and safety committees.

CHEMICAL TANKER TRAINING

22 The training required by paragraphs 2.2 and 6.3 of regulation V/1-1 in respect of chemical tankers should be set out in a training plan which clearly expresses, for all parties involved, the objectives of the training. Training may be given on board or ashore, where appropriate. It should be supplemented by practical instruction on board and, where appropriate, in a suitable shore-based installation. All training and instruction should be given by properly qualified and suitably experienced personnel.

23 As much use as possible should be made of shipboard operation and equipment manuals, films and suitable visual aids, and the opportunity should be taken to introduce discussion of the part to be played by the safety organization on board ship and the role of safety officers and safety committees.

Section B-V/1-2

Guidance regarding training and qualifications of masters, officers and ratings on liquefied gas tankers

24 The training required by paragraphs 2.2 and 4.3 of regulation V/1-2 in respect of liquefied gas tankers should be set out in a training plan which clearly expresses, for all parties involved, the objectives of the training. Training may be given on board or ashore, where appropriate. It should be supplemented by practical instruction on board and, where appropriate, in a suitable shore-based installation. All training and instruction should be given by properly qualified and suitably experienced personnel.

25 As much use as possible should be made of shipboard operation and equipment manuals, films and suitable visual aids, and the opportunity should be taken to introduce discussion of the part to be played by the safety organization on board ship and the role of safety officers and safety committees.

Section B-V/2

Guidance regarding training of seafarers on passenger ships

ENHANCED FIRE FIGHTING

1 For officers and crew on passenger ships, additional training should be provided highlighting the difficulties of fighting fires, including access to confined spaces and prevention of the spread of fire to adjoining spaces.

DAMAGE CONTROL

2 In developing standards of competency given in sections A-II/1, A-II/2 and A-III/2 to achieve the necessary level of theoretical knowledge, understanding and proficiency in damage control and watertight integrity, companies and training institutions should take into account the minimum knowledge, understanding and proficiency for damage control and watertight integrity as given below:

Competence

Minimize the risk of flooding and maintain a state of readiness to respond to emergency situations involving damage to the watertight integrity of the ship.

Knowledge, understanding and proficiency

Shipboard damage control plans and organization.

Damage control systems, equipment (lockers) and emergency escape

routes The key elements in maintaining stability and watertight

integrity. Importance of securing flooding and maintaining watertight

boundaries.

Actions to be taken aboard a ship in the event of an explosion, grounding, collision, or fire

Damage control techniques consistent with equipment found on board including the ship bilge systems and pumps.

Section B-V/a

Guidance regarding additional training for masters and chief mates of large ships and ships with unusual manoeuvring characteristics

1 It is important that masters and chief mates should have had relevant experience and training before assuming the duties of master or chief mate of large ships or ships having unusual manoeuvring and handling characteristics significantly different from those in which they have recently served. Such characteristics will generally be found in ships which are of considerable deadweight or length or of special design or of high speed.

2 Prior to their appointment to such a ship, masters and chief mates should:

- .1 be informed of the ship's handling characteristics by the company, particularly in relation to the knowledge, understanding and proficiency listed under ship manoeuvring and handling in column 2 of table A-II/2 – Specification of the minimum standard of competence for masters and chief mates on ships of 500 gross tonnage or more; and
- .2 be made thoroughly familiar with the use of all navigational and manoeuvring aids fitted in the ship concerned, including their capabilities and limitations.

3 Before initially assuming command of one of the ships referred to above, the prospective master should have sufficient and appropriate general experience as master or chief mate, and either:

- .1 have sufficient and appropriate experience manoeuvring the same ship under supervision or in manoeuvring a ship having similar manoeuvring characteristics; or
- .2 have attended an approved ship handling simulator course on an installation capable of simulating the manoeuvring characteristics of such a ship.

4 The additional training and qualifications of masters and chief mates of dynamically supported and high-speed craft should be in accordance with the relevant guidelines of the IMO Code of Safety for Dynamically Supported Craft and the IMO International Codes of Safety for High-Speed Craft (1994 HSC Code and 2000 HSC Code), as appropriate.

Section B-V/b

Guidance regarding training of officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in solid form in bulk

1 Training should be divided into two parts, a general part on the principles involved and a part on the application of such principles to ship operation. All training and instruction

should be given by properly qualified and suitably experienced personnel and cover at least the subjects given in paragraphs 2 to 14 hereunder.

PRINCIPLES

Characteristics and properties

2 The important physical characteristics and chemical properties of dangerous and hazardous substances, sufficient to give a basic understanding of the intrinsic hazards and risks involved.

Classification of materials possessing chemical hazards

3 IMO dangerous goods classes 4 to 9 and the hazards associated with each class; and materials hazardous only in bulk (MHB) outlined in the International Maritime Solid Bulk Cargoes (IMSBC) Code.

Health hazards

4 Dangers from skin contact, inhalation, ingestion and radiation.

Conventions, regulations and recommendations

5 General familiarization with the relevant requirements of chapters II-2 and VII of the 1974 SOLAS Convention, as amended.

6 General use of and familiarization with the International Maritime Solid Bulk Cargoes (IMSBC) Code, with particular reference to:

- .1 safety of personnel, including safety equipment, measuring instruments, their use and practical application and interpretation of results;
- .2 hazards from cargoes which have a tendency to shift; and
- .3 materials possessing chemical hazards.

SHIPBOARD APPLICATION

Class 4.1 – Flammable solids

Class 4.2 – Substances liable to spontaneous combustion

Class 4.3 – Substances which, in contact with water, emit flammable gases

7 Carriage, stowage and control of temperature to prevent decomposition and possible explosion; stowage categories; general stowage precautions, including those applicable to self-reactive and related substances; segregation requirements to prevent heating and ignition; the emission of poisonous or flammable gases and the formation of explosive mixtures.

Class 5.1 – Oxidizing substances

8 Carriage, stowage and control of temperature to prevent decomposition and possible explosion; stowage categories; general stowage precautions and segregation requirements to ensure separation from combustible material, from acids and heat sources to prevent fire, explosion and the formation of toxic gases.

Class 6.1 – Toxic substances

9 Contamination of foodstuffs, working areas and living accommodation and ventilation.

Class 7 – Radioactive material

10 Transport index; types of ores and concentrates; stowage and segregation from persons, undeveloped photographic film and plates and foodstuffs; stowage categories; general stowage requirements; special stowage requirements; segregation requirements and separation distances; segregation from other dangerous goods.

Class 8 – Corrosive substances

11 Dangers from wetted substances.

Class 9 – Miscellaneous dangerous substances and articles

12 Examples and associated hazards; the hazards of materials hazardous only in bulk (IMSBC Code); general and specific stowage precautions; working and transport precautions; segregation requirements.

Safety precautions and emergency procedures

13 Electrical safety in cargo spaces; precautions to be taken for entry into enclosed spaces that may contain oxygen-depleted, poisonous or flammable atmospheres; the possible effects of fire in shipments of substances of each class; use of the Emergency Response Procedures for Ships Carrying Dangerous Goods; emergency plans and procedures to be followed in case of incidents involving dangerous and hazardous substances and the use of individual entries in the International Maritime Solid Bulk Cargoes (IMSBC) Code, as appropriate, in this respect.

Medical first aid

14 The IMO Medical First Aid Guide for Use in Accidents Involving Dangerous Goods

(MFAG) and its use and application in association with other guides and medical advice by radio.

Section B-V/c

Guidance regarding training of officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in packaged form

1 Training should be divided into two parts, a general part on the principles involved and a part on the application of such principles to ship operation. All training and instruction should be given by properly qualified and suitably experienced personnel and cover at least the subjects given in paragraphs 2 to 19 hereunder.

PRINCIPLES

Characteristics and properties

2 The important physical characteristics and chemical properties of dangerous and hazardous substances, sufficient to give a basic understanding of the intrinsic hazards and risks involved.

Classification of dangerous and hazardous substances and materials possessing chemical hazards

3 IMO dangerous goods classes 1 to 9 and the hazards associated with each class.

Health hazards

4 Dangers from skin contact, inhalation, ingestion and radiation.

Conventions, regulations and recommendations

5 General familiarization with the relevant requirements of chapters II-2 and VII of the 1974 SOLAS Convention and of Annex III of MARPOL 73/78, including its implementation through the IMDG Code.

Use of and familiarization with the International Maritime Dangerous Goods (IMDG) Code

6 General knowledge of the requirements of the IMDG Code concerning declaration, documentation, packing, labelling and placarding; freight container and vehicle packing; portable tanks, tank containers and road tank vehicles, and other transport units used for dangerous substances.

7 Knowledge of identification, marking and labelling for stowage, securing, separation and segregation in different ship types mentioned in the IMDG Code.

8 Safety of personnel, including safety equipment, measuring instruments, their use and practical application and the interpretation of results.

SHIPBOARD APPLICATION Class 1 – Explosives

9 The six hazard divisions and 13 compatibility groups; packagings and magazines used for

carriage of explosives; structural serviceability of freight containers and vehicles; stowage provisions, including specific arrangements for on-deck and under-deck stowage; segregation from dangerous goods of other classes within class 1 and from non-dangerous goods; transport and stowage on passenger ships; suitability of cargo spaces; security precautions; precautions to be taken during loading and unloading.

Class 2 – Gases (compressed, liquefied, or dissolved under pressure), flammable, non-flammable, non-toxic and toxic

10 Types of pressure vessels and portable tanks, including relief and closing devices used; stowage categories; general stowage precautions, including those for flammable and poisonous gases and gases which are marine pollutants.

Class 3 – Flammable liquids

11 Packagings, tank containers, portable tanks and road tank vehicles; stowage categories, including the specific requirements for plastics receptacles; general stowage precautions, including those for marine pollutants; segregation requirements; precautions to be taken when carrying flammable liquids at elevated temperatures.

Class 4.1 – Flammable solids

Class 4.2 – Substances liable to spontaneous combustion

Class 4.3 – Substances which, in contact with water, emit flammable gases

12 Types of packagings; carriage and stowage under controlled temperatures to prevent decomposition and possible explosion; stowage categories; general stowage precautions, including those applicable to self-reactive and related substances, desensitized explosives and marine pollutants; segregation requirements to prevent heating and ignition, the emission of poisonous or flammable gases and the formation of explosive mixtures.

Class 5.1 – Oxidizing substances

Class 5.2 – Organic peroxides

13 Types of packagings; carriage and stowage under controlled temperatures to prevent decomposition and possible explosion; stowage categories; general stowage precautions, including those applicable to marine pollutants; segregation requirements to ensure separation from combustible material, from acids and heat sources to prevent fire, explosion and the formation of toxic gases; precautions to minimize friction and impact which can initiate decomposition.

Class 6.1 – Toxic substances

Class 6.2 – Infectious substances

14 Types of packagings; stowage categories; general stowage precautions, including those applicable to toxic, flammable liquids and marine pollutants; segregation requirements, especially considering that the characteristic common to these substances is their ability to cause death or serious injury to human health; decontamination measures in the event of spillage.

Class 7 – Radioactive material

15 Types of packagings; transport index in relation to stowage and segregation; stowage and segregation from persons, undeveloped photographic film and plates and foodstuffs; stowage categories; general stowage requirements; segregation requirements and separation distances; segregation from other dangerous goods.

Class 8 – Corrosive substances

16 Types of packagings; stowage categories; general stowage precautions, including those applicable to corrosive, flammable liquids and marine pollutants; segregation requirements, especially considering that the characteristic common to these substances is their ability to cause severe damage to living tissue.

Class 9 – Miscellaneous dangerous substances and articles

17 Examples of hazards, including marine pollution.

Safety precautions and emergency procedures

18 Electrical safety in cargo spaces; precautions to be taken for entry into enclosed spaces that may contain oxygen-depleted, poisonous or flammable atmospheres; the possible effects of spillage or fire in shipments of substances of each class; consideration of events on deck or below deck; use of the IMO Emergency Response Procedures for Ships Carrying Dangerous Goods; emergency plans and procedures to be followed in case of incidents involving dangerous substances.

Medical first aid

19 The IMO Medical First Aid Guide for Use in Accidents Involving Dangerous Goods

(MFAG) and its use and application in association with other guides and medical advice by radio.

Section B-V/d

Guidance on application of the provisions of the STCW Convention to mobile offshore units (MOUs)

1 The provisions of the STCW Convention apply to the maritime personnel of self-propelled MOUs proceeding on voyages.

2 The provisions of the STCW Convention do not apply to non-self-propelled MOUs or to MOUs on station.

3 When considering appropriate standards of training and certification when an MOU is on station, the country of registry should take account of relevant IMO recommendations. In particular, all maritime crew members on self-propelled MOUs and, where required, on other units should meet the requirements of the STCW Convention, as amended.

4 Self-propelled MOUs proceeding on international voyages are required to carry safe manning documents.

5 MOUs on station are subject to the national legislation of the coastal State in whose Exclusive Economic Zone (EEZ) they are operating. Such coastal States should also take account of relevant IMO recommendations and should not prescribe higher standards for MOUs registered in other countries than the standards applied to MOUs registered in that coastal State.

6 All special personnel employed on board MOUs (whether or not self-propelled) should be provided with appropriate familiarization and basic training in accordance with relevant IMO recommendations.

Section B-V/e

Guidance regarding training and qualifications of masters and officers in charge of a navigational watch on board offshore supply vessels

1 It is important that masters and officers involved in offshore supply operations should have relevant experience or training before assuming their duties on offshore supply vessels. The focus should be on onboard operational experience or a combination of operational experience and simulator training.

2 Masters and officers should understand the unique manoeuvring and handling characteristics common to offshore supply vessels.

3 Prior to performing offshore supply operations, the master and officers should:

- .1 have knowledge of the offshore industry and the terms used in the various operations;
- .2 understand the importance of maintaining a safe working distance at all times when working in an offshore location/installation;
- .3 have knowledge of vessel manoeuvring and station-keeping under various weather conditions;
- .4 understand the specific design parameters of the vessels; and
- .5 understand the need to have unrestricted oversight and views of work areas.

4 While on board an offshore supply vessel, the master and officers should:

- .1 have knowledge of the handling characteristics and behaviour of vessels fitted with various propulsion arrangements; and
- .2 be capable of operating the offshore supply vessel in close proximity to an offshore installation and other vessels.

5 Masters should understand the need for other personnel on board who are involved in performing offshore supply operations to be familiarized with their duties.

Offshore supply vessels performing anchor-handling operations

6 It is important that masters and officers in charge of a navigational watch on board offshore supply vessels involved in anchor-handling operations have relevant experience and training.

7 Prior to performing anchor-handling operations, masters and officers in charge of a navigational watch should:

- .1 be well informed of the ship's handling characteristics in relation to anchor-handling, including, but not limited to:
 - .1.1 navigation and position-holding;
 - .1.2 ship-handling;
 - .1.3 thorough knowledge of the stability of offshore supply vessels, in particular the combination of low GZ_{max} , low open deck and large external forces. Use of loading calculators and the conflict between a rigid and stiff ship and good work environment on deck. Potential reduction of stability from use of anti-rolling devices; and
 - .1.4 operations in hazardous oil-field areas, including locating any pipelines or other structures on the seabed in the area where anchors or other mooring equipment is likely to be used; and
- .2 be made thoroughly familiar with the use of all instruments and systems fitted in the ship concerned and involved in anchor-handling, including their capabilities and limitations, including, but not limited to:
 - .2.1 use of various thrusters, conventional or azimuth propulsion;
 - .2.2 pickup, handling, heavy lifting, towing out, anchor-handling and laying of anchors for offshore rigs, barges and installations;
 - .2.3 towing of rigs, barges and other vessels;
 - .2.4 operation of lifting and towing winches with up to 600 metric tons bollard pull;
 - .2.5 detailed thorough knowledge of the basis of operation of towing- and anchor-handling winches; in particular, functions of load-limiting devices and release systems and associated equipment as towing pins and stoppers; and
 - .2.6 the significant difference between emergency release of towing hooks and winches.

8 Masters and officers in charge of a navigational watch when in charge of anchor-handling should have sufficient and appropriate training and experience by having been supervised during a number of Rig-moves, as deemed appropriate by the Administration. Training may be supplemented by appropriate simulator training.

Section B-V/f*Guidance on the training and experience for personnel operating dynamic positioning systems*

1 Dynamic positioning is defined as the system whereby a self-propelled vessel's position and heading is automatically controlled by using its own propulsion units.

2 Personnel engaged in operating a Dynamic Positioning (DP) system should receive relevant training and practical experience. Theoretical elements of this training should enable Dynamic Positioning Operators (DPOs) to understand the operation of the DP system and its components. Knowledge, understanding and experience gained should enable personnel to operate vessels safely in DP, with due regard for safety of life at sea and protection of the marine environment.

3 The content of training and experience should include coverage of the following components of a DP system:

- .1 DP control station;
- .2 power generation and management;
- .3 propulsion units;
- .4 position reference systems;
- .5 heading reference systems;
- .6 environmental reference systems; and
- .7 external force reference systems, such as hawser tension gauges.

4 Training and experience should cover the range of routine DP operations, as well as the handling of DP faults, failures, incidents and emergencies, to ensure that operations are continued or terminated safely. Training should not be limited to DPOs and DP masters only; other personnel on board, such as electro-technical and engineer officers, may require additional training and experience to ensure that they are able to carry out their duties on a DP vessel. Consideration should be given to conducting appropriate DP drills as a part of onboard training and experience. DPOs should be knowledgeable of the type and purpose of documentation associated with DP operations, such as operational manuals, Failure Modes and Effects Analysis (FMEAs) and capability plots.

5 All training should be given by properly qualified and suitably experienced personnel.

6 Upon appointment to a vessel operating in DP mode, the master, DPOs and other DP-trained personnel should be familiarized with the specific equipment fitted on and the characteristics of the vessel. Particular consideration should be given to the nature of the work of the vessel and the importance of the DP system to this work.

Section B-V/g

Guidance regarding training of masters and officers for ships operating in polar waters

1 It is important that masters, officers in charge of a navigational watch and officers in charge of an engineering watch on board ships operating in polar waters should have relevant experience and training, as follows:

- .1 Prior to being assigned duties on board such ships:
 - .1.1 For masters and officers in charge of a navigational watch, the training should provide basic knowledge on at least the subjects given in paragraphs 2 to 11 hereunder; and
 - .1.2 For officers in charge of an engineering watch, the training should provide basic knowledge on at least the subjects given in paragraphs 3, 6, 10 and 11 hereunder.
- .2 Masters and Chief Engineer Officers should have sufficient and appropriate experience in operating ships in polar waters.

Ice characteristics – ice areas

2 Interpretation of different ice-charts and awareness of limitations in meteorology and oceanography data, ice physics, formation, growth, ageing and stage of melt; ice types and concentrations; ice pressure; friction from snow-covered ice; implications of spray-icing and icing up; precautions against icing up and mitigation of consequences; ice regimes in different regions and different seasons, including the differences between the Arctic and the Antarctic; recognition of consequences of rapid change in ice and weather conditions; movement of icebergs and pack ice.

Ship's performance in ice and cold climate

3 Vessel characteristics; vessel types, hull designs; ice-strengthening requirements; ice-class of different classification societies – polar class and local regulations; limitations of ice-classes; winterization and preparedness of vessel; low-temperature system performance.

Voyage and passage planning for a ship in ice

4 Development of safe routing and passage planning to avoid ice where possible, including interpreting various forms of ice imagery and data to assist in the preparation of a strategic passage planning; entering ice from open water to avoid icebergs and dangerous ice conditions; navigation, determining when it is safe or not safe to enter areas containing ice or icebergs due to darkness, swell, fog or pressure ice.

Operating and handling a ship in ice

5 Preparations and risk assessment before approaching ice-infested waters; unassisted operation of vessels with different ice-class in different ice-types; safe speed in the presence of ice and icebergs; communications with an icebreaker and other vessels; navigation in various ice concentrations and coverage; awareness of the increase in energy

of movement; use of icebergs for shelter and access through packed ice.

6 Use of different type of propulsion system and rudder, including awareness of system strength and capacity limitations; use of heeling and trim systems, engine loads and cooling problems.

Regulations and recommendations

7 Local requirements for entering different regions, including the Antarctic Treaty;

international regulations and recommendations.

Equipment limitations

8 Use of and hazards associated with terrestrial navigational aids in polar waters; high-latitude compass errors; discrimination of radar targets and ice-features in ice-clutter; limitations of electronic positioning systems at high latitude; limitations in nautical charts and pilot descriptions; limitations in communication systems.

Safety precautions and emergency procedures

9 Availability of hydrographic data sufficient for safe navigation; precautions when navigating in poorly charted waters; limitations of search and rescue readiness and responsibility, including GMDSS area A4 and its SAR communication facility limitation; awareness of contingency planning; knowledge of towing procedures; value of contact with other ships and local SAR organization; recognizing dangers when crews are exposed to low temperatures; procedures and techniques for abandoning the ship and survival on the ice; crew-fatigue problems due to noise and vibrations; carriage of additional resources such as bunkers, food and extra clothing; awareness of the additional severity of consequences of incidents in polar waters.

10 Establishing safe working procedures; awareness of the most common hull and equipment damages and how to avoid them; fire-fighting systems limitations.

Environmental considerations

11 Sensitive sea areas regarding discharge; areas where shipping is prohibited or should be avoided; Special Areas in MARPOL; oil-spill equipment limitations; plan for coping with increased volumes of garbage, bilge water, sludge, sewage, etc.; consequences of pollution in a cold climate.

CHAPTER VI

Guidance regarding emergency, occupational safety, security, medical care and survival functions

Section B-VI/1

Guidance regarding mandatory requirements for safety familiarization and basic training and instruction for all seafarers

FIRE PREVENTION AND FIRE FIGHTING

1 The training in fire prevention and fire fighting required by section A-VI/1 should include at least the theoretical and practical elements itemized in paragraphs 2 to 4 hereunder.

Theoretical training

- 2 The theoretical training should cover:
 - .1 the three elements of fire and explosion (the fire triangle): fuel; source of ignition; oxygen;
 - .2 ignition sources: chemical; biological; physical;
 - .3 flammable materials: flammability; ignition point; burning temperature; burning speed; thermal value; lower flammable limit (LFL); upper flammable limit (UFL); flammable range; inerting; static electricity; flashpoint; auto-ignition;
 - .4 fire hazard and spread of fire by radiation, convection and conduction;
 - .5 reactivity;
 - .6 classification of fires and applicable extinguishing agents;
 - .7 main causes of fire on board ships: oil leakage in engine-room; cigarettes; overheating (bearings); galley appliances (stoves, flues, fryers, hotplates, etc.); spontaneous ignition (cargo, wastes, etc.); hot work (welding, cutting, etc.); electrical apparatus (short circuit, non-professional repairs); reaction, self-heating and auto-ignition; arson; static electricity;
 - .8 fire prevention;
 - .9 fire- and smoke-detection systems; automatic fire alarms;
 - .10 fire-fighting equipment, including:
 - .10.1 fixed installations on board and their locations; fire mains, hydrants; international shore connection; smothering installations, carbon dioxide (CO₂), foam; pressure water spray system in special category spaces, etc.; automatic sprinkler system; emergency fire pump; emergency generator; chemical powder applicants; general outline of required and available mobile apparatus; high-pressure fog system; high-expansion foam; new developments and equipment;
 - .10.2 firefighter's outfit, personal equipment; breathing apparatus; resuscitation apparatus; smoke helmet or mask; fireproof lifeline and harness; and their location on board; and
 - .10.3 general equipment, including fire hoses, nozzles, connections, fire axes;
portable fire extinguishers; fire blankets;
 - .11 construction and arrangements, including escape routes; means for gas-freeing tanks; Class A, B and C divisions; inert gas systems;

- .12 ship fire-fighting organization, including general alarm; fire control plans, muster stations and duties of individuals; communications, including ship–shore when in port; personnel safety procedures; periodic shipboard drills; patrol systems;
- .13 practical knowledge of resuscitation methods;
- .14 fire-fighting methods, including sounding the alarm; locating and isolating; jettisoning; inhibiting; cooling; smothering; extinguishing; reflash watch; smoke extraction; and
- .15 fire-fighting agents, including water, solid jet, spray, fog, flooding; high-, medium- and low-expansion foam; carbon dioxide (CO₂); aqueous-film-forming foam (AFFF); dry chemical powder; new developments and equipment.

Practical training

3 The practical training given below should take place in spaces which provide truly realistic training conditions (e.g., simulated shipboard conditions), and whenever possible and practical should also be carried out in darkness as well as by daylight and should allow the trainees to acquire the ability to:

- .1 use various types of portable fire extinguishers;
- .2 use self-contained breathing apparatus;
- .3 extinguish smaller fires, e.g., electrical fires, oil fires and propane fires;
- .4 extinguish extensive fires with water (jet and spray nozzles);
- .5 extinguish fires with either foam, powder or any other suitable chemical agent;
- .6 enter and pass through, with lifeline but without breathing apparatus, a compartment into which high-expansion foam has been injected;
- .7 fight fire in smoke-filled enclosed spaces, wearing self-contained breathing apparatus;
- .8 extinguish fire with water fog or any other suitable fire-fighting agent in an accommodation room or simulated engine-room with fire and heavy smoke;
- .9 extinguish an oil fire with fog applicator and spray nozzles; dry chemical powder or foam applicators; and
- .10 effect a rescue in a smoke-filled space, wearing breathing apparatus.

General

4 Trainees should also be made aware of the necessity of maintaining a state of readiness on board.

ELEMENTARY FIRST AID

5 The training in elementary first aid required by regulation VI/1 as part of the basic training should be given at an early stage in vocational training, preferably during pre-sea training, to enable seafarers to take immediate action upon encountering an accident or other medical emergency until the arrival of a person with first-aid skills or the person in charge of medical care on board.

PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES

6 Administrations should bear in mind the significance of communication and language skills in maintaining safety of life and property at sea and in preventing marine pollution. Given the international character of the maritime industry, the reliance on voice communications from ship-to-ship and from ship-to-shore, the increasing use of multinational crews, and the concern that crew members should be able to communicate with passengers in an emergency, adoption of a common language for maritime communications would promote safe practice by reducing the risk of human error in communicating essential information.

7 Although not universal, by common practice English is rapidly becoming the standard language of communication for maritime safety purposes, partly as a result of the use of the IMO Standard Marine Communication Phrases.

8 Administrations should consider the benefits of ensuring that seafarers have an ability to use at least an elementary English vocabulary, with an emphasis on nautical terms and situations.

Section B-VI/2

Guidance regarding certification for proficiency in survival craft, rescue boats and fast rescue boats

1 Before training is commenced, the requirement of medical fitness, particularly regarding eyesight and hearing, should be met by the candidate.

2 The training should be relevant to the provisions of the International Convention for the

Safety of Life at Sea (SOLAS), as amended.

3 Parties may also accept onboard training and experience (such as participation in drills) for maintaining the required standard of competence of table A-VI/2-1, in the areas outlined in section A-VI/2, paragraphs 6.1.2, 6.1.3, 6.1.4, 6.2.1, and 12.1.5. Administrations should bear in mind that onboard training in these areas can only be carried out under good weather conditions and port regulations permitting.

Section B-VI/3

Guidance regarding training in advanced fire fighting

(No provisions)

Section B-VI/4*Guidance regarding requirements in medical first aid and medical care*

Training programmes for seafarers designated to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/4-1 to provide medical first aid on board ship should take into account guidance in the revised International Medical Guide for Ships, as appropriate.

Section B-VI/5*Guidance regarding training and certification for ship security officers*

1 The training should be relevant to the provisions of the ISPS Code and the SOLAS Convention, as amended.

2 On completion of training, a ship security officer should have adequate knowledge of the English language to correctly interpret and communicate messages relevant to ship or port facility security.

3 In circumstances of exceptional necessity, when a person holding a certificate of proficiency as a ship security officer is temporarily unavailable, the Administration may permit a seafarer having specific security duties and responsibilities and an understanding of the ship security plan to serve as ship security officer and to execute all duties and responsibilities of the ship security officer until the next port of call or for a period not exceeding 30 days, whichever is greater. The company should, as soon as possible, inform the competent authorities of the next port(s) of call of the arrangements in place.

Section B-VI/6*Guidance regarding mandatory minimum requirements for security-related training and instruction for all seafarers***Familiarization and security-awareness**

1 Seafarers and shipboard personnel are not security experts and it is not the aim of the provisions of the Convention or this Code to convert them into security specialists.

2 Seafarers and shipboard personnel should receive adequate security-related training or instruction and familiarization training so as to acquire the required knowledge and understanding to perform their assigned duties and to collectively contribute to the enhancement of maritime security.

3 Seafarers without designated security duties should complete the security awareness training or instruction set out in section A-VI/6 at least one time in their career. There is no need for refreshment or revalidation of this training if the seafarer or the shipboard personnel concerned meet the security-related familiarization requirements of regulation VI/6 and participate in the drills and exercises required by the ISPS Code.

Seafarers with designated security duties

4 The expression “with designated security duties” in section A-VI/6 denotes those having specific security duties and responsibilities in accordance with the ship security plan.

5 Seafarers with designated security duties should complete the training as set out in section A-VI/6 at least one time in their career. There is no need for refreshment or revalidation of this training if the seafarer or the shipboard personnel concerned meet the

security-related familiarization requirements of regulation VI/6 and participate in the drills and exercises required by the ISPS Code.

6 Those providing “security-related familiarization training” in accordance with section A-VI/6 should not be required to meet the requirements of either regulation I/6 or of section A-I/6.

7 In circumstances of exceptional necessity, when the shipboard security-related duties are required to be undertaken by a person qualified to perform designated security-related duties and such a person is temporarily unavailable, the Administration may permit a seafarer without designated security duties to perform such duties provided such a person has an understanding of the ship security plan, until the next port of call or for a period not exceeding 30 days, whichever is greater.

CHAPTER VII

Guidance regarding alternative certification

Section B-VII/1

Guidance regarding the issue of alternative certificates

(No provisions)

Section B-VII/2

Guidance regarding special integrated deck and engine training programmes

1 Each Party should ensure that any special integrated deck and engine training programme:

- .1 is provided by means of an approved training programme;
- .2 takes place ashore within maritime training institutions and/or on board approved training ships; and
- .3 is documented in an approved training record book.

Section B-VII/3

Guidance regarding principles governing the issue of alternative certificates

(No provisions)

CHAPTER VIII Guidance regarding watchkeeping

Section B-VIII/1

Guidance regarding fitness for duty

Prevention of fatigue

1 In observing the rest period requirements, “overriding operational conditions” should be construed to mean only essential shipboard work which cannot be delayed for safety, security or environmental reasons or which could not reasonably have been anticipated at the commencement of the voyage.

2 Although there is no universally accepted technical definition of fatigue, everyone involved in ship operations should be alert to the factors which can contribute to fatigue, including, but not limited to, those identified by the Organization, and take them into

account when making decisions on ship operations.

3 In applying regulation VIII/1, the following should be taken into account:

- .1 provisions made to prevent fatigue should ensure that excessive or unreasonable overall working hours are not undertaken. In particular, the minimum rest periods specified in section A-VIII/1 should not be interpreted as implying that all other hours may be devoted to watchkeeping or other duties;
- .2 the frequency and length of leave periods, and the granting of compensatory leave, are material factors in preventing fatigue from building up over a period of time; and
- .3 the provisions may be varied for ships on short sea voyages, provided special safety arrangements are put in place.

4 Exceptions provided for in section A-VIII/1, paragraph 9, should be construed to mean the exceptions laid down by the ILO Convention on Seafarers' Hours of Work and the Manning of Ships, 1996 (No.180) or the Maritime Labour Convention, 2006, when it enters into force. The circumstances under which such exceptions are applied should be defined by the Parties.

5 Based on information received as a result of investigating maritime casualties, Administrations should keep their provisions on prevention of fatigue under review.

Prevention of drug and alcohol abuse

6 Drug and alcohol abuse directly affect the fitness and ability of a seafarer to perform watchkeeping duties or duties that involve designated safety, prevention of pollution and security duties. Seafarers found to be under the influence of drugs or alcohol should not be permitted to perform watchkeeping duties or duties that involve designated safety, prevention of pollution and security duties, until they are no longer impaired in their ability to perform those duties.

7 Administrations should ensure that adequate measures are taken to prevent alcohol and drugs from impairing the ability of watchkeeping personnel and those whose duties involve designated safety, prevention of pollution and security duties, and should establish screening programmes as necessary which:

- .1 identify drug and alcohol abuse;
- .2 respect the dignity, privacy, confidentiality and fundamental legal rights of the individuals concerned; and
- .3 take into account relevant international guidelines.

8 Companies should consider the implementation of a clearly written policy of drug and alcohol abuse prevention, including prohibition to consume alcohol within four hours prior to serving as a member of a watch either by inclusion in the company's quality-management system or by means of providing adequate information and education to the

seafarers.

9 Those involved in establishing drug and alcohol abuse prevention programmes should take into account the guidance contained in the ILO publication *Drug and Alcohol Prevention Programmes in the Maritime Industry (A Manual for Planners)*, as may be amended.

Section B-VIII/2

Guidance regarding watchkeeping arrangements and principles to be observed

1 The following operational guidance should be taken into account by companies, masters and watchkeeping officers.

PART 1 – GUIDANCE ON CERTIFICATION

(No provisions)

PART 2 – GUIDANCE ON VOYAGE PLANNING

(No provisions)

PART 3 – WATCHKEEPING PRINCIPLES IN GENERAL

(No provisions)

PART 4 – GUIDANCE ON WATCHKEEPING AT SEA *Part 4-1 – Guidance on keeping a navigational watch* Introduction

2 Particular guidance may be necessary for special types of ships as well as for ships carrying hazardous, dangerous, toxic or highly flammable cargoes. The master should provide this operational guidance as appropriate.

3 It is essential that officers in charge of the navigational watch appreciate that the efficient performance of their duties is necessary in the interests of the safety of life, security and property at sea and of preventing pollution of the marine environment.

Anchor watch

4 The master of every ship at an unsheltered anchorage, at an open roadstead or any other virtually “at sea” conditions in accordance with chapter VIII, section A-VIII/2, part 4-1, paragraph 51 of the STCW Code, should ensure that watchkeeping arrangements are adequate for maintaining a safe watch at all times. A deck officer should at all times maintain responsibility for a safe anchor watch.

5 In determining the watchkeeping arrangements, and commensurate with maintaining the ship’s safety and security and the protection of the marine environment, the master should take into account all pertinent circumstances and conditions such as:

- .1 maintaining a continuous state of vigilance by sight and hearing as well as by all other available means;
- .2 ship-to-ship and ship-to-shore communication requirements;
- .3 the prevailing weather, sea, ice and current conditions;
- .4 the need to continuously monitor the ship’s position;

- .5 the nature, size and characteristics of anchorage;
- .6 traffic conditions;
- .7 situations which might affect the security of the ship;
- .8 loading and discharging operations;
- .9 the designation of stand-by crew members; and
- .10 the procedure to alert the master and maintain engine readiness.

Part 4-2 – Guidance on keeping an engineering watch

6 Particular guidance may be necessary for special types of propulsion systems or ancillary equipment and for ships carrying hazardous, dangerous, toxic or highly flammable materials or other special types of cargo. The chief engineer officer should provide this operational guidance as appropriate.

7 It is essential that officers in charge of the engineering watch appreciate that the efficient performance of engineering watchkeeping duties is necessary in the interest of the safety of life and property at sea and of preventing pollution of the marine environment.

8 The relieving officer, before assuming charge of the engineering watch, should:

- .1 be familiar with the location and use of the equipment provided for the safety of life in a hazardous or toxic environment;
- .2 ascertain that materials for the administration of emergency medical first aid are readily available, particularly those required for the treatment of burns and scalds; and
- .3 when in port, safely anchored or moored, be aware of:
 - .3.1 cargo activities, the status of maintenance and repair functions and all other operations affecting the watch, and
 - .3.2 the auxiliary machinery in use for passenger or crew accommodation services, cargo operations, operational water supplies and exhaust systems.

Part 4-3 – Guidance on keeping a radio watch

General

9 Among other things, the Radio Regulations require that each ship radio station is licensed, is under the ultimate authority of the master or other person responsible for the ship and is only operated under the control of adequately qualified personnel. The Radio Regulations also require that a distress alert shall only be sent on the authority of the master or other person responsible for the ship.

10 The master should bear in mind that all personnel assigned responsibility for sending a distress alert must be instructed with regard to, be knowledgeable of, and be able to operate properly all radio equipment on the ship, as required by regulation I/14,

paragraph 1.5. This should be recorded in the deck or radio log-book.

Watchkeeping

11 In addition to the requirements concerning radio watchkeeping, the master of every seagoing ship should ensure that:

- .1 the ship's radio station is adequately manned for the purpose of exchanging general communications – in particular public correspondence, taking into account the constraints imposed by the duties of those authorized to operate it; and
- .2 the radio equipment provided on board and, where fitted, the reserve sources of energy are maintained in an efficient working condition.

12 Necessary instruction and information on use of radio equipment and procedures for distress and safety purposes should be given periodically to all relevant crew members by the person designated in the muster list to have primary responsibility for radiocommunications during distress incidents. This should be recorded in the radio log.

13 The master of every ship not subject to the SOLAS, 1974 should require that radio watchkeeping is adequately maintained as determined by the Administration, taking into account the Radio Regulations.

Operational

14 Prior to sailing, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should ensure that:

- .1 all distress and safety radio equipment and the reserve source of energy are in an efficient working condition, and that this is recorded in the radio log;
- .2 all documents required by international agreement, notices to ship radio stations and additional documents required by the Administration are available and are corrected in accordance with the latest supplements, and that any discrepancy is reported to the master;
- .3 the radio clock is correctly set against standard time signals;
- .4 antennae are correctly positioned, undamaged and properly connected; and
- .5 to the extent practicable, routine weather and navigational warning messages for the area in which the ship will be navigating are updated together with those for other areas requested by the master, and that such messages are passed to the master.

15 On sailing and opening the station, the radio operator on watch should:

- .1 listen on the appropriate distress frequencies for any possible existing distress situation; and

- .2 send a traffic report (name, position and destination, etc.) to the local coast station and any other appropriate coast station from which general communications may be expected.

16 While the station is open, the radio operator on watch should:

- .1 check the radio clock against standard time signals at least once a day;
- .2 send a traffic report when entering and on leaving the service area of a coast station from which general communications might be expected; and
- .3 transmit reports to ship reporting systems in accordance with the instructions of the master.

17 While at sea, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should ensure the proper functioning of:

- .1 the digital selective calling (DSC) distress and safety radio equipment by means of a test call at least once each week; and
- .2 the distress and safety radio equipment by means of a test at least once each day but without radiating any signal.

The results of these tests should be recorded in the radio log.

18 The radio operator designated to handle general communications should ensure that an effective watch is maintained on those frequencies on which communications are likely to be exchanged, having regard to the position of the ship in relation to those coast stations and to coast earth stations from which traffic may be expected.

When exchanging traffic, radio operators should follow the relevant ITU recommendations.

19 When closing the station on arrival at a port, the radio operator on watch should advise the local coast station and other coast stations with which contact has been maintained of the ship's arrival and of the closing of the station.

20 When closing the radio station, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should:

- .1 ensure that transmitting antennae are earthed; and
- .2 check that the reserve sources of energy are sufficiently charged.

Distress alerts and procedures

21 The distress alert or distress call has absolute priority over all other transmissions. All stations which receive such signals are required by the Radio Regulations to immediately cease all transmissions capable of interfering with distress communications.

22 In the case of a distress affecting own ship, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should immediately assume responsibility for following the procedures of the Radio Regulations and relevant ITU-R Recommendations.

23 On receiving a distress alert:

- .1 the radio operator on watch should alert the master and, if appropriate, the radio operator designated as having primary responsibility for radiocommunications during distress incidents; and
- .2 the radio operator designated as having primary responsibility for radiocommunications during distress incidents should evaluate the situation and immediately assume responsibility for following the procedures of the Radio Regulations and relevant ITU-R Recommendations.

Urgency messages

24 In cases of urgency affecting own ship, the radio operator designated as having responsibility for radiocommunications during distress incidents should immediately assume responsibility for following the procedures of the Radio Regulations and relevant ITU-R Recommendations.

25 In cases of communications relating to medical advice, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should follow the procedures of the Radio Regulations and adhere to the conditions as published in the relevant international documentation (see paragraph 14.2) or as specified by the satellite service provider.

26 In cases of communications relating to medical transports, as defined in the Protocol additional to the Geneva Conventions of 12 August 1949, and relating to the protection of victims of international armed conflicts (Protocol I), the radio operator designated as having primary responsibility for radiocommunication during distress incidents should follow the procedures of the Radio Regulations.

27 On receiving an urgency message, the radio operator on watch should alert the master and, if appropriate, the radio operator designated as having primary responsibility for radiocommunications during distress incidents.

Safety messages

28 When a safety message is to be transmitted, the master and the radio operator on watch should follow the procedures of the Radio Regulations.

29 On receiving a safety message, the radio operator on watch should note its content and act in accordance with the master's instructions.

30 Bridge-to-bridge communications should be exchanged on VHF channel 13. Bridge-to-bridge communications are described as "Intership Navigation Safety Communications" in the Radio Regulations.

Radio records

31 Additional entries in the radio log should be made in accordance with paragraphs 10, 12, 14, 17 and 33.

32 Unauthorized transmissions and incidents of harmful interference should, if

possible, be identified, recorded in the radio log and brought to the attention of the Administration in compliance with the Radio Regulations, together with an appropriate extract from the radio log.

Battery maintenance

33 Batteries providing a source of energy for any part of the radio installation, including those associated with uninterrupted power supplies, are the responsibility of the radio operator designated as having primary responsibility for radiocommunications during distress incidents and should be:

- .1 tested on-load and off-load daily and, where necessary, brought up to the fully charged condition;
- .2 tested once per week by means of a hydrometer where practicable, or, where a hydrometer cannot be used, by a suitable load test; and
- .3 checked once per month for the security of each battery and its connections and the condition of the batteries and their compartment or compartments.

The results of these tests should be recorded in the radio log.

PART 5 – GUIDANCE ON WATCHKEEPING IN PORT

(No provisions)”

„A TENGERÉSZEK KÉPZÉSÉRŐL, KÉPESÍTÉSÉRŐL ÉS AZ ŐRSZOLGÁLAT ELLÁTÁSÁRÓL SZÓLÓ (STCW) SZABÁLYZAT MANILAI MÓDOSÍTÁSAI

„A RÉSZ

Az STCW Egyezmény mellékletében foglalt rendelkezésekhez tartozó, kötelező érvényű követelmények

Bevezetés

1 Az STCW Szabályzat e része azon kötelező alkalmassági követelményeket tartalmazza, amelyekre vonatkozóan a tengerészek képzéséről, képesítéséről és az őrszolgálat ellátásáról szóló, módosított 1978. évi nemzetközi egyezmény, a továbbiakban STCW Egyezmény, mellékletében hivatkozások szerepelnek. E rendelkezések részletesen tartalmazzák az Egyezmény maradéktalan és teljes körű végrehajtása érdekében, a Felek által betartandó minimális előírásokat.

2 Itt szerepelnek továbbá a képesítési bizonyítványuk kiállítását vagy újraérvényesítését igénylő jelöltekre vonatkozó, az STCW Egyezményben foglaltak szerint meghatározott alkalmassági követelmények. Az alternatív képesítésre vonatkozó, a VII. fejezetben szereplő rendelkezések, illetve a képesítésre vonatkozóan a II., III. és a IV. fejezetben foglalt rendelkezések közötti kapcsolat tisztázása érdekében a melléklet az alábbi hét feladatkör szerinti csoportosításban tartalmazza az alkalmassági követelményeket:

- .1 Navigáció
- .2 Rakodási műveletek és a rakomány elrendezése
- .3 A hajó üzemeltetésének irányítása és a hajón tartózkodó személyek biztonsága
- .4 Tengerészeti gépészet
- .5 Villamossági, elektronikai és vezérlőművi gépészet
- .6 Karbantartás és javítás
- .7 Rádióhírközlés

az alábbi beosztási szinteknek megfelelő részletezésben:

- .1 Vezetői szint
- .2 Őrszolgálat vezetői szint
- .3 Őrszolgálati beosztotti szint

A felelősségi köröket és szinteket e rész II., III. és IV. fejezetében, a minősítési követelményekre vonatkozó táblázatok alcímei tartalmazzák. Az egyes alcímek szerinti felelősségi szintnek megfelelő feladatköröket a táblázat 1. oszlopában felsorolt alkalmassági követelmények határozzák meg. A „feladatkör” és a „felelősségi szint” jelentését általánosságban az alábbi A-I/1. szakasz tartalmazza.

3 Az e részben foglalt szakaszok számozása megegyezik az STCW Egyezmény mellékletében szereplő szabályok számozásával. Az egyes szakaszok alatti, bekezdésekre és pontokra tagozódó szövegek számozása egyedi és az adott szöveg egyértelmű azonosíthatóságát szolgálja.

I. FEJEZET

Az általános rendelkezésekre vonatkozó előírások

A-I/1. szakasz

Meghatározások és pontosítások

1 A II. cikkben szereplő meghatározások és pontosítások, valamint az I/1. szabály a jelen Szabályzat A és B részében szereplő kifejezésekre egyaránt vonatkoznak. Ezenkívül az alábbi kiegészítő meghatározások kizárólag e Szabályzatra vonatkoznak:

- .1 *Alkalmasság*, a hajón betöltendő beosztásban ellátandó feladatok megfelelő szintű végrehajtásához szükséges, az itt részletezett, nemzetközi szinten elfogadott ismeretek és képességek elsajátításáról, valamint ezek alkalmazásában való jártasságról tett tanúbizonyosság;
- .2 *Vezetői szint*, az a felelősségi szint, amely
 - .2.1 tengerjáró hajón parancsnoki, első tiszti, gépüzemvezetői vagy másodgéptiszti beosztásban teljesített szolgálathoz kapcsolódik, és
 - .2.2 a felelősségi szinthez kapcsolódó feladatkörök maradéktalan ellátásával jár;

- .3 *Őrszolgálat vezetői szint*, az a felelősségi szint, amely
 - .3.1 tengerjáró hajón navigációs őrszolgálatban, illetve állandó vagy időszakosan személyzet nélküli gépüzemi őrszolgálatban teljesített tiszti szolgálathoz, illetve rádiókezelői beosztásban teljesített szolgálathoz kapcsolódik, és
 - .3.2 a felelősségi szinthez kapcsolódó feladatkörökben, a kötelezettségeire vonatkozóan meghatározott eljárási rend szerint, vezetői felügyelet mellett, közvetlenül végzett feladatok;
- .4 *Őrszolgálati beosztotti szint*, az a felelősségi szint, amely tengerjáró hajón töltött őrszolgálatban, vezetői szintű vagy őrszolgálati vezetői szintű személy által megjelölt, és a vezetői, illetve őrszolgálati vezetői szintű személy felügyelete mellett, felelősen végrehajtott feladat ellátásához kapcsolódik;
- .5 *Értékelési kritériumok*, az A részben szereplő „A minimális alkalmassági követelmények” táblázatok 4. oszlopában szereplő bejegyzések, amelyek alapul szolgálnak annak eldöntéséhez, hogy a jelölt képes-e eleget tenni a vonatkozó feladatoknak, szolgálatnak és felelősségi köröknek; és
- .6 *Független értékelés*, olyan megfelelően képzett és képesített személy által végzett értékelés, aki az értékelés tárgyát képező szervezeti egység vagy tevékenység szempontjából függetlennek és kívülállónak minősül, és alkalmas annak vizsgálatára, hogy az egyes felelősségi szinteken folytatott ügyviteli, illetve műveleti tevékenység belső irányítása, megszervezése és felügyelete kellően biztosított-e, azzal a céllal, hogy megállapítható legyen, vajon a tevékenység végzése a feladatnak és a kitűzött céloknak megfelelően történik-e.

A-I/2. szakasz

Bizonyítványok és érvényesítések

1 Amennyiben az STCW Egyezmény VI cikkében meghatározott érvényesítés az I/2. szabály 6. pontjában foglalt rendelkezés szerint magának a bizonyítványnak a szövegében szerepel, akkor a bizonyítványt az alábbiakban meghatározott formátumban kell kiállítani azzal a feltétellel, hogy az okmányban megjelölt időbeli hatályának, vagy időbeli hatálya meghosszabbításának lejártáig megjegyzést nem szabad szerepeltetni azokban az esetekben, amikor az okmányt annak lejártakor cserélni szükséges. Az okmány kitöltésére vonatkozó útmutatót a Szabályzat B-I/2. szakasza tartalmazza.

(Címer)
(ORSZÁG)
**A TENGERÉSZEK KÉPZÉSÉRŐL, KÉPESÍTÉSÉRŐL ÉS AZ ŐRSZOLGÁLAT
ELLÁTÁSÁRÓL SZÓLÓ,
1978. ÉVI, MÓDOSÍTOTT NEMZETKÖZI EGYEZMÉNY ALAPJÁN KIÁLLÍTOTT
KÉPESÍTŐ BIZONYÍTVÁNY**

..... kormánya igazolja, hogy (név)
a fenti, módosított Egyezmény szabályában foglaltaknak
megfelelően képzettnek bizonyult és-ig (dátum) érvényesülő
korlátozással, illetve a bizonyítvány érvényessége meghosszabbításának lejártáig jogosult
az alábbi szintű feladatkörök ellátására.

FELADATKÖR	SZINT	KORLÁTOZÁSOK (AMENNYIBEN VAN)

A bizonyítvány tulajdonosa az Igazgatás által kiadott, a biztonságos személyzeti követelményeknek megfelelően, a következő beosztás(ok)ban láthat el szolgálatot:

BEOSZTÁS	KORLÁTOZÁSOK (AMENNYIBEN VAN)

A bizonyítvány száma: Kiállítva:

(Hivatalos pecsét)

.....
A kiállításra jogosult aláírása

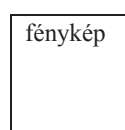
.....
A kiállításra jogosult neve

Szolgálatteljesítés idején a bizonyítvány eredeti példányát az Egyezmény I/2. szabályának 11. pontjának megfelelően a hajón kell tartani.

A bizonyítvány tulajdonosának születési ideje:

A bizonyítvány tulajdonosának aláírása:

A bizonyítvány tulajdonosának fényképe:



A bizonyítvány érvényessége meghosszabbítva: -ig

(Hivatalos pecsét)

.....
A kiállításra jogosult aláírása

Újraérvényesítés dátuma

.....
A kiállításra jogosult neve

A bizonyítvány érvényessége meghosszabbítva: -ig

(Hivatalos pecsét)

.....
A kiállításra jogosult aláírása

Újraérvényesítés dátuma

.....
A kiállításra jogosult neve

2 Az 1. pontban foglaltak kivételével, a bizonyítványt az alábbiakban meghatározott formátumban kell kiállítani azzal a feltétellel, hogy a bizonyítvány szövegében szereplő „vagy az okmányban megjelölt időbeli hatályának, vagy időbeli hatálya meghosszabbításának lejártáig” megjegyzést nem szabad szerepeltetni azokban az esetekben, amikor az okmányt annak lejártakor cserélni szükséges. Az okmány kitöltésére vonatkozó útmutatót a Szabályzat B-I/2. szakasza tartalmazza.

(Címer)
(ORSZÁG)
**BIZONYÍTVÁNY A TENGERÉSZEK KÉPZÉSÉRŐL, KÉPESÍTÉSÉRŐL ÉS AZ
ŐRSZOLGÁLAT ELLÁTÁSÁRÓL SZÓLÓ, 1978. ÉVI, MÓDOSÍTOTT
NEMZETKÖZI EGYEZMÉNY ALAPJÁN KIADOTT KÉPESÍTŐ OKMÁNY
KIÁLLÍTÁSÁRÓL**

A..... hatósága igazolja, hogy a számú bizonyítvány
..... számára (név) került
kiállításra, aki a fenti, módosított Egyezmény szabályában
foglaltaknak megfelelően-ig (dátum) érvényesülő
korlátozással, illetve a bizonyítvány érvényessége meghosszabbításának lejártáig jogosult az
alábbi szintű feladatkörök ellátására:

FELADATKÖR	SZINT	KORLÁTOZÁSOK (AMENNYIBEN VAN)

A bizonyítvány tulajdonosa a hatóság által kiadott, a biztonságos személyzeti követelményeknek megfelelően, a következő beosztás(ok)ban láthat el szolgálatot:

BEOSZTÁS	KORLÁTOZÁSOK (AMENNYIBEN VAN)

Érvényesítés száma: Kiállítva:

(Hivatalos pecsét)

.....
A kiállításra jogosult aláírása

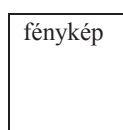
.....
A kiállításra jogosult neve

Szolgálatteljesítés idején a jelen érvényesítés eredeti példányát az Egyezmény I/2. szabályának 11. bekezdésében foglalt rendelkezésnek megfelelően a hajón kell tartani.

A bizonyítvány tulajdonosának születési ideje:

A bizonyítvány tulajdonosának aláírása:

A bizonyítvány tulajdonosának fényképe:



A bizonyítvány érvényessége meghosszabbítva: -ig

Hivatalos pecsét

.....

a kiállításra jogosult aláírása

Az érvényesség meghosszabbításának napja

.....

a kiállításra jogosult neve

A bizonyítvány érvényessége meghosszabbítva: -ig

Hivatalos pecsét

.....

a kiállításra jogosult aláírása

Az érvényesség meghosszabbításának napja

.....

a kiállításra jogosult neve

3 A bizonyítvány elismerésének tanúsítására használt okmányt az alábbiakban meghatározott formátumban kell kiállítani azzal a feltétellel, hogy a „vagy az okmányban megjelölt időbeli hatályának, vagy időbeli hatálya meghosszabbításának lejártáig” megjegyzést nem szabad szerepeltetni azokban az esetekben, amikor az okmányt annak lejártakor cserélni szükséges. Az okmány kitöltésére vonatkozó útmutatót a Szabályzat B-I/2. szakasza tartalmazza.

(Címer)
(ORSZÁG)
**BIZONYÍTVÁNY A TENGERÉSZEK KÉPZÉSÉRŐL, KÉPESÍTÉSÉRŐL ÉS AZ
ŐRSZOLGÁLAT ELLÁTÁSÁRÓL SZÓLÓ, 1978. ÉVI, MÓDOSÍTOTT
NEMZETKÖZI EGYEZMÉNY ALAPJÁN KIÁLLÍTOTT KÉPESÍTŐ OKMÁNY
ELISMERÉSÉRŐL**

A..... hatósága igazolja, hogy számára (név)
..... a hatósága által, illetve
hatósága nevében kiállított..... számú képesítő okmányt fenti,
módosított Egyezmény I/10. szabályában foglaltaknak megfelelően elismeri és a képesítő
okmány tulajdonosa,-ig (dátum) érvényesülő korlátozással,
illetve a bizonyítvány érvényességének lejártáig jogosult az alábbi szintű feladatkörök
ellátására:

FELADATKÖR	SZINT	KORLÁTOZÁSOK (AMENNYIBEN VAN)

A bizonyítvány tulajdonosa az Igazgatás által kiadott, a biztonságos személyzeti követelményeknek megfelelően, a következő beosztás(ok)ban láthat el szolgálatot:

BEOSZTÁS	(AMENNYIBEN VAN)

Érvényesítés száma: Kiállítva:

(Hivatalos pecsét)

.....
A kiállításra jogosult aláírása

.....
A kiállításra jogosult neve

Szolgálatteljesítés idején a jelen érvényesítés eredeti példányát az Egyezmény I/2. szabályának 11. bekezdésében foglalt rendelkezésnek megfelelően a hajón kell tartani.

A bizonyítvány tulajdonosának születési ideje:

A bizonyítvány tulajdonosának aláírása:

A bizonyítvány tulajdonosának fényképe:

fénykép

A bizonyítvány érvényessége meghosszabbítva: -ig

Hivatalos pecsét

.....

a kiállításra jogosult aláírása

Az évenyesség meghosszabbításának napja

.....

a kiállításra jogosult neve

A bizonyítvány érvényessége meghosszabbítva: -ig

Hivatalos pecsét

.....

a kiállításra jogosult aláírása

Az évenyesség meghosszabbításának napja

.....

a kiállításra jogosult neve

4 Amennyiben a Felek az e szakaszban szereplő mintájú bizonyítványtól eltérő formátumot használnak, akkor az I/2. szabály 10. pontjának megfelelően minden esetben biztosítaniuk kell, hogy

- .1 a bizonyítvány tulajdonosának azonosítására szolgáló adatok, mint a név, születési idő, az okmány tulajdonosának fényképe és aláírása, valamint az okmány kiállításának dátuma, az okmánynak egy és ugyanazon oldalán kerüljenek feltüntetésre, és
- .2 a bizonyítvány tulajdonosa által betölthető beosztásra vagy beosztásokra vonatkozó összes tájékoztatás, az Igazgatásnak a biztonságos személyzeti létszámra vonatkozó előírásaira tekintettel, valamint az esetleges korlátozásokról szóló információk jól értelmezhető és azonosítható módon feltüntetésre kerüljenek.

BIZONYÍTVÁNY KIÁLLÍTÁSA ÉS NYILVÁNTARTÁSA

Tengeri szolgálat elismerése

5 Az Egyezményben megkövetelt tengeri szolgálat elismerése során a Feleknek gondoskodniuk kell a megpályázott képesítésnek megfelelő szolgálat biztosításáról, szem előtt tartva azt, hogy a tengerjáró hajókon ellátandó szolgálattal történő megismerkedésen kívül, az ilyen szolgálat célja az, hogy a tengerész kellő felügyelet mellett oktatásban és gyakorlati képzésben részesüljön a megpályázott képesítéshez tartozó, biztonságos és megfelelő tengeri gyakorlatok, eljárások és jártasság tekintetében.

A tanfolyamok jóváhagyása

6 A tanfolyamok és programok jóváhagyása során a Feleknek figyelembe kell venniük, hogy az IMO mintául szolgáló tanfolyamai segítséget nyújthatnak az ilyen tanfolyamok és programok előkészítéséhez, egyben biztosítják az abban ajánlásként, részletesen szereplő tanulmányi célok megfelelő felölését.

Elektronikus hozzáférés a nyilvántartásokhoz

7 Az elektronikus nyilvántartás vezetése során, az I/2. szabály 15. pontja szerint, meg kell határozni az ilyen nyilvántartáshoz, illetve nyilvántartásokhoz való ellenőrzött, elektronikus hozzáférésre vonatkozó előírásokat, biztosítva ezzel, hogy a Felek és társaságok megerősíthessék a következőket:

- .1 a tengerész neve, aki számára az adott bizonyítványt, érvényesítést vagy egyéb képesítő okmányt kiállították, az okmány száma, kiállításának és lejáratának ideje;
- .2 az a beosztás, amelyben a bizonyítvány tulajdonosa szolgálhat és az azzal kapcsolatos, esetleges korlátozások; és
- .3 A bizonyítvány tulajdonosa által ellátható feladatkörök, felelősségi szintek és az ezekhez kapcsolódó, esetleges korlátozások.

Adatbázis kialakítása a képzési okmányok nyilvántartása céljából

8 Az I/2. szabály 14. pontjában a bizonyítványok és érvényesítések nyilvántartásának vezetésére vonatkozó előírások követése során szabványos adatbázisra nincs szükség, feltéve, hogy az összes vonatkozó információ az I/2. szabálynak megfelelően rögzítésre kerül és rendelkezésre áll.

9 Papíron vagy elektronikus formátumban, az I/2. szabálynak megfelelően, a következő információkat kell nyilvántartásba venni:

.1 A bizonyítvány státusa

Érvényes
Felfüggesztett
Érvénytelenített
Elvesztése bejelentve
Megsemmisült;

a státus megváltozását, a változás időpontjával együtt nyilvántartásba kell venni.

.2 **A bizonyítványban szereplő adatok**

Tengerész neve
Születési ideje
Állampolgársága
Neme
Lehetőség szerint fényképe
Okmány száma
Kiállítás kelte
Lejárat napja
Utolsó érvényesítés kelte
Felmentés(ek)re vonatkozó adatok

.3 **Képesítésre vonatkozó adatok**

STCW-nek megfelelő képesítés (pl. II/1. szabály)
Beosztás
Feladatkör
Felelősségi szint
Érvényesítések
Korlátozások

.4 **Egészségi adatok**

A képesítő bizonyítvány kiállításával vagy újraérvényesítésével kapcsolatos, utolsó egészségi alkalmassági bizonyítvány kiadásának kelte.

A-I/3. szakasz

A part menti utakon történő hajózást szabályozó alapelvek

1 Amikor bármely Fél, *többek között* a Szabályzat A része II. és III. fejezetében található, a minősítési követelményeket tartalmazó táblázatok 2. oszlopában felsorolt tantárgyi variációk alkalmazása, illetve az adott Fél lobogóját viselni jogosult és az ilyen utakon közlekedő hajókon teljesítendő szolgálatra érvényes bizonyítványok kiállítása céljából meghatározza a part menti utakat, az alábbi tényezőket kell figyelembe venni, szem előtt tartva azoknak az összes hajó és a tengeri környezet biztonságára gyakorolt hatását:

- .1 hajó típusa és az a szakmai terület, amelyen belül tevékenykedik;
- .2 a hajó bruttó tonnatartalma és főgépteljesítménye kilowattban kifejezve;
- .3 az utak jellege és időtartama;
- .4 maximális távolság a menedéket jelentő kikötőtől;
- .5 a navigációs helyzet-meghatározó eszközök megfelelő kiterjedése és pontossága;

- .6 part menti utak területén általában uralkodó időjárási viszonyok;
- .7 hajós és a parti hírközlési eszközökkel való ellátottság, felkutatási és mentési célból;
és
- .8 parti támogatás rendelkezésre állása, különös tekintettel a hajón zajló műszaki karbantartásra.

2 A szándékok között nem szerepel az, hogy a part menti utakon közlekedő hajók útjaikat az egész világra kiterjesszék azzal az ürüggyel, hogy állandóan a szomszédos Felek által a part menti utak kapcsán kijelölt limiteken belül navigálnak.

A-I/4. szakasz

Ellenőrzési eljárások

1 Amennyiben az I/4. szabály 1.3 pontjában szereplő értékelési eljárás, a szabályban meghatározott okból ellenőrzési eljárás alakul, akkor a személyzet azon tagjainak, akiknek az eljárásban kompetens módon részt kell venniük, rendelkezniük kell az eljáráshoz szükséges gyakorlattal.

2 Szem előtt kell tartani, hogy a hajón végrehajtott értékelési eljárásra a Nemzetközi Biztonságos Vezetési Szabályzattal (ISM) összefüggésben kerülhet sor és a jelen Egyezmény rendelkezései e tekintetben az eljárás biztonságos végrehajtásának szabályozására korlátozódnak.

3 Az ezen Egyezmény rendelkezései szerint végrehajtott ellenőrzés a hajón lévő tengerészek alkalmasságának és az Egyezmény A részében az őrszolgálat ellátására meghatározott képességeik megállapítására korlátozódik. Az alkalmasságnak a hajón végrehajtott ellenőrzését a tengerészek képesítő okmányának ellenőrzésével kell kezdeni.

4 A képesítő okmány valódiságának az I/4. szabály 1.3 bekezdésében meghatározott ellenőrzése mellett a tengerész kötelezhető arra, hogy alkalmasságáról a szolgálati helyen adjon tanúbizonyságot. Az alkalmasságról igazolása kiterjedhet annak ellenőrzésére, hogy az őrszolgálatra vonatkozó előírások tekintetében betartották-e az operatív követelményeket, illetve, hogy az adott tengerész, felkészültségi szintjén belül, vészhelyzet esetén megfelelően tud-e reagálni.

5 Az értékelés során kizárólag a jelen Szabályzat A részében szereplő, az alkalmasság igazolására szolgáló módszerek, annak értékelési kritériumai, valamint az ott szereplő előírások köre alkalmazható.

6 A biztonsággal kapcsolatos alkalmasság értékelésére azon tengerészek esetében kerül sor, akik az „Életbiztonság a tengeren” tárgyú nemzetközi egyezmény (SOLAS) XI/2. fejezetében meghatározott, megalapozott esetben, különleges biztonsági feladatokat látnak el. Egyéb esetekben az ellenőrzés a tengerészek képesítő okmányának és/vagy azok érvényesítésének ellenőrzésére terjed ki.

A-I/5. szakasz*Nemzeti rendelkezések*

Az I/5. szabály rendelkezései nem értelmezhetők úgy, hogy *felügyelet alatt folytatott vagy vis major körülmények esetén megvalósuló oktatásban nem alkalmazhatók nemzeti szabályok.*

A-I/6. szakasz*Képzés és értékelés*

1 A Felek gondoskodnak arról, hogy az Egyezmény rendelkezései szerint a tengerészek képzése és értékelése a következők szerint történjen:

- .1 arra az írásban rögzített tanmenet szerint kerüljön sor, ideértve az oktatás módszerét, eszközeit, eljárásait és tananyagát, annak érdekében, hogy az előírt alkalmassági szint elérhető legyen, és
- .2 a képzést olyan személyek vezessék, felügyeljék, értékeljék és végezzék, akik a 4., 5. és 6. pontokban meghatározott képzettséggel rendelkeznek.

2 A szolgálatteljesítés idején folytatott képzést végző, illetve értékelést készítő személyek tevékenységüket csak azzal a feltétellel végezhetik, amennyiben az a hajó biztonságos üzemeltetését nem befolyásolja hátrányosan, és ha e személyek idejüket, valamint figyelmüket a képzésnek szentelhetik.

Oktatók, valamint a képzést felügyelő és értékelő személyek képzettsége

3 A Felek gondoskodnak arról, hogy a parti, illetve hajófedélzeti képzésben közreműködő oktatók, valamint képzést felügyelő és a tengerészek alkalmasságát értékelő személyek képzettsége a képzés tárgyának és szintjének megfelelő szintű legyen, összhangban az Egyezmény e szakaszában foglalt rendelkezésekkel.

Szolgálatteljesítés alatt folytatott képzés

4 Tengerészek parti, illetve hajófedélzeti, az Egyezmény szerinti képesítő okmánnyal tanúsított képesítés megszerzésére irányuló képzésével foglalkozó személynek az alábbi feltételeknek kell megfelelnie:

- .1 ismernie kell a képzés anyagát és értenie kell az adott típusú képzés célját;
- .2 rendelkeznie kell a képzés tárgyának megfelelő képesítéssel; és
- .3 szimulátor segítségével folytatott képzés esetén:
 - .3.1 megfelelő felkészítésben részesült a szimulátor használatával folytatott képzés oktatási módszereit illetően; és
 - .3.2 megfelelő gyakorlatra tett szert a képzésben használt szimulátor működtetése terén.

5 A tengerészek szolgálatteljesítése során történő, az Egyezmény szerinti képesítő okmánnyal tanúsított képesítés megszerzésére irányuló képzési tevékenységet felügyelő személynek behatóan kell ismernie az egyes képzések tananyagát és azok konkrét célját.

Alkalmasság értékelése

6 Tengerészek parti, illetve hajófedélzeti, az Egyezmény szerinti képesítő okmánnyal tanúsított képesítés megszerzésére irányuló képzésével foglalkozó személynek az alábbi feltételeknek kell megfelelnie:

- .1 kellő hozzáértéssel kell rendelkeznie az értékelés tárgyát képező alkalmasságot illetően;
- .2 rendelkeznie kell az értékelés tárgyát képező feladatra szóló képesítéssel;
- .3 megfelelő útmutatást kellett kapnia az értékelés módját és gyakorlatát illetően;
- .4 kellő gyakorlattal kell rendelkeznie az értékelés terén, továbbá amennyiben
- .5 szimulátor használatával járó tevékenység értékelését végzi, akkor gyakorlott értékelő személy felügyelete mellett megszerzett, kellő gyakorlattal kell rendelkeznie az adott szimulátor típus használatával végzett értékelés terén.

Intézményi körülmények között folytatott képzés és értékelés

7 Képzés, képzést folytató intézmény vagy valamely képesítésnek képzést folytató intézmény általi elismerésekor minden Félnek, a jelen Egyezmény szerinti bizonyítvány kiállítására vonatkozó követelmények részeként, gondoskodnia kell arról, hogy a képzésben részt vevő oktatók és az értékelést végző személyek számára előírt képzettségi szint és gyakorlat megfeleljen az A-I/8. szakaszban, a minőség biztosítására vonatkozóan meghatározott szintnek. E képzettségi szintnek, gyakorlatnak és a minőségre vonatkozó követelmények teljesülésének magában kell foglalnia a megfelelő képzési és oktatási technikákat, a képzés és az értékelés módszereit, illetve gyakorlatát, valamint a –6. pontokban foglalt követelmények teljesülését.

A-I/7. szakasz

Tájékoztatás közlése

- 1 Az I/7. szabály 1. pontjában előírt, a Főtitkár számára nyújtandó tájékoztatást az alábbi pontokban részletezett formában kell biztosítani.

1. RÉSZ – KEZDETI TÁJÉKOZTATÁS

2 Az I/7. szabály hatálybalépésétől számított egy naptári éven belül minden részes Félnek tájékoztatást kell adnia az Egyezményben foglaltak maradéktalan érvényesítése érdekében tett intézkedéseiről, nevezetesen:

- .1 közölnie kell az Egyezménnyel összefüggő ügyek intézéséért felelős minisztérium, illetve állami szerv elérhetőségi adatait és szervezeti ábráját;

- .2 tömör beszámolót kell adnia a foganatosított lépésekről, különös tekintettel az I/2., I/6. és az I/9. szabályban foglaltaknak való megfelelés érdekében megtett, jogi és adminisztratív intézkedésekről;
- .3 nyilatkoznia kell az oktatásra, képzésre, vizsgáztatásra, az alkalmasság értékelésére és a tanúsításra vonatkozóan elfogadott szabályokról;
- .4 tömör ismertetést kell adnia a tanfolyamokról, a képzési programokról, valamint az Egyezmény hatálya alá tartozó bizonyítványokkal összefüggésben a vizsgáztatás és értékelés menetéről;
- .5 tömören fel kell vázolnia az Egyezményben és az abban szereplő feltételek szerint előírt képzéssel és vizsgáztatással összefüggő felhatalmazás, akkreditálás és jóváhagyás, valamint az egészségi és szakmai alkalmasság megállapításának eljárási rendjét, továbbá a kiállított felhatalmazások, akkreditálások és jóváhagyások jegyzékét;
- .6 tömören össze kell foglalnia az Egyezmény VIII. cikkében foglaltak alapján kiállított felmentésekkel kapcsolatos eljárást; és
- .7 tömör tájékoztatást kell adnia az Egyezmény I/11. szabálya szerint végrehajtott összevetés eredményéről, valamint a jóváhagyott ismeretfelújító és ismeretbővítő képzésekről.

2. RÉSZ – TOVÁBBI JELENTÉSEK

- 3 Minden félnek, hat hónapon belül attól számítva, hogy
 - .1 visszatartott, illetve elfogadott a IX. cikkben az oktatás, illetve képzés kapcsán előírt intézkedéseket, azokról teljes körű beszámolót kell adnia;
 - .2 valamely másik Fél által kiállított bizonyítványokat ismert el, jelentést kell tennie arról, hogy milyen intézkedéseket tett az I/10. szabályban foglaltak betartása érdekében; és
 - .3 engedélyezte a VII/1. szabály értelmében kiállított, alternatív bizonyítványokkal rendelkező tengerészeknek a lobogója viselésére jogosult hajókon történő foglalkoztatását, el kell juttatnia a Főtitkárhoz az ilyen hajókra vonatkozóan, a biztonságos személyzeti feltételek kapcsán kiadott dokumentumtípusok mintapéldányát.
- 4 Az I/8. szabály 2. pontjában foglaltak szerinti értékelés eredményét, az értékelés végrehajtásától számított 6 hónapon belül, minden Fél köteles jelenteni. Az értékelésről szóló jelentésnek a következő információkat kell tartalmaznia:
 - .1 az értékelést végző személyek képzettsége és gyakorlata (pl. képesítési okmányok, tengerészként és független értékelő személyként megszerzett tapasztalat, a tengerészeti képzés és értékelés területén megszerzett tapasztalat, a képesítési rendszerek adminisztratív kérdéseivel kapcsolatos tapasztalat, illetve bármely egyéb, releváns képesítés/tapasztalat);

- .2 a független értékeléssel kapcsolatos feladatok, illetve az értékelést végző személyek feladatainak meghatározása;
- .3 a független értékelés által lefedett képzési intézmények/oktatási központok felsorolása; valamint
- .4 a független értékelés eredményei, ezen belül
 - .1 annak megerősítése, hogy
 - .1.1 az adott Fél minőségbiztosítási rendszere, az A/I/8. szakasz 3.1 pontjával összhangban, kiterjed az Egyezmény és az STCW Szabályzat, valamint azok módosításainak összes irányadó rendelkezésére; és
 - .1.2 az irányítást és az ellenőrzést célzó, összes belső intézkedés, továbbá a nyomon követést szolgáló lépések megfelelnek a tervezett intézkedéseknek és a dokumentált eljárásoknak, valamint hatékonyan biztosítják az A-I/8. szakasz 3.2 pontjában meghatározott célkitűzések elérését;
 - .2 annak rövid ismertetése, hogy
 - .2.1 a független értékelés során előfordultak-e hiányosságok,
 - .2.2 a feltárt hiányosságok kapcsán melyek az ajánlott korrekciós intézkedések; és
 - .2.3 a feltárt hiányosságok kiküszöbölése érdekében milyen intézkedésekre került sor.

5 A Felek kötelesek jelentést tenni az Egyezmény és az STCW Szabályzat további, kötelező érvényű, azon módosításainak végrehajtása érdekében tett lépéseikről, amelyek korábban nem szerepeltek az I/7. szabályban előírt előzetes tájékoztatásról szóló jelentésben, illetve az I/8. szabálynak megfelelő, bármely korábbi jelentésben. Az I/8. szabály 3. pontja értelmében e tájékoztatást a módosítás hatálybalépését követő, következő jelentésben kell megadni.

6 Az Egyezmény és az STCW Szabályzat kötelező érvényű módosításainak végrehajtása érdekében tett lépésekről szóló tájékoztatásnak a következőket kell tartalmaznia:

- .1 a módosításnak történő megfelelés biztosítása érdekében foganatosított jogi és adminisztratív intézkedések tömör magyarázata;
- .2 a módosításnak megfelelő tanfolyamok, képzési programok, vizsgáztatás és értékelés rövid összefoglalása;
- .3 a módosítás értelmében előírt képzéssel és vizsgáztatással, egészségi és szakmai alkalmassággal összefüggő felhatalmazás, akkreditálás és jóváhagyás során követett eljárások tömör ismertetése;

- .4 a módosítások alapján előírt ismeretfelújító és ismeretbővítő képzések rövid összefoglalása; valamint
- .5 a módosítás, illetve adott esetben az I/7. szabály 1. pontja és/vagy az I/8. szabály 2. pontja szerinti, a korábbi jelentésekben foglalt intézkedések végrehajtása érdekében tett intézkedések összehasonlítása.

3. RÉSZ – KOMPETENS SZEMÉLYEK PANELE

7 A Főtitkár jegyzékben nyilvántartást vezet a Tengerészeti Biztonsági Bizottság által jóváhagyott, azon kompetens személyekről, köztük a Felek által rendelkezésre bocsátott vagy ajánlott, megfelelő személyekről, akik felkérhetők az I/7. és az I/8. szabály értelmében benyújtott jelentések értékelésének elvégzésére, valamint az I/7. szabály 2. pontjában előírt jelentés elkészítésével kapcsolatos közreműködésre. E személyeknek rendszerint a Tengerészeti Biztonsági Bizottság, illetve kiegészítő testületeinek a tárggyal összefüggő ülései során kell rendelkezésre állniuk, de a munkájukat nem kizárólag a jelzett bizottsági ülések idején folytathatják.

8 Az I/7. szabály 2. pontjával összefüggésben a kompetens személyeknek tisztában kell lenniük az Egyezményben szereplő követelményekkel és legalább egyiküknek ismeretekkel kell rendelkeznie az érintett Fél képzési és képesítési rendszerét illetően.

9 A részes Félnek az I/8. szabály 3. pontja alapján elkészített jelentése kézhezvételekor a Főtitkár a fenti 7. pont szerinti jegyzékről kiválasztja a kompetens személyeket, és bekéri véleményüket azzal kapcsolatosan, hogy

- .1 a jelentés teljes körű-e és megfelelően igazolja-e, hogy az adott Fél elvégezte az ismeretek, a szakmai jártasság és az alkalmasság megszerzésének, a képzés elsajátításának, valamint az értékelésre irányuló tevékenységek és a képesítési rendszer (beleértve az érvényesítéseket és az újraérvényesítéseket is) adminisztrációjának, az A-I/8. szakasz 3. pontjának megfelelő, független értékelését;
- .2 a jelentés kellően szemlélteti azt, hogy
 - .2.1 az értékelést végző személyek képzettsége megfelelő volt,
 - .2.2 a feladatok meghatározása kellően egyértelmű volt ahhoz, hogy
 - .2.2.1 az adott Fél minőségbiztosítási rendszere lefedje az Egyezmény és az STCW Szabályzat, valamint azok módosításainak összes vonatkozó rendelkezését; valamint
 - .2.2.2 az I/8. szabály 1. pontja értelmében világosan meghatározott célkitűzések végrehajtását az összes kapcsolódó tevékenység során, végig ellenőrizni lehetett,
 - .2.3 a független értékelés során követett eljárások megfelelőek voltak az adott Félnek a képzésre, az alkalmasság felmérésére és a tengerészek képesítésére hivatott rendszerében fellelhető, az adott Félre nézve

irányadó, jelentősebb hiányosságok feltárására, valamint

- .2.4 a feltárt hiányosságok kiküszöbölése érdekében tett lépésekre időben és a megfelelő módon kerül sor.

10 A kompetens személyek

- .1 üléseire a Főtitkár döntése alapján kerül sor;
- .2 ülésének páratlan számú tagja van, szokás szerint legfeljebb öt fő;
- .3 ülésén a tagok maguk közül elnököt választanak; és
- .4 ülése tájékoztatja a Főtitkárt a tagok közösen elfogadott álláspontjáról, illetve annak hiányában a többségi és a kisebbségi véleményről egyaránt.

11 A kompetens személyek bizalmasan kezelt álláspontjukat írásban fejtik ki az alábbiak tekintetében:

- .1 a részes Fél által a Főtitkár számára megküldött tájékoztatásban szereplő tények és az Egyezményben meghatározott követelmények összevetése;
- .2 az I/8. szabály 3. pontjában meghatározott értékeléssel összefüggő jelentés;
- .3 az STCW Egyezmény és a Szabályzat módosításainak végrehajtása érdekében tett lépésekről szóló, az 5. pont szerint benyújtott jelentés; valamint
- .4 a részes Fél által adott bármely további tájékoztatás.

4. RÉSZ – JELENTÉSTÉTEL A TENGERÉSZETI BIZTONSÁGI BIZOTTSÁG SZÁMÁRA

12 A Főtitkár az I/7. szabály 2. pontja alapján a Tengerészeti Biztonsági Bizottság számára átadandó jelentése elkészítéséhez

- .1 bekéri és figyelembe veszi a 7. pontban meghatározott jegyzékből kiválasztott kompetens személyek álláspontját;
- .2 szükség esetén az I/7. szabály 1. pontja alapján adott tájékoztatással kapcsolatos kérdésekben kiegészítő tájékoztatást kér az érintett részes Féltől; és
- .3 meghatározza azon kérdések körét, amelyek tekintetében az érintett részes Fél segítséget kérhetett az Egyezményben foglaltak megvalósítása érdekében.

13 Az érintett részes Fél tájékoztatást kap a kompetens személyek ülésének előkészületeiről és képviselői jogosultak jelen lenni az ülésen, hogy magyarázattal szolgálhassanak az I/7. szabály 1. pontja szerinti tájékoztatással összefüggő kérdések kapcsán.

14 Amennyiben a Főtitkár nem kívánja az I/7. szabály 2. pontjában foglaltak szerinti jelentését előterjeszteni, úgy az érintett részes Fél, figyelemmel a jelen szakasz szerinti tájékoztatás tartalmára, valamint a 10. és 11. pontokban szereplő álláspontokra, jogosult az I/7. szabály 3. bekezdésében meghatározott intézkedésért a Tengerészeti Biztonsági Bizottsághoz folyamodni.

Minőségi követelmények

Nemzeti célkitűzések és minőségi követelmények

1 A részes Félnek gondoskodnia kell arról, hogy az Egyezményben megkövetelt oktatási és képzési célkitűzések, az alkalmasság követelményei, valamint a tudásszintek, az elsajátítás és a vizsgáláshoz szükséges jártasság jól meghatározottak legyenek. Az egyes képzések és oktatási programok tekintetében érvényesülő célkitűzések és a képzéssel összefüggő minőségi követelmények az egyes képzések tekintetében külön-külön is meghatározhatók, és azoknak ki kell terjedniük képesítés adminisztratív rendszerére is.

2 A minőségi követelményeket - a képzés tekintetében kitűzött célok elérése érdekében -, a képesítés adminisztratív rendszerére, a képzési kurzusokra és programokra, valamint a részes Fél által vagy felügyelete alatt végzett vizsgáztatásra, az oktatók és értékelő személyek, továbbá a tanmenetek, eljárási rendek, az ellenőrzés rendszere, valamint a és belső minőségbiztosítás tekintetében egyaránt alkalmazni kell.

3 A részes Félnek gondoskodnia kell arról, hogy az elsajátított ismeretek és tudás, a megszerzett képességek és készségek, az értékeléssel összefüggő tevékenységek, valamint a képesítés adminisztratív rendszerének független értékelése ötvenként legalább egyszer megtörténjen annak ellenőrzése céljából, hogy

- .1 a minőségbiztosítási rendszer megfelel-e az Egyezmény és az STCW Szabályzat, valamint azok módosításai összes vonatkozó rendelkezésének;
- .2 az irányítási rendszer belső megfigyelése és ellenőrzése, továbbá a nyomon követést szolgáló intézkedések megfelelnek-e a kitűzött céloknak és az írásban rögzített eljárási rendnek, illetve hatékony módon szolgálják-e a célkitűzések megvalósítását;
- .3 az egyes független értékelési eljárások megfelelően dokumentálva vannak-e, továbbá az értékelés eredményeit az értékelés tárgyát képező terület felelőseinek tudomására hozták-e, és
- .4 időben megtörtént-e a hiányosságok kiküszöbölése.

A-I/9. szakasz

Egészségi alkalmassági követelmények

1 Az I/9. szabályban előírt, a tengerészek egészségi alkalmasságára vonatkozó követelmények megállapítása során a Feleknek alkalmazniuk kell az A-I/9 táblázatban szereplő, a látással szemben a szolgálatteljesítéssel összefüggésben támasztott minimális követelményeket és figyelembe kell venniük a 2. pontban a fizikai és egészségi alkalmasság tekintetében előírt követelményeket. A fizikai képességekre vonatkozó minimális követelményeknek való megfelelés értékelésekor a Feleknek figyelembe kell venniük továbbá az Egyezmény B-I/9. szakaszában és a B-I/9 táblázatban szereplő útmutatót is.

E követelmények – a részes Fél által meghatározott mértékben és a tengerészek, illetve a hajó biztonságának sérelme nélkül – eltérőek lehetnek a tengerészeti életpályát megkezdő személyekre, illetve azokra nézve, akik már tengeri szolgálatot teljesítenek, valamint – szem előtt tartva a tengerészek eltérő feladatait – a hajón ellátandó egyes feladatkörök szerint is. A Feleknek figyelembe kell venniük továbbá mindazokat az egészségi károsodásokat, illetve betegségeket, amelyek az egészségi alkalmassági bizonyítvány érvényességi ideje alatt korlátozzák a tengerészt feladatainak hatékony ellátásában.

2 A részes Fél által a fizikai és egészségi alkalmasság tekintetében megállapított követelményeknek biztosítaniuk kell, hogy a tengerészek megfeleljenek a következő kritériumoknak:

- .1 figyelembe véve az alábbi 5. pontot, rendelkezniük kell az A-VI/1. szakasz 2. pontjában előírt, az alapfokú képzés követelményeinek teljesítéséhez szükséges fizikai képességekkel;
- .2 a hatékony kommunikáció érdekében és a hangriasztások észleléséhez megfelelő hallással és beszédképességgel kell rendelkezniük;
- .3 egészségi állapotuk, betegségük vagy egészségromlásuk nem akadályozhatja őket abban, hogy az egészségi alkalmassági bizonyítvány érvényességi ideje alatt a hajón hatékonyan és biztonságosan lássák el szokásos és vészhelyzetben teljesítendő feladataikat;
- .4 egészségi állapotuk nem lehet olyan, amely a tengeri szolgálat teljesítése során valószínűleg súlyosbodik, illetve alkalmatlanná teszi a tengerészt az ilyen szolgálat ellátására, avagy a hajón tartózkodó többi személy egészségét és biztonságát veszélyezteti; valamint
- .5 nem állhatnak olyan gyógykezelés alatt, amelynek mellékhatásai károsan befolyásolják az ítélőképességet, az egyensúlyérzéket vagy bármely más, a hajón ellátandó, szokásos vagy vészhelyzeti feladat hatékony és biztonságos teljesítését.

3 A tengerészek egészségi alkalmassági vizsgálatát, az adott Fél által jóváhagyott, megfelelő képzettséggel és gyakorlattal rendelkező orvosoknak kell végezniük.

4 A részes Félnek meg kell állapítania az orvosok elismerésére vonatkozó előírásokat. A részes Fél nyilvántartást vezet az általa jóváhagyott orvosokról és kérésre azt a többi Fél, más társaságok vagy a tengerészek rendelkezésére bocsátja.

5 Az e Szabályzat B-I/9. szakaszában meghatározott rendelkezések figyelembe vételével minden részes Félnek útmutatást kell adnia az egészségi alkalmassági vizsgálatok lefolytatása és az egészségi alkalmassági bizonyítványok kiállítása tekintetében. A Feleknek meg kell határozniuk, hogy – a tengerészek különböző feladatköröit szem előtt tartva – milyen mérlegelési jogkört biztosítanak az általuk jóváhagyott orvosoknak az egészségi követelmények alkalmazása tekintetében, kivéve, hogy a fedélzeti ágazatban figyelőszolgálatot ellátó tengerészekre az A-I/9 táblázatban a segédeszközzel történő távoli látás, a közeli látás és a színlátás kapcsán meghatározott minimális követelmények tekintetében mérlegelésnek nincs helye. A részes Fél a gépészeti ágazatban szolgálatot teljesítő tengerészek esetében e követelmények alkalmazása tekintetében mérlegelési lehetőséget adhat, feltéve, hogy a tengerész két szemének együttes (kombinált) látása

megfelel az A-I/9 táblázatban szereplő követelményeknek.

6 A részes Félnek meg kell határoznia azokat a folyamatokat és eljárásokat, amelyek lehetővé teszik, hogy azok a tengerészek, akik a vizsgálatot követően nem feleltek meg az egészségi alkalmassági követelményeknek, illetve azok, akikre munkavégzési képességük és különösen a munkavégzés ideje, területe vagy a tevékenységi kör tekintetében korlátozást határoztak meg, ügyükben – az adott Fél fellebbezésre vonatkozó előírásainak megfelelően – felülvizsgálati kérelemmel élhessenek.

7 Az I/9. szabály 3. pontjában szereplő egészségi alkalmassági bizonyítványnak legkevesebb a következő információkat kell tartalmaznia:

.1 Engedélyező hatóság és az okmány kiállításához alapul szolgáló követelmények

.2 Tengerész adatai

.2.1 Név: *(Vezetéknév, keresztnév/keresztnevek)*

.2.2 Születési idő: *(év/hónap/nap)*

.2.3 Neme: *(férfi/nő)*

.2.4 Állampolgársága:

.3 Az orvos nyilatkozata

.3.1 Annak igazolása, hogy az vizsgálat során az személyazonosító okmányokat ellenőrizték. *Igen/Nem*

.3.2 A hallás megfelel az A-I/9. szakaszban szereplő követelményeknek: *Igen/Nem*

.3.3 A segédeszköz nélküli hallás kielégítő? *Igen/Nem*

.3.4 A látásélesség megfelel az A-I/9. szakaszban szereplő követelményeknek? *Igen/Nem*

.3.5 A színlátás megfelel az A-I/9. szakaszban szereplő követelményeknek? *Igen/Nem*

.3.5.1 Az utolsó színlátás-vizsgálat időpontja.

.3.6 Figyelőszolgálat ellátására való alkalmasság? *Igen/Nem*

.3.7 Az egészségi alkalmasságra vonatkozóan nincsenek korlátozások vagy tiltások? *Igen/Nem*

Ha a válasz „Nem”, melyek ezek a korlátozások vagy tiltások?

.3.8 A tengerész nincs olyan egészségi állapotban, amely a tengeri szolgálat teljesítése során valószínűleg súlyosbodik, illetve alkalmatlanná teszi a tengerészt az ilyen szolgálat ellátására, avagy a hajón tartózkodó többi személy egészségét és biztonságát veszélyezteti? *Igen/Nem*

3.9 Vizsgálat ideje: (év/hónap/nap)

3.10 A bizonyítvány érvényességének lejárata: (év/hónap/nap)

4 A kiállító hatóság adatai

4.1 A kiállító hatóság hivatalos pecsétje (amelyen a neve is szerepel)

4.2 A kiállításra jogosult aláírása

5 a bizonyítvány tartalmának és a felülvizsgálathoz fűződő jognak, az A-I/9. szakasz 6. pontjával összhangban

8 Az egészségi alkalmassági bizonyítványt a kibocsátó ország hivatalos nyelvén kell kiállítani. Amennyiben ez a nyelv nem az angol, akkor a szövegnek tartalmaznia kell az angol nyelvű fordítást is.

A-I/9 táblázat

A tengerészek látására vonatkozó, minimálás követelmények szolgálatteljesítéshez

STCW	Tengerész kategóriája	Távoli látás segédeszközze ¹		Near/immediate vision	Színlátás ³	Látómező ⁴	Farkasvakság ⁴	Diplopia (kettős látás) ⁴
		Egy szem	Egy szem	Két szem együtt, segédeszközzel vagy a nélkül				
I/11 II/1 II/2 II/3 II/4 II/5 VII/2	Figyelőszolgálatot teljesítő parancsnokok, fedélzeti tisztek és beosztott tengerészek	0,5 ²	0,5	A hajó navigálásához szükséges látás (pl. térképek és navigációs segédletek, parancsnoki hídon található eszközök és berendezések használata és navigációs segédeszközök felismerése)	Lásd a 6. megjegyzést	Normál látóterek	Az összes feladatkör sötétben történő, veszélytelen ellátásához szükséges látás	Nincs jelentős, nyilvánvaló körülmény
I/11 III/1 III/2 III/3 III/4 III/5 III/6 III/7 VII/2	Gépüzemi őrszolgálatot teljesítő összes gépüzemvezető, elektrotechnikus tisztt és elektrotechnikus beosztott tengerész, illetve más személyek	0,4 ⁵	0,4 (lásd az 5. megjegyzést)	Berendezések adatainak közeli távolságból történő leolvasásához, berendezések üzemeltetéséhez és szükség esetén azonosításához szükséges látás	Lásd a 7. megjegyzést	Megfelelő látómezők	Az összes feladatkör sötétben történő, veszélytelen ellátásához szükséges látás	Nincs jelentős, nyilvánvaló körülmény
I/11 IV/2	GMDSS-rádiókezelők	0,4	0,4	Berendezések adatainak közeli távolságból történő leolvasásához, berendezések üzemeltetéséhez és szükség esetén rendszerek/elemek	Lásd a 7. megjegyzést	Megfelelő látómezők	Az összes feladatkör sötétben történő, veszélytelen ellátásához szükséges látás	Nincs jelentős, nyilvánvaló körülmény

				azonosításához szükséges látás				
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Megjegyzések:

- 1 Értékek Snellen decimális rendszerben.
- 2 Egy szem esetében legkevesebb 0,7 érték ajánlott a szem fel nem ismert alapbetegsége kockázatának csökkentése érdekében.
- 3 A CIE (Nemzetközi Világítástechnikai Bizottság – Commission Internationale de l’Eclairge) által a közlekedéssel összefüggésben a színlátással kapcsán meghatározott nemzetközi ajánlások (*International Recommendations for Colour Vision Requirements for Transport*) alapján (CIE-143-2001 és további változatai).
- 4 Az előzetes vizsgálati eredmények alapján klinikai szemorvosnak kell felmérnie.
- 5 A gépészeti ágazatban szolgálatot teljesítő személyzet esetében a két szem együttes (kombinált) látásának legkevesebb el kell érnie a 0,4 értéket.
- 6 A CIE színlátással szemben támaszott követelménye 1 vagy 2.
- 7 A CIE színlátással szemben támaszott követelménye 1, 2 vagy 3.

A-I/10. szakasz

Bizonyítványok elismerése

1 Az I/10. szabály 4. pontjában az Egyezményben nem részes fél által kiállított bizonyítvány el nem fogadásáról szóló rendelkezések nem tekinthetők a bizonyítványt kiállító felet korlátozó rendelkezéseknek a tekintetben, hogy elismerje az Egyezményben nem részes fél felügyelete alatt szerzett tengerészeti gyakorlatot, elvégzett tengerészeti képzést, amennyiben az elismerő Fél eleget tesz az I/2. szabályban foglaltaknak és biztosítja, hogy a tengerészeti szolgálatot, oktatást, képzést és alkalmasságot érintően az Egyezményben meghatározott követelmények teljesüljenek.

2 Amennyiben képesítő okmányt elismerő hatóság fegyelmi okokból visszavonja elismerését, akkor az elismerő hatóságnak a visszavonás körülményeiről értesítenie kell a bizonyítványt kiállító Felet.

A-I/11. szakasz

Bizonyítványok újraérvényesítése

Szakmai alkalmasság

1 A szakmai alkalmasság folyamatossága az I/11. szabályban foglaltaknak megfelelően tartható fenn az alábbiak szerint:

- .1 elismert tengerészeti szolgálati idő megléte, a birtokolt képesítő okmányok megfelelő beosztásban,
 - .1.1 a megelőző öt év folyamán, összesen tizenkét hónapon át végzett munka; vagy
 - .1.2 közvetlenül az újraérvényesítést megelőző hat hónap folyamán, összesen három hónapon át végzett munka; vagy
- .2 az 1.1 pontban előírt tengerészeti szolgálati idővel egyenértékűnek tekintett feladatkörökben végzett munka; vagy

- .3 jóváhagyott ellenőrző teszt teljesítése; vagy
- .4 jóváhagyott képzés követelményeinek eredményes teljesítése; vagy
- .5 közvetlenül a képesítő bizonyítványban megjelölt beosztás betöltése előtti időszakban érdembe hozott, legalább háromhavi időtartamú, jóváhagyott tengerészeti szolgálatteljesítés, melynek során a képesítő bizonyítványban megjelölt beosztási szintnek megfelelő feladatok ellátására a beosztási szinttel megegyező vagy az annál eggyel alacsonyabb beosztásban kerül sor.

2 Az I/11. szabályban előírt ismeretfelújító, illetve ismeretbővítő képzésnek jóváhagyott képzésnek kell lennie, és fel kell ölelnie az életbiztonság a tengeren tárgyában, valamint a tengeri környezet védelme tekintetében hatályos, nemzeti és nemzetközi szabályokban bekövetkező változásokat, továbbá figyelembe kell vennie és az alkalmasságra vonatkozóan megállapított követelmények naprakész változásait.

3 A tartályhajókon teljesítendő szolgálattal összefüggő szakmai alkalmasság folyamatossága az I/11. szabály 3. pontjában foglaltaknak megfelelően tartható fenn az alábbiak szerint:

- .1 a birtokolt, tartályhajókra szóló képesítő okmányoknak vagy az okmány érvényesítésének megfelelő feladatkörökben teljesített, összesen legalább 3 hónapos, elismert tengerészeti szolgálati idő a megelőző öt év során; vagy
- .2 jóváhagyott képzés vagy képzések követelményeinek eredményes teljesítése.

A-I/12. szakasz

Szimulátor használatára vonatkozó követelmények

1. RÉSZ – TELJESÍTMÉNYI KÖVETELMÉNYEK

Oktató szimulátorra vonatkozóan megállapított, általános teljesítményi követelmények

1 A részes Fél köteles gondoskodni arról, hogy a szimulátor alapú kötelező képzés céljára használt szimulátor alkalmas:

- .1 a képzés során kitűzött célok és az oktatási feladatok teljesítésére;
- .2 a hajón felszerelt, munkavégzésre használatos készülékek működési jellemzőinek valóságú és a képzés céljainak megfelelő utánzására, ezen belül a hajófedélzeti készülékek jellemzőinek, hiányosságainak és lehetséges hibáinak bemutatására;
- .3 arra, hogy kielégítő szinten demonstrálja a valódi készülék működését, biztosítva ezzel a képzésben részt vevő személyek készségeinek a képzés célkitűzésének megfelelő fejlesztését;
- .4 ellenőrzött működési körülmények megvalósítására és a képzés céljának megfelelően, veszélyes, kockázatos vagy szokatlan helyzetek szimulálására,
- .5 arra, hogy kezelőfelülete révén a képzésben részt vevő személy, valamint szimulált környezete és az oktató között aktív együttműködési alakuljon ki;

valamint

- .6 arra, hogy az oktató a szimulációs gyakorlatot megfigyelhesse és a képzésben részt vevő személyt a kiértékelésbe bevonva, a gyakorlat végrehajtását rögzíthesse.

Alkalmasság megállapítására szolgáló szimulátorra vonatkozó, általános teljesítményi követelmények

2 Az Egyezmény részes Fele gondoskodik arról, hogy a szimulátor alapú alkalmasság értékelésére használt szimulátor alkalmas:

- .1 az értékelés kitűzött céljának teljesítésére;
- .2 a hajón felszerelt, munkavégzésre használatos készülékek működési jellemzőinek valósághű és a képzés céljainak megfelelő utánzására, ezen belül a hajófedélzeti készülékek jellemzőinek, hiányosságainak és lehetséges hibáinak bemutatására;
- .3 arra, hogy valósághű működésével lehetővé tegye a jelölt készségeinek bemutatását az értékelés céljának megfelelően;
- .4 arra, hogy kezelőfelülete révén a jelölt és a berendezés, valamint a szimulált környezet között együttműködés alakuljon ki;
- .5 számos működési feltételt szimuláló, ellenőrzött működési környezet kialakítására a képzés céljának megfelelően, így pl. veszélyes, kockázatos vagy szokatlan helyzetek szimulálására; és
- .6 arra, hogy, a jelöltek teljesítményének hathatós kiértékelése érdekében, az értékelést végző személy ellenőrizhesse, megfigyelhesse és rögzíthesse a gyakorlatot.

További teljesítményi követelmények

3 Az 1. és a 2. pontban meghatározott alapkövetelményeken túlmenően a jelen szakaszban tárgyalt szimulátornak - típusától függően - az alábbi teljesítményi követelményeknek kell megfelelnie:

Radar szimulátor

4 A radar működésének szimulációjára használt készülékeknek alkalmasnak kell lenniük az olyan navigációs radarkészülék működési sajátosságainak szimulálására, amely kielégíti a Szervezet által a radarkészülékek tekintetében elfogadott teljesítményi követelményeket, valamint

- .1 alkalmasnak kell lenniük a viszonylagos haladás, valamint a tengerhez és a parthoz viszonyított valódi haladás üzemmódban történő üzemelésre;
- .2 biztosítaniuk kell az időjárási hatásoknak, a tengeráramlat hatásának, az árnyékolás miatti láthatatlan zónáknak, hamis jeleknek, partvonalnak,

hajózási kitéző bójáknak, továbbá a felkutatás és mentés céljára szolgáló adóknak a szimulálását, és

- .3 legalább két, a saját hajón felszerelt radarkészüléket magukban foglalva támogatniuk kell a valós idejű környezet szimulálását, továbbá a saját hajó sebességének és irányának megváltoztatását, és lehetővé kell tennie legalább 20 célhajó adatainak betáplálását, a kapcsolatteremtéshez szükséges hírközlési támogatás biztosítását is ideértve.

Önműködő, radar alapú plottoló készülék (ARPA) szimulátor

5 Az ARPA működésének szimulációjára használt készülékeknek alkalmasnak kell lenniük az olyan ARPA készülékek működési sajátosságainak szimulálására, amelyek kielégítik a Szervezet által e tekintetben elfogadott teljesítményi követelményeket, valamint

- .1 biztosítaniuk kell a kézi és az automatikus célkeresési üzemmód megválasztásának lehetőségét;
- .2 biztosítaniuk kell a megtett út adatainak őrzését és megtekinthetőségét;
- .3 megfigyelésből kizárt zónák üzemmód választásának lehetősége;
- .4 vektor/grafikus alapú idő-lépték és az adatok megjeleníthetősége; valamint
- .5 manőverezési próbaműveletek végrehajtásának lehetősége.

2. RÉSZ – EGYÉB RENDELKEZÉSEK

A szimulátor segítségével folytatott oktatás célkitűzései

6 A részes Fél gondoskodik arról, hogy a szimulátor segítségével folytatott oktatás célkitűzései a tanmenetben rögzítve legyenek és a képzési célok, illetve feladatok megválasztása a hajófedélzeti munkavégzés feladataira és gyakorlatára figyelemmel kerüljenek meghatározásra.

Képzési eljárások

7 A szimulátor segítségével folytatott, kötelező jellegű képzés során az oktató gondoskodik arról, hogy:

- .1 a hallgatók az oktatás megkezdés előtt megfelelő tájékoztatást kapjanak a végrehajtandó gyakorlatokról és kellő idő álljon rendelkezésükre a feladat végrehajtásához szükséges felkészülésre;
- .2 az oktatás megkezdése, illetve a feladat végrehajtásának értékelése előtt a hallgatók kellően megismerkedhessenek a szimulátor működésével;
- .3 a hallgatók a választott feladat nehézségi foka és gyakorlottságuk függvényében megfelelő útmutatást kapjanak a feladat végrehajtáshoz és kellően ráhangolódhassanak a munkára;

- .4 a hallgatók által végrehajtott feladatok hallás és látás útján történő, hathatós ellenőrzése, illetve támogatása megtörténjék, továbbá, hogy a hallgatónak a feladatra való felkészüléséről, valamint a feladat végrehajtásáról jegyzőkönyv készüljön;
- .5 a hallgatók kellő tájékoztatást kapjanak arról, hogy a képzési célok mennyiben teljesültek és hogy a működtetés tekintetében bemutatott készségeik megfelelnek-e az alkalmassági követelményeknek;
- .6 lehetőség szerint a hallgatók egymás értékelésében vegyenek részt, és
- .7 a szimulátor segítségével végrehajtható feladatok megfelelően ellenőrzöttek legyenek, és oly módon kerüljenek összeállításra, hogy az megfelelően szolgálja a képzés céljait.

Értékelésre vonatkozó eljárások

8 Amennyiben a hallgatók felkészültségének értékeléséhez szimulátor alkalmazására kerül sor, akkor az értékelést végző személynek gondoskodnia kell arról, hogy:

- .1 a teljesítményi követelmények meghatározása világos és félreérthetetlen legyen, illetve azok az összes hallgatóra nézve érvényesüljenek és rendelkezésére álljanak;
- .2 a felmérés egységes, a mérés és értékelés pedig objektív legyen, minimális szintre korlátozva ezzel a szubjektív értékelési szempontok érvényesülését;
- .3 a jelöltek kellő tájékoztatást kapjanak a feladatokról és/vagy az értékelés tárgyát képező készségekről, valamint azokról a feladatokról, illetve teljesítményi kritériumokról, amelyek alapján felkészültségük értékelésre kerül;
- .4 a teljesítmény értékelése a szokásos műveleti eljárások, valamint a jelöltek egymás között, valamint a szimulátort kezelő személlyel folytatott tevékenységének figyelembe vételével történjék;
- .5 a teljesítmény értékelésére alkalmazott pontozás vagy egyéb besorolási eljárás alkalmazására kellő körültekintéssel kerüljön sor mindaddig, amíg az ilyen eljárások megerősítése nem történik meg; és
- .6 az értékelés első számú szempontja az legyen, hogy a jelölt a feladatot az értékelő személy megalégedésére sikeresen és hatékonyan oldotta meg.

Az oktatók és az értékelést végző személyek képzettsége

9 A részes Félnek gondoskodnia kell arról, hogy a képzésben és értékelésben közreműködő személyek képzettsége és gyakorlottsága megfeleljen az adott képzés szintjének és típusának, valamint az alkalmasság felmérésének, összhangban az I/6. szabályban és az A-I/6. szakaszban foglaltakkal.

A-I/13. szakasz*Próbák folytatása*

(Nincsenek rendelkezések)

A-I/14. szakasz*A társaságok felelősségei*

1 A hajót üzemeltető társaságok, hajóparancsnokok és a hajózószemélyzet tagjai egyaránt felelősek azért, hogy a jelen szakaszban foglaltak teljes körűen érvényre jussanak, továbbá, hogy sor kerüljön mindazokra az esetlegesen szükségesnek mutatkozó intézkedésre, amelyek biztosítják, hogy a hajózószemélyzet minden tagja hozzáértő és kellően tájékozott módon hozzájárulhasson a hajó biztonságos üzemeltetéséhez.

2 A társaságnak olyan írásbeli útmutatót kell adnia az Egyezmény hatálya alá tartozó hajó parancsnoka számára, amelyben szerepelnek mindazok a szabályok és eljárások, melyek biztosítják, hogy a hajón első alkalommal munkába álló tengerészek feladataik teljesítésének megkezdése előtt megismerkedhessenek a feladatok megfelelő ellátásához szükséges, hajón található felszerelésekkel, azok kezelésével és a műveleti eljárások végrehajtásával. E szabályzatnak és eljárási rendnek tartalmaznia kell a következőket:

- .1 kellő idő biztosítása ahhoz, hogy a hajón első alkalommal munkába álló tengerészeknek lehetőségük legyen megismerkedni
 - .1.1 az általuk majd használt, illetve üzemeltetett berendezésekkel;
 - .1.2 az adott hajóra jellemző őrszolgálati szabályokkal, valamint a környezet védelmére, a biztonságra és a vészhelyzeti eljárásokra vonatkozó azon előírásokkal, amelyek ismerete szükséges a feladatok megfelelő ellátásához; és
- .2 a személyzet egy olyan hozzáértő tagjának kijelölése, aki gondoskodik arról, hogy az első alkalommal munkába álló tengerészek kellő tájékoztatást kapjanak az általuk megértett nyelven.

3 A hajót üzemeltető társaságok kötelesek gondoskodni arról, hogy a ro-ro személyszállító hajóikon különleges feladatokat ellátó, illetve felelősségi köröket betöltő hajóparancsnokok, tisztek és a személyzet többi tagja – a jelen Szabályzat B-I/14. szakaszában szereplő útmutatás figyelembe vételével – megfelelő alapozó kiképzésben részesüljenek e feladatok és felelősségi körök teljesítéséhez szükséges, megfelelő képességek és felkészültség megszerzése érdekében.

A-I/15. szakasz*Átmeneti rendelkezések*

(Nincsenek rendelkezések)

II. FEJEZET

A parancsnokra és a fedélzeti személyzetre vonatkozó követelmények

A-II/1. szakasz

a navigációs őrszolgálatért felelős tisztek képzésére vonatkozó kötelező minimumkövetelmények 500 vagy ennél nagyobb bruttó tonnatartalmú hajókon

Alkalmassági követelmény

- 1 Minden képesítésre jelölt:
 - .1 köteles az A-II/1 táblázat 1. oszlopában felsorolt feladatok, kötelességek és felelősségek elvállalására műveleti szinten alkalmasságát bizonyítani;
 - .2 legalább rendelkezzen megfelelő képesítéssel VHF (URH) rádiókommunikáció folytatására a Rádiószabályzat követelményei szerint; és
 - .3 vészhelyzet esetén amennyiben rádiókommunikációért elsődleges felelősséggel bízzák meg, rendelkezzen a Rádiószabályzat rendelkezései szerint kiadott vagy jóváhagyott megfelelő képesítéssel.
- 2 Legalább az A-II/1 táblázat 2. oszlopában rendelkezzen a képesítés feltételeként megjelölt tudással, hozzáértéssel és jártassággal.
- 3 Az A-II/1. táblázat 2. oszlopában felsorolt tárgyak ismerete az őrszolgálatos tisztek számára elegendő színvonalú legyen, őrszolgálatos feladataik elvégzéséhez.
- 4 Az elméleti tudás, megértés és jártasság előírt szintjének eléréséhez szükséges képzés és tapasztalat feleljen meg az A-VIII/2. szakasz 4-1. részének – A navigációs őrszolgálat ellátása során betartandó elvek – és egyúttal vegye figyelembe a jelen Szabályzat ezen részének vonatkozó követelményeit, valamint a B. részben megadott iránymutatást.
- 5 A képesítésre pályázó jelöltnek igazolnia kell, hogy az alkalmasság igazolásának, illetve az alkalmasság értékelésének az A-III/1 táblázat 3. és 4. oszlopában foglalt módja, illetve kritériuma szerint a megkövetelt alkalmassági követelményszintet elérte.

Képzés a hajón

- 6 Minden 500 BT tartalmú, vagy ennél nagyobb hajón navigációs őrszolgálatért felelős tiszti képesítésre jelölt, akinek a tengeri szolgálata a II/1. rendelet 2.2. pontja szerint a jelen szakasz követelményeinek megfelelően jóváhagyott képzési program részét képezi, köteles hajón történő képzés jóváhagyott programját teljesíteni, amely:
 - .1 biztosítja, hogy a tengeri szolgálat szükséges időszaka alatt a jelölt rendszeres gyakorlati képzésben részesül és tapasztalatokat szerez a navigációs őrszolgálatért felelős tiszt feladatait, köteleit és felelősségét illetően, figyelembe véve a jelen Szabályzat B-II/1. szakaszában közölt iránymutatást;
 - .2 képesített tisztek szoros felügyelete és ellenőrzése alatt áll azokon a hajókon, amelyek a jóváhagyott tengeri szolgálatot teljesítik; és

- .3 megfelelően dokumentálják a képzési nyilvántartó könyvben, vagy hasonló dokumentumban.

Part menti hajózás

- 7 Az alábbi tárgyak elhagyhatók az A-II/1. táblázat 2. oszlopában felsoroltak közül part menti hajózás során teljesítendő szolgálatra korlátozott képesítések kibocsátásakor, figyelembe véve az azonos vizekben esetleg közlekedő összes hajó biztonságát:
- .1 égitestek szerinti navigáció; és
- .2 az olyan helyzetmeghatározás és navigáció elektronikus rendszerei, amelyek nem vonatkoznak azokra a vizekre, amelyekre a képesítés majd hatályos lesz.

A-II/1 táblázat

500 BT tartalmú vagy ennél nagyobb hajókon navigációs őrszolgálatot teljesítő tisztek minimális jártassági követelményének előírása

Funkció: Navigáció szolgálatvezetői szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Út tervezése és végrehajtása, valamint helyzet meghatározása	<p><i>Égitestek szerinti navigálás</i></p> <p>Képesség az égitestek használatára a hajó helyzetének meghatározásához</p> <p><i>Felszíni és parti navigáció</i></p> <p>Képesség a hajó helyzetének meghatározására az alábbiak alkalmazásával:</p> <p>.1 parti céltárgyak</p> <p>.2 navigációt segítő tárgyak, beleértve a világító tornyokat, irányfényeket és bójákat</p> <p>.3 számított hajóhelyzet, figyelembe véve a széljárást, ár-apályt, áramlásokat és a feltételezett sebességet</p> <p>Tengerészeti térképek és</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p> <p>Térkép katalógusok, térképek, tengerészeti kiadványok, rádió navigációs figyelmeztetések, szextáns, azimut tükör, elektronikus navigációs berendezések,</p>	<p>A tengeri térképekből és kiadványokból szerzett információ releváns, értelmezése helyes, és alkalmazása megfelelő. Az összes potenciális navigációs kockázat beazonosítása pontosan megtörténik.</p> <p>Elsődleges módszer a hajó helyzetének meghatározására, amely az uralkodó körülmények és állapotok között a legalkalmasabb</p> <p>Helyzetmeghatározás a berendezés/rendszer hibáinak elfogadható határain belül</p> <p>A helyzetmeghatározás elsődleges módszere által szerzett információ megbízhatóságának ellenőrzése megfelelő időközönként</p> <p>A navigációs információ számításai és mérései pontosak</p> <p>A kiválasztott térképek a navigációs területnek megfelelő legnagyobb léptékűek legyenek, javításuk pedig a rendelkezésre</p>

	kiadványok használatának alapos ismerete és képessége, mint például hajózási iránymutatások, ár-apály táblázatok, tengerészeti közleményeik, rádiónavigációs figyelmeztetések, és hajóirányítási információ	mélységmérő berendezések, tájoló használatával	álló legfrissebb információ szerint történjen meg.
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Ut tervezése és végrehajtása, valamint helyzet meghatározása (folytatás)	<p><i>Helyzetmeghatározás és navigáció elektronikus rendszerei</i> Képesség a hajó helyzetének meghatározására elektronikus navigációs eszközök alkalmazásával</p> <p><i>Mélységmérő</i> Képesség a berendezés működtetésére és az információ helyes alkalmazására</p> <p><i>Iránytű – mágneses és pörgettyűs</i> A mágneses és pörgettyűs iránytűk elvének ismerete Képesség a mágneses és pörgettyűs iránytűk hibáinak meghatározására, égitestek és szárazföldi eszközök alkalmazásával, valamint az ilyen hibák figyelembe vételére</p> <p><i>Kormányvezérlő rendszer</i> Kormányvezérlő rendszerek, működési eljárások és a kézi irányításról automatikus irányításra való átváltás, illetve a fordított eljárás ismerete. Vezérlőszervek besabályozása az optimális teljesítmény biztosítására.</p> <p><i>Meteorológia</i></p>		<p>Navigációs rendszerek teljesítmény ellenőrzése és vizsgálata a gyártók előírásainak és a jó navigációs gyakorlat szerint</p> <p>A mágneses és pörgettyűs iránytűk hibáinak meghatározása és helyes alkalmazása irányok és iránylatok tekintetében</p> <p>A kormányzási mód kiválasztása a leginkább megfelel az uralkodó időjárásnak, a tenger- és forgalmi feltételeknek és a szándékolt manővereknek.</p> <p>Az időjárás állapotának felmérése és megfigyelése pontos és megfelelő az útra</p>

	<p>A hajózási meteorológiai berendezések használatának képessége és az általa nyújtott információk értelmezése</p> <p>A különféle időjárás-jelentő rendszerek jellegzetességeinek, jelzési eljárásainak és rögzítő rendszereinek ismerete</p> <p>A hozzáférhető meteorológiai információk alkalmazásának képessége</p>		<p>A meteorológiai információ helyes értelmezése és alkalmazása.</p>
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Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>Biztonságos navigációs őrszolgálat tartása</p>	<p><i>Őrszolgálat</i></p> <p>A tengeren való összeütközések megelőzésére vonatkozó nemzetközi szabályokról szóló, 1972. évi (módosított) egyezmény tartalmának, alkalmazásának és céljának alapos ismerete.</p> <p>A navigációs őrszolgálat tartása elvének alapos ismerete</p> <p>Az Általános Ajánlások a Hajó Útjára használata a hajó útján</p> <p>A navigációs eszközökből származó információ felhasználása biztonságos navigációs őrszolgálat tartásához</p> <p>Radarhajózási módszerek ismerete</p> <p>Jelentésküldés alkalmazása a hajó jelentési rendszerek általános elveinek és a VTS eljárásoknak megfelelően</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat;</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>Az őrszolgálat vezetésének, átadásának és a helyettesítésnek az elfogadott elvek és eljárások szerinti végrehajtása</p> <p>Mindenkor előírt őrszolgálat tartása és az elfogadott elvek és eljárások szerinti végrehajtása</p> <p>A Tengeren való összeütközések megelőzésére vonatkozó nemzetközi szabályokról szóló (módosított) 1972. évi egyezmény követelményeinek megfelelően a hajólámpák, alakzatok és hangjelzések helyes felismerése</p> <p>Gyakorisága és mértéke a forgalom nyomon követésének, a hajó és a környezet megfelelő az elfogadott elveknek és eljárásoknak</p> <p>A hajó navigációs mozgásának és tevékenységének helyes feljegyzésekkel történő vezetése</p> <p>A felelősség a biztonságos navigáció tekintetében mindenkor tisztázott legyen, beleértve azokat az időszakokat, amikor a parancsok a hajóhídon van és révkalauz vezeti</p>

Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Biztonságos navigációs őrszolgálat tartása <i>(folytatás)</i>	<p><i>A parancsnoki híd erőforrásainak kezelése</i></p> <p>A parancsnoki híd erőforrás kezelési elvek ismerete, ide értve a következőket:</p> <p>.1 erőforrások elosztása, beosztása és prioritási sorrendjük felállítása</p> <p>.2 hatékony kommunikáció</p> <p>.3 magabiztosság és vezetői képesség</p> <p>.4 helyzetudatosság megszerzése és fenntartása</p> <p>.5 a csapat tapasztalatának mérlegelése</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott képzés</p> <p>.2 jóváhagyott szolgálati gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés</p>	<p>Az erőforrásoknak a feladatok végrehajtásához szükséges, helyes prioritási sorrendben történő, megfelelő elosztása és beosztása</p> <p>Világos és egyértelmű módon adott és fogadott közlések</p> <p>A megkérdőjelezhető döntések és/vagy cselekvések megfelelő ellenszegülést és reagálást eredményeznek</p> <p>Hathatós vezetői magatartás tapasztalható</p> <p>A csoporttag(ok) pontosan és együttesen érti (értik) az aktuális és a várható hajóállapotot, a navigációs útvonalat és a külső környezetet</p>
<p>A biztonságos hajózás végrehajtása radar és ARPA használatával</p> <p><i>Megjegyzés:</i> Az ARPA képzés és az alkalmasság értékelése nem szükséges azoknál, akik kizárólag olyan hajókon dolgoznak, amelyeket ARPA-val nem szereltek fel. Ezt a korlátozást az illető tengerész részére kiállított érvényesítésben fel kell tüntetni</p>	<p><i>Radarhajózás</i></p> <p>A radar és az automatikus radartérképező segédeszközök alapjainak ismerete (ARPA)</p> <p>A radar kezelésének, a radar által nyújtott információk értelmezésének és elemzésének képessége, beleértve az alábbiakat:</p> <p>Végrehajtás, beleértve az alábbiakat:</p> <p>.1 a végrehajtást és a pontosságot befolyásoló tényezők</p> <p>.2 a képernyő beállítása és hangolása</p> <p>.3 a helytelen információk felismerése, hamis visszaverődések, hullámmás visszaverődése stb. radarhullám visszaverő és SART bóják</p>	<p>A jóváhagyott képzés eredményeinek értékelése radar szimulátoron és ARPA szimulátoron, hozzáadva a szolgálatban szerzett gyakorlatot</p>	<p>A radar és az ARPA által nyert információkat helyesen értelmezik és elemzik, figyelembe véve a berendezés korlátait és a domináló körülményeket és feltételeket</p> <p>A más hajó túlzott megközelítésének és az összeütközés elkerülésére végrehajtott műveletek megfelelnek a tengeren való összeütközések megelőzésére vonatkozó nemzetközi szabályokról szóló (módosított) 1972. évi egyezmény előírásainak</p> <p>Az útvonal és/vagy sebesség, vagy mindkettő megváltoztatásának elhatározása időben történik a hajózási gyakorlatban elfogadottak szerint</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>A biztonságos hajózás végrehajtása radar és ARPA használatával (folytatás)</p>	<p>Használat, beleértve:</p> <p>.1 távolság és iránylat; más hajók menetiránya és sebessége; a keresztezés legkisebb megközelítésének ideje és távolsága, hajókkal való találkozás, hajók előzése.</p> <p>.2 kritikus visszaverődő jelek azonosítása; más hajók útvonalában és sebességében bekövetkező változások meghatározása saját hajónk útiránya vagy sebessége, vagy mindkettő megváltozásának hatása;</p> <p>.3 A Tengeren való összeütközések megelőzésére vonatkozó nemzetközi szabályokról szóló (módosított) 1972. évi egyezmény</p> <p>.4 plottolási technikák, a relatív és valódi mozgás fogalma</p> <p>.5 párhuzamos indexálás</p> <p>A fő ARPA típusok, kijelzési jellemzőik, teljesítménynormáik, és az ARPA-ba vetett túlzott bizalom veszélyei.</p> <p>Az ARPA által nyújtott információk kezelésének, értelmezésének és kiértékelésének képessége, beleértve:</p> <p>.1 a rendszer teljesítménye és pontossága, felkutatási képességek és korlátok,</p>		<p>A hajó irányának és sebességének változtatásai fenntartják a hajózás biztonságát</p> <p>A kommunikáció szabatos és pontos, a parancsokat a jó tengerész gyakorlatnak megfelelően igazolják vissza</p> <p>A manőverjelzéseket megfelelő időben teszik meg és azok megfelelnek a Tengeren való összeütközések megelőzésére vonatkozó nemzetközi szabályokról szóló (módosított) 1972. évi egyezmény előírásainak</p>

	<p>valamint feldolgozási késedelmek</p> <p>.2 a kezelési figyelmeztetések és a rendszerpróba használata</p> <p>.3 célmeghatározás módszerei és ezek korlátai</p>		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A biztonságos hajózás végrehajtása radar és ARPA használatával (folytatás)	<p>.4 valódi és relatív vektorok, a céltárgy információinak és a veszély körzetnek grafikus ábrázolása</p> <p>.5 az információ származtatása és kiértékelése, veszélyes visszhangok, elzárt körzetek és próba manőverek.</p>		
<p>Az ECDIS alkalmazása a navigálás biztonságának fenntartására</p> <p><i>Megjegyzés:</i> Az ECDIS képzés és az alkalmasság értékelése nem szükséges azoknál, akik kizárólag olyan hajókon szolgálnak, amelyek nincsenek felszerelve ECDIS rendszerrel. Ezt a korlátozást be kell jegyezni az érintett tengerész számára kiadott képesítésekre.</p>	<p><i>Navigálás az ECDIS alkalmazásával</i></p> <p>Az ECDIS műveletek képességeinek és korlátainak ismerete, ide értve:</p> <p>.1 az Elektronikus Navigációs Térkép (ENC) adatainak, adatpontosságának, ábrázolási szabályainak, kijelzési opcióinak és más térképadat formátumok alapos megértése</p> <p>.2 a túlzott függés veszélyei</p> <p>.3 a hatályos teljesítménynormák által megkövetelt ECDIS funkciók ismerete</p> <p>Alkalmasság az ECDIS üzemeltetésében, a rendszer által nyújtott információ értékelésében és elemzésében, ideértve a</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.2 jóváhagyott ECDIS szimulátor képzés</p>	<p>Az ECDIS rendszeren úgy kíséri figyelemmel az információt, hogy azzal hozzájárul a biztonságos navigációhoz</p> <p>Az ECDIS rendszertől kapott információt (ideértve a radar átfedés és/vagy radar nyomkövetés funkcióit, (amennyiben ezek rendelkezésre állnak), helyesen értelmezik és elemzik, figyelembe véve a berendezés korlátait, az összes csatlakoztatott szenzort (ideértve a radar és AIS rendszereket, amennyiben illesztve vannak), valamint a fennálló körülményeket és feltételeket.</p> <p>A navigálás biztonsága folyamatosan biztosított a hajó irányának és sebességének korrigálásával az ECDIS által irányított nyomkövető funkciókon keresztül (amennyiben ez fel van szerelve)</p> <p>A kommunikáció szabatos és pontos, a parancsokat a jó tengerész gyakorlatnak megfelelően igazolják vissza</p>

	<p>következőket:</p> <p>.1 olyan funkciók alkalmazása, amelyek más navigációs rendszerekkel vannak integrálva különböző kiépítésekben, ide értve a megfelelő működtetést és a kívánt beállítások módosítását</p>		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>Az ECDIS alkalmazása a navigálás biztonságának fenntartására <i>(folytatás)</i></p>	<p>.2 az információ biztonságos figyelemmel kísérése és módosítása, beleértve a saját helyzetet, a tengeri terület kijelzését, az üzemmódot és az orientációt, a térképadatok megjelenítését, az útvonal monitorozását, a felhasználó által létrehozott információs rétegeket, a kapcsolatokat (amikor az AIS és/vagy radar nyomkövetés illesztése biztosított) és a radar átfedési funkciókat (amikor illesztve vannak).</p> <p>.3 a hajó helyzetének meghatározása alternatív eszközökkel</p> <p>.4 a beállítások hatékony használata a műveleti eljárásoknak való megfelelés biztosítására, ide értve a riasztási paramétereket a megfeneklés elkerülésére, a kontaktok és különleges körzetek közelségét, a térképadatok teljességét, valamint a térkép aktualizálási állapotát, valamint a tartalékmegoldásokat</p> <p>.5 a beállítások és értékek szabályozása</p>		

	<p>az aktuális értékeknek megfelelően</p> <p>.6 a helyzet ismerete az ECDIS alkalmazásakor, ideértve a biztonságos vizeket és a veszélyes pontok közelségét, a beállítást és az elsodródást, a térképadatok és lépték kiválasztását, az útvonal alkalmasságát, a kontaktok észlelését és kezelését, és a szenzorok épségét</p>		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Reagálás vészhelyzetekre	<p><i>Vészhelyzeti eljárások</i></p> <p>Elővigyázatosság az utasok védelmére és biztonságára vészhelyzetekben</p> <p>Összeütközést vagy zátonyra futást követő kezdeti akciók, a károsodás elsődleges megállapítása és ellenőrzése</p> <p>A követendő eljárás értékelése, személyek mentésére a tengerből, vészhelyzetbe került hajó megsegítésére, kikötőben keletkező vészhelyzetek kezelésére</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 gyakorlati képzés</p>	<p>A vészhelyzet típusának és mértékének gyors meghatározása</p> <p>Kezdeti intézkedések, és amennyiben szükséges, a hajómanőverezés összhangban van a szükséghelyzeti tervekkel, és megfelel a helyzet sürgősségének, valamint a vészhelyzet természetének</p>
Válaszadás a tengeri vészjelzésre	<p><i>Felkutatás és mentés</i></p> <p>Ismeri a légi és tengeri felkutatást és a mentést szabályozó kézikönyv (International Aeronautical and Maritime Search and Rescue - IAMSAR) tartalmát</p>	<p>Vizsgáztatás és gyakorlati oktatás vagy jóváhagyott szimulátor képzés során megszerzett alkalmasság értékelése, adott esetben</p>	<p>A szükség- és vészhelyzeti jelzés azonnali felismerése</p> <p>Elsődleges tervek, és az érvényes utasítások információi be vannak vezetve és teljesítve vannak</p>
Az IMO Standard Marine Communication Phrases (Szabványos tengerészeti kommunikációs kifejezések) használata, és az angol nyelv írott	<p><i>Angol nyelv</i></p> <p>Az angol nyelv megfelelő ismerete, amely képessé teszi a fedélzeti tisztet a térképek és más hajózási kiadványok használatára,</p>	<p>Vizsgáztatás és gyakorlati oktatás során megszerzett alkalmasság értékelése</p>	<p>Az angol nyelvű tengerészeti kiadványokat és közleményeket a hajó biztonságával kapcsolatban helyesen értelmezik, illetve fogalmazzák meg</p> <p>A kommunikáció szabatos és</p>

és beszélt formában való használata	a meteorológiai információ és a hajók biztonságára és üzemeltetésére vonatkozó tájékoztatások megértésére, a más hajókkal és a VTS központokkal való kommunikálásra, a szolgálat ellátására több nyelvű személyzet esetén is, ide értve az IMO Standard Marine Communication Phrases (IMO SMCP - Szabványos Tengerészeti Kommunikációs Kifejezések) használatának és megértésének képességét.		érthető
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Információk közlése és vétele vizuális jelzésekkel	<p><i>Vizuális jelzések</i></p> <p>A Nemzetközi Jelzések Szabályzata használatának képessége</p> <p>Morze fényjelzés, SOS vészhelyzeti jelzés adásának és vételének képessége a Tengeren való összeütközések megelőzésére vonatkozó nemzetközi szabályokról szóló (módosított) 1972. évi egyezmény IV. melléklete, valamint a Nemzetközi Jelzések Szabályzata 1. melléklete szerint, ideértve az egybetűs jelzések vizuális jelzését is, amint az szintén szerepel a Nemzetközi Jelzések Szabályzatában.</p>	Gyakorlati oktatásból és/vagy szimulációból megszerzett tudás értékelése	A kezelő felelősségi területén belüli kommunikáció folyamatosan sikeres
Manőverezés a hajóval	<p><i>Hajómanőverezés és hajóirányítás</i></p> <p>A következőkkel kapcsolatos ismeretek:</p> <p>.1 a hordképesség, a merülés, a hosszirányú dőlés, a sebesség és a</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p>	<p>Rendes manővereknél a hajó hajtóművének, a kormány és villamos energiatermelő rendszereinek a biztonságos üzemi határait nem lépik túl.</p> <p>A hajó irányának és sebességének változtatásai fenntartják a hajózás biztonságát</p>

	gerinc alatti vízmélység hatása a fordulási körökre és a megállítási távolságokra	.2 jóváhagyott, iskolahajón szerzett gyakorlat	
	.2 a szél és az áramlás hatása a hajókezelésre	.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas	
	.3 manőverek és eljárások vízben lévő személy mentésére	.4 jóváhagyott képzés méretarányos hajómodellen, ahol alkalmazható	
	.4 beülés, sekélyvízi és hasonló hatások		
	.5 helyes eljárások horgonyzásnál és kikötésnél		

Funkció: Rakománykezelés és elrendezés üzemi szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A berakodás, az áruelrendezés, rögzítés folyamatos ellenőrzéssel, gondoskodás az út alatt és a rakomány kirakodása során	<p><i>Rakománykezelés, a rakomány elrendezése és rögzítése</i></p> <p>A rakomány hatásának a hajó tengerállóságára és stabilitására gyakorolt hatásának ismerete, a nehéz darabokat is beleértve</p> <p>A rakományok biztonságos kezelésének, elrendezésének és rögzítésének ismerete, beleértve a veszélyes, kockázatos és káros rakományokat és hatásukat az élet- és hajóbiztonságra</p> <p>Képesség arra, hogy létrehozson és fenntartsa hatékony kommunikációt be- és kirakodás közben</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p>	<p>A rakodási műveleteket a rakodási terv vagy más okmányok és foganatosított biztonsági szabályok/rendeletek, a felszerelés használati utasításai és a hajó raktározási lehetőségei alapján végzik</p> <p>A veszélyes, kockázatos és káros hatású rakományok kezelése megfelel a nemzetközi szabályoknak és elfogadott normáknak és a biztonságos gyakorlat szabályzatának</p> <p>A kommunikáció világos, megértették és egyenletesen sikeres</p>
Szemlélje meg és jelentse az áruterek, a raktárfedelek és a ballaszt-tartályok hibáit és kárait	<p>Tudás és képesség annak elmagyarázására, hogy hol kell keresni a legáltalában előforduló károkat és hibákat, amelyek oka:</p> <p>.1 be- és kirakodási</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p>	<p>A szemléletet a lefektetett eljárásrend szerint végzik és a hibákat, valamint a kárt felderítik és megfelelően jelentik.</p> <p>Ahol semmi hibát vagy kárt nem derítettek fel, a bizonyíték a tesztből és a vizsgából világosan</p>

	<p>műveletek</p> <p>.2 korrózió</p> <p>.3 rossz időjárási viszonyok</p> <p>Képesség arra, hogy megállapítsa, a hajó mely részét kell megvizsgálni minden egyes alkalommal annak érdekében, hogy a szemle minden részre kiterjedjen az adott időtartam alatt.</p> <p>Azonosítsa a hajószerkezet azon részeit, amelyek kritikusak a hajó biztonsága szempontjából.</p>	<p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p>	<p>jelzi a megfelelő szaktudást az eljárásokhoz történő ragaszkodáshoz és azt a képességet, hogy különbséget tud tenni a hajó normális és hibás vagy károsodott részei között</p>
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1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
<p>Szemlélje meg és jelentse az áruterek, a raktárfedelekek és a ballaszt-tartályok hibáit és kárait (folytatás)</p>	<p>Közölje a korrózió okait a rakományterekben és a ballaszt-tartályokban, és azt hogy hogyan lehet a korróziót felismerni és megelőzni</p> <p>Azoknak az eljárásoknak az ismerete, hogy hogyan kell a szemléket végrehajtani.</p> <p>Képes legyen elmagyarázni, hogyan lehet biztosítani megbízhatóan a hibák és károk felderítését</p> <p>A "kiemelt szemleprogram" céljának megértése.</p>		

Funkció: A hajó üzemének ellenőrzése és a hajón lévő személyekkel való törődés üzemeltetési szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A szennyezés-megelőzési követelményeknek való megfelelés biztosítása	<p><i>A tengeri környezet szennyezésének megelőzése és szennyezés elleni eljárások</i></p> <p>A tengeri környezet szennyezésének megakadályozását szolgáló elővigyázatossági rendszabályok ismerete</p> <p>Szennyezés elleni eljárások és minden ezzel kapcsolatos felszerelés</p> <p>A tengeri környezet védelmét szolgáló megelőző intézkedések fontossága</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott képzés</p>	<p>A hajón végzett műveletek folyamatos ellenőrzésének eljárásai és a MARPOL követelményeinek való teljes körű megfelelés biztosítása</p> <p>A környezettel kapcsolatos jó hírnév fenntartását szolgáló intézkedések</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A hajó tengerképességének fenntartása	<p><i>Hajóstabilitás</i></p> <p>A stabilitási, trimm- és stressztáblázatok, diagramok és feszültségszámító felszerelések munkához szükséges ismerete és alkalmazása.</p> <p>Az alapvetően fogatosítandó intézkedések ismerete az ép hajó részleges felhajtóerő-vesztesége esetén</p> <p>Az egységes vízhatlanság alapelveinek ismerete</p> <p><i>Hajóépítés</i></p> <p>A hajó főbb szerkezeti elemeinek általános ismerete és a különféle</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>A stabilitási feltételek megfelelnek az IMO ép hajó stabilitási kritériumainak a rakodás minden állapotában</p> <p>A hajó egységes vízhatlansága biztosításának fenntartása érdekében tett lépések összhangban vannak az elfogadott gyakorlattal</p>

	részek helyes elnevezései		
Hajón keletkező tűz megelőzése, tűz eloltása	<p><i>Tűz megelőzése és tűzoltó berendezések</i></p> <p>Tűzoltó gyakorlat megszervezésének képessége</p> <p>A tűz osztályainak és vegyszeti összefüggéseinek ismerete</p> <p>Tűzoltó berendezések ismerete</p> <p>Tűz esetén megteendő tevékenység ismerete, beleértve az olajrendszereket érintő tüzeket.</p>	A jóváhagyott tűzoltási képzésből és gyakorlatból nyert bizonyítékok felmérése, amint elő van írva az A-VI/3. szakaszban	<p>A probléma típusának és kiterjedtségének késedelemmentes meghatározása, valamint az elsődleges intézkedéseknek a vészhelyzeti tervben és vészhelyzeti eljárási szabályokban foglaltak szerinti végrehajtása</p> <p>Az evakuálás, a vészhelyzeti zárlatolás és izolálás eljárásai megfelelnek a vészhelyzet természetének és késedelem nélkül valósulnak meg.</p> <p>A prioritások sorrendje, a jelentéstételek szintje és gyakorisága, valamint a hajón lévő személyek tájékoztatása megfelelnek vészhelyzet természetének és a probléma sürgősségét tükrözik.</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Életmentő felszerelés működtetése	<p><i>Életmentés</i></p> <p>Hajóelhagyási gyakorlatok megszervezésével kapcsolatos ismeretek megléte, mentőcsónak, és mentésre szolgáló felkutató vízi jármű, vízrebocsátó berendezéseik, valamint felszereléseik működtetése, ideértve az életmentési célú rádió-hírközlési készülék, az EPIRB, a SART működtetését és a vízhatlan és hőszigetelt ruházat használatát</p>	A jóváhagyott képzésből és gyakorlatból nyert bizonyítékok felmérése, amint elő van írva az A-VI/2. Szakasz 1.-től 4.-ig terjedő pontjaiban	A hajó elhagyására, illetve az életmentésére irányuló intézkedések megfelelőek-e a körülmények tükrében és kielégítik-e az elfogadott biztonsági gyakorlatok és előírások követelményeit
Egészségügyi elsősegély nyújtása hajón	<p><i>Egészségügyi elsősegély</i></p> <p>Az egészségügyi útmutatások és a rádió útján kapott útmutatások hasznosítása, ideértve a szükséges ismereteken alapuló cselekvés képességét hajón bekövetkező baleset, illetve betegség esetén</p>	Az A-VI/4. szakasz 1-3. pontja szerinti, jóváhagyott képzés során megszerzett alkalmasság értékelése	A valószínűsíthető ok megállapítása, a sérülés, illetve az állapot jellegének és kiterjedtségének késedelem nélküli felmérése, a kezelés minimálisra csökkenti a közvetlen életveszélyt

A jogi szabályozásnak megfelelő eljárásrend felügyelete	Az életbiztonságra és a tengeri környezet biztonságára és védelmére vonatkozó IMO-egyezmények munkavégzéshez szükséges szintű ismerete	Vizsgáztatás, illetve jóváhagyott képzés során megszerzett alkalmasság értékelése jóváhagyott képzés	Az életbiztonsággal, valamint a tengeri környezet biztonságával és védelmével kapcsolatos jogszabályi előírások megfelelő szintű ismerete
Vezetői és a csapatmunkával kapcsolatos készségek alkalmazása	<p>A hajószemélyzet irányításának és képzésének munkavégzéshez szükséges szintű ismerete</p> <p>A kapcsolódó nemzetközi tengerjogi egyezmények és ajánlások, valamint a nemzeti jogszabályok ismerete</p> <p>Képesség a feladat- és munkaterhelés kezelés alkalmazására, ide értve az alábbiakat:</p> <p>.1 tervezés és koordináció</p> <p>.2 személyzet beosztása</p> <p>.3 idő- és erőforráskényszerek</p> <p>.4 prioritások felállítása</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott képzés</p> <p>.2 jóváhagyott szolgálati gyakorlat</p> <p>.3 gyakorlati bemutató</p>	<p>A személyzet számára kijelölik a szolgálati feladatokat és tájékoztatják őket a munka és a viselkedés elvárt színvonaláról, oly módon, ami megfelel az illető egyéneknek</p> <p>A képzés céljai és a tevékenységek a jelenlegi szaktudáson, képességi szinteken és az üzemi követelményeken alapulnak</p> <p>Az üzemelés az irányadó szabályokkal összhangban történik</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Vezetői és a csapatmunkával kapcsolatos készségek alkalmazása (folytatás)	<p>A hatékony erőforrás-menedzsment alkalmazásának ismerete és képessége:</p> <p>.1 erőforrások elosztása, beosztása és prioritási sorrendjük felállítása</p> <p>.2 hatékony kommunikáció a fedélzeten és a parton</p> <p>.3 a döntések a csapat tapasztalatának mérlegelését tükrözik</p> <p>.4 magabiztosság és motivált vezetői</p>		<p>Az erőforrásoknak a feladatok végrehajtásához szükséges, helyes prioritási sorrendben történő, megfelelő elosztása és beosztása</p> <p>Világos és egyértelmű módon adott és fogadott közlések</p> <p>Hathatós vezetői magatartás tapasztalható</p> <p>A szükséges csapattag(ok) egyformán pontosan érti(k) az aktuális és várható hajóhelyzetet és műveleti állapotot, valamint a külső környezetet</p> <p>A helyzet szempontjából</p>

	<p>képesség</p> <p>.5 helyzettudatosság megszerzése és fenntartása</p> <p>Döntéshozási technikák alkalmazásának ismerete és képessége:</p> <p>.1 helyzet- és kockázatfelmérés</p> <p>.2 az előállt lehetőségek meghatározása és mérlegelése</p> <p>.3 a követendő lépések meghatározása</p> <p>.4 az eredmény határfokának értékelése</p>		<p>leghatékonyabb döntések</p>
<p>Hozzájárulás a személyzet és a hajó biztonságához</p>	<p>A személyes túlélési technikák ismerete</p> <p>Tűzmelegelőzési ismeretek, tűzoltási képesség</p> <p>Alapvető elsősegélynyújtási ismeretek</p> <p>Személyi biztonsággal és társadalmi felelősséggel kapcsolatos ismeretek</p>	<p>Az A-VI/1. szakasz 2. bekezdése szerinti, jóváhagyott képzés és tapasztalatok alapján megszerzett alkalmasság értékelése A-VI/1 szakasz, 2. pont</p>	<p>A megfelelő biztonsági és védőfelszerelések helyes használata</p> <p>A személyzet és a hajó védelmét szolgáló eljárások és a biztonságos munkavégzést szolgáló gyakorlatok mindenkor betartása</p> <p>A környezet védelmét szolgáló eljárások mindenkor betartása</p> <p>A vészhelyzet felismerésekor megtett kezdeti majd az azt követő lépések megfelelnek a vészhelyzet esetén követendő eljárásoknak</p>

A-II/2. szakasz

A parancsnokok és az elsőtiszték képezésére vonatkozó kötelező minimumkövetelmények 500 vagy ennél nagyobb nettó tonnatartalmú hajókon

Alkalmassági követelmény

1 A-II/2. 500 BT, vagy annál nagyobb hajón parancsnoki, vagy I. tiszti képesítésre pályázó jelöltnek be kell mutatnia a megkövetelt képességet a vállalt munka, a feladatok, a kötelezettségek és felelőségek teljesítésére vezetési szinten az A-II/1 táblázat 2 oszlopának felsorolása szerint.

2 Az A-II/2 táblázat 2. oszlopában felsorolja a bizonyítvány kiadásához megkövetelt minimális tudást, hozzáértést és szaktudást. Ez tartalmazza, mélységében kiterjeszti és kibővíti azokat a tárgyakat, amelyeket az A-II/1 táblázat 2. oszlopa tartalmaz az őrszolgálatot ellátó fedélzeti tisztokra vonatkozóan.

3 Figyelembe véve azt, hogy a parancsnok minden tekintetben felelős van a hajó biztonságáért, annak utasaiért, személyzetéért és rakományáért és a hajó által okozott tengeri környezetszennyezésért, valamint azt a lehetőséget, hogy az I. tisztnek adott esetben át kell vennie ezt a felelősséget, e tárgyak értékelését úgy kell megtervezni, hogy lehessen vizsgálni képességeiket az összes olyan érhető információ elsajátítására, amely a hajó biztonságát, annak utasait, személyzetét, vagy rakományát, vagy a tengeri környezet védelmét érinti.

4 A jelöltnek az A-II/2 táblázat 2. oszlopában felsorolt tárgyakban megszerzett tudásszintjének elegendőnek kell lennie ahhoz, hogy parancsnoki, illetve I. tiszti beosztásban szolgálatot teljesítsen.

5 Az A-II/2 táblázat 2. oszlopának különböző részeiben megkövetelt elméleti tudás szintje, a megértés és szaktudás eltérhet aszerint, hogy a bizonyítvány 3000 BT, vagy nagyobb, illetve 500 BT és 3000 BT közötti hajóra érvényes.

6 A szükséges elméleti tudás, gyakorlat és tapasztaltság, megértés és szaktudás eléréséhez figyelembe kell venni ennek a résznek idevágó követelményeit és a Szabályzat B részében szereplő útmutatást.

7 Minden bizonyítványért vizsgázótól meg kell követelni, hogy mutassa be annak bizonyítékát, hogy rendelkezik a szükséges hozzáértési színvonallal a hozzáértés bemutatására szolgáló módszerek, valamint az A-II/2 táblázat 3. és 4. oszlopaiban felsorolt alkalmasságot értékelő szempontok szerint.

Part menti hajózás

8 Az Igazgatás kiadhat kizárólagosan part menti hajózásban foglalkoztatott hajókon való szolgálatra korlátozott bizonyítványokat és ilyen bizonyítvány kiállításánál eltekinthet azoktól a tárgyaktól, amelyek az ilyen meghatározott vizekre és hajókra nem alkalmazhatók, figyelemmel az összes olyan hajó biztonságára, amelyek ugyanezekben a vizeken közlekedhetnek.

A-II/2 táblázat

Minimális alkalmassági követelmények előírása a parancsnoki és elsőtiszti képesítésekhez az 500 BT és annál nagyobb hajókra

Funkció: Navigáció vezetési szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Útvonaltervezés és a hajó vezetése	Útvonaltervezés és hajózás bármely viszonyok között az alkalmazott mélytengeri menetirány kitzűzési módszerrel, számításba véve például a következőket: .1 hajóútszükszűkletek	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott szimulátoros képzés, ahol	Az út megtételéhez szükséges térképek, hajózási közleményeket felsorolták, és azok alkalmasak az út során a biztonságos hajóvezetésre A tervezett vonalkitzűzés tényekre és mértékadó forrásokból és

	<p>.2 meteorológiai viszonyok</p> <p>.3 jégviszonyok</p> <p>.4 korlátozott látási viszonyok</p> <p>.5 forgalom elválasztása</p> <p>.6 hajóforgalmi szolgálat (VTS) területei</p> <p>.7 kiterjedt árapály jelenségű körzetek</p> <p>Útvonal kitűzés az útvonal kitűzési alapelveknek megfelelően</p> <p>Bejelentkezés a hajóbejelentkezési rendszerek irányelveinek és kritériumainak (Guidelines and Criteria for Ship Reporting Systems), valamint a VTS eljárásoknak megfelelően</p>	<p>ez alkalmas</p> <p>.3 jóváhagyott képzés laboratóriumi berendezésen</p> <p>használat: térképjegyzékek, térképek, tengerészeti közlemények és a hajó részletes adatai</p>	<p>kiadványokból szerzett statisztikai adatokra támaszkodik.</p> <p>A helyzet-, menetirány-, távolság-meghatározás és az idő számítása a navigációs berendezéseknél elfogadott pontossági követelményeknek megfelelően helyes.</p> <p>Minden potenciális hajózási kockázatot gondosan figyelembe vettek</p>
Helyzetmeg-határozás és a különféle módon meghatározott helyzetpont pontossága	<p>Helyzetmeghatározás bármilyen körülmények között:</p> <p>.1 csillagászati megfigyeléssel</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p>	<p>A hajó helyzetének meghatározásához kiválasztott elsődleges eljárás az, amelyik az uralkodó körülményeknek és feltételeknek leginkább megfelel</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Helyzetmeg-határozás és a különféle módon meghatározott helyzetpont pontossága <i>(folytatás)</i>	<p>.2 parti tereptárgyak megfigyelésével, beleértve a megfelelő térképeknek, tengerészeknek szóló hirdményeknek és egyéb kiadványoknak a helyzet meghatározás pontosságának értékeléséhez történő felhasználására való képességet</p> <p>.3 korszerű elektronikus navigációs segédeszközök használata, azok működési elvének,</p>	<p>.2 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.3 jóváhagyott képzés laboratóriumi berendezésen:</p> <p>használat:</p> <p>.1 térképek, tengerészeti almanachok, útvonal kitűzési lapok, kronométer, szextáns és számológép</p> <p>.2 térképek, hajózási közlemények, navigációs</p>	<p>A csillagászati megfigyeléssel megállapított helyzetpont az elfogadott hibahatáron belül van</p> <p>A parti tereptárgyak megfigyelésével megállapított helyzetpont az elfogadott hibahatáron belül van</p> <p>Az így adódó helyzetmeghatározás pontossága megfelelően értékelt.</p>

	<p>korlátainak és hibaforrásainak ismeretével, a torzítások észlelése és a pontos helyzetpont meghatározáshoz szükséges korrekciós eljárások</p>	<p>eszközök (azimut-tükör, szextáns, sebességmérő, mélységmérő, tájoló) és gyártói kezelési utasítások</p> <p>.3 radar. szárazföldi elektronikus helyi meghatározó rendszerek, műholdas navigációs rendszerek és megfelelő tengerészeti térképek és közlemények</p>	<p>Az elektronikus navigációs eszközök használatával végzett helyzetmeghatározás az alkalmazott rendszerek pontosságai normáin belül esik. A kapott helymeghatározás pontosságát befolyásoló esetleges hibákat megjelölik, és megfelelően alkalmazzák a módszereket a rendszerhibák által a kapott helyzetmeghatározásra gyakorolt hatások minimálisra csökkentése érdekében.</p>
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1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
<p>A tájoló hibáinak meghatározása és figyelembe vétele</p>	<p>Képesség a mágneses és pörgettyűs tájolók hibáinak meghatározására és figyelembe vételére</p> <p>A mágneses és pörgettyűs iránytűk elvének ismerete</p> <p>A pörgettyűs főtájoló (anyatájoló) által vezérelt rendszerek megértése és a főbb pörgettyűs tájolótípusokkal végzett műveletek és azok karbantartásának ismerete</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.3 jóváhagyott képzés laboratóriumi berendezésen</p> <p>használat: csillagászati megfigyelések, iránylatok megállapítása szárazföldi tereptárgyokhoz és összehasonlítás mágneses és pörgettyűs tájolók között</p>	<p>A mágneses és pörgettyűs tájolók hibaellenőrzésének módja és gyakorisága, az információk pontosságának biztosítása</p>
<p>Kutatási és mentési műveletek koordinálása</p>	<p>A Nemzetközi Légiforgalmi és Tengeri Kutatási és Mentési (IAMSAR) kézikönyvben foglalt eljárások alapos ismerete és alkalmazásának képessége</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p>	<p>A kutatási-mentési műveletek terve megfelel a nemzetközi irányelveknek és követelményeknek</p> <p>A rádióösszeköttetés létrejön és a helyes rádió összeköttetési eljárásokat a felkutatási-mentési műveletek valamennyi szakaszában megtartják</p>

		.3 jóváhagyott képzés laboratóriumi berendezésen	
		használat: megfelelő segédletek, térképek, meteorológiai adatok, a műveletbe bevont hajók jellemzői, rádió-hírközlési eszközök és egyéb hozzáférhető eszközök, valamint az alábbiak közül egy vagy több	

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Kutatási és mentési műveletek koordinálása (folytatás)		.1 jóváhagyott felkutatási és mentési képzési tanfolyam .2 jóváhagyott szimulátoros képzés, ahol ez alkalmas .3 jóváhagyott képzés laboratóriumi berendezésen	
Az őrszolgálat szervezése és eljárásai	A tengeren való összeütközések megelőzéséről szóló nemzetközi szabályokat tartalmazó, 1972. évi, módosított egyezmény tartalmának, alkalmazásának és szándékának alapos ismerete A navigációs őrszolgálat tartalmának, alkalmazásának és céljainak, alapelveinek átfogó ismerete. A parancsnoki hídon szolgálatban lévő személyzet hatékony munkáját biztosító eljárások A navigációs őrszolgálat tartása során betartandó elvek tartalmának, alkalmazásának és céljának alapos ismerete	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott szimulátoros képzés, ahol ez alkalmas	Az őrszolgálat szervezése és eljárásai a nemzetközi szabályok és irányelvek szerint történt és van fenntartva oly módon, hogy biztosított a hajózás biztonsága, a tengeri környezet védelme és a hajó és a rajta lévő személyek biztonsága
A biztonságos hajózás biztosítása navigációs berendezések és	A rendszerek hibáinak ismerete és a navigációs rendszerek üzemi	Vizsgáztatás, és a jóváhagyott ARPA szimulátorból és az	A navigációs berendezésekből és rendszerekből szerzett

<p>rendszerek által szolgáltatott információ felhasználásával a döntéshozatali eljárás támogatására</p> <p><i>Megjegyzés:</i> Az ARPA képzés és az alkalmasság értékelése nem szükséges azoknál, akik kizárólag olyan hajókon dolgoznak, amelyeket ARPA-val nem szereltek fel. Ezt a korlátozást az illető tengerész részére kiállított érvényesítésben fel kell tüntetni</p>	<p>szempontjainak alapos megértése</p> <p>Hajóvezetési technika rossz látási viszonyoknál</p> <p>Az összes forrásból, beleértve a radar és az ARPA rendszert is, származó információ értékelése az összeütközés elkerüléséhez és a biztonságos hajózáshoz szükséges döntéshozatal és a parancsvégrehajtás céljából</p> <p>A hajóvezetéshez rendelkezésre álló összes adat közötti kölcsönös összefüggés és azok optimális felhasználása</p>	<p>alábbiak közül egy vagy több forrásból származó bizonyíték értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.3 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>információ helyes értékelése és elemzése, figyelembe véve a berendezés korlátait, valamint az uralkodó körülményeket és feltételeket. A más hajó túlzott megközelítésének és az összeütközés elkerülésére végrehajtott műveletek megfelelnek a Tengeren való összeütközések megelőzésére vonatkozó nemzetközi szabályokról szóló (módosított) 1972. évi egyezmény előírásainak.</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>A navigáció biztonságának megtartása ECDIS és kapcsolódó navigációs rendszerek alkalmazásával a döntéshozatali eljárás segítségével</p> <p><i>Megjegyzés:</i> Az ECDIS képzés és az alkalmasság értékelése nem szükséges azoknál, akik kizárólag az ECDIS rendszerrel fel nem szerelt hajókon szolgálnak. Ezt a korlátozást az illető tengerész részére kiállított érvényesítésben fel kell tüntetni</p>	<p>Műveleti eljárások, rendszerfájlok és adatok kezelése, ide értve a következőket:</p> <p>.1 térképészeti adatok és rendszer szoftver megszerzésének, engedélyezésének és aktualizálásának kezelése a bevált eljárásokkal való megfelelés céljából</p> <p>.2 rendszer és információ frissítés, ide értve a képességet az ECDIS rendszer verzió frissítésére a szolgáltató termékfejlesztése szerint</p> <p>.3 rendszerkonfigurációs és biztonsági mentési fájlok létrehozása és fenntartása</p> <p>.4 log fájlok létrehozása és fenntartása, összhangban a bevezetett eljárásokkal</p>	<p>Az alábbiak egyikéből szerzett bizonyítékok értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott ECDIS szimulátor képzés</p>	<p>A műveleti eljárások meghatározása, alkalmazása és figyelemmel kísérése az ECDIS alkalmazásához</p> <p>Intézkedések a hajózás biztonságát érintő kockázatok minimalizálására</p>

	<p>.5 útvonalterv fájlok létrehozása és fenntartása a bevált eljárások szerint</p> <p>.6 ECDIS naplók és útvonal előzmény funkciók alkalmazása a rendszerfunkciók, riasztás beállítások és felhasználói válaszok ellenőrzésére</p> <p>Az ECDIS visszajátszási funkcionális használata az útvonal felülvizsgálatára, az útvonal tervezésére és a rendszerfunkciók felülvizsgálatára</p>		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Az időjárás és a tengerállapot előrejelzése	<p>Az időjárási térkép értési és olvasási készsége és készség az időjárásnak az adott hajózási körzetben való előrejelzésére a helyi meteorológiai viszonyok és a faxon közölt meteorológiai információ figyelembe vételével.</p> <p>A különböző időjárási rendszerek jellemzőinek ismerete, beleértve a trópusi ciklonokat, és készség azok központjainak és veszélyes szektorainak elkerülésére</p> <p>Az óceáni áramlatok ismerete</p> <p>Készség az árapályelemek kiszámítására</p> <p>Az árapályokra és áramlatokra vonatkozó navigációs segédletek használata</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>Az időjárás meghatározott időszakokra szóló előrejelzése az összes hozzáférhető információn alapul</p> <p>A hajózás biztonsága céljából tett intézkedések a minimálisra csökkentik a hajó veszélyeztetését</p> <p>A feltételezett intézkedések alapját a statisztikai adatok és a tényleges időjárási viszonyok megfigyelésén alapulnak</p>
A hajózás ideje alatt bekövetkezett havariák során teendő intézkedések	<p>Biztonsági intézkedések szándékos zátonyra futtatáskor</p> <p>Azok az intézkedések, amelyeket akkor kell megtenni, amikor a</p>	<p>Vizsgáztatás és a vészhelyzetben teendő intézkedésekre vonatkozó gyakorlati instrukciók, a szolgálatban szerzett gyakorlat és a gyakorlati oktatás eredményeinek</p>	<p>Bármely probléma típusát és nagyságrendjét gyorsan meghatározzák, a döntések és intézkedések minimálisra csökkentik a hajó rendszereinek meghibásodásait</p>

	<p>zátonyra futás elkerülhetetlen, és a zátonyra futást követően teendő intézkedések.</p> <p>A hajó zátonyról való leszállítása külső segítséggel és saját erővel</p> <p>Azok az intézkedéseket, amelyeket akkor kell megtenni, amikor az összeütközés elkerülhetetlen, és az összeütközést követően, illetve bármely okból bekövetkezett sérülésekor teendő intézkedések.</p> <p>A hajó életképességéért folytatott küzdelem értékelése</p> <p>Vészüzemi kormányzás</p> <p>Vészhelyzeti vontatóberendezések és vontatási eljárások</p>	értékelése	<p>A kommunikáció hatékonyan valósul meg és megfelel a megállapított eljárásoknak</p> <p>A döntések és az intézkedések maximálisan elősegítik a fedélzeten lévő személyek biztonságát</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Műveletezés és a hajó irányítása bármilyen körülmények között	<p>Műveletezés és a hajó irányítása bármilyen körülmények között, beleértve</p> <p>.1 a műveletezést a révkalauz-állomás megközelítésekor és a révkalauzok be- és kiszállásakor az időjárás, árapály, lendület és a fékút figyelembe vételével</p> <p>.2 a hajó irányítását folyókon, deltákban és hajóútszűkületekben az áramlás és a szűkület kormányképességre gyakorolt hatásának figyelembe vételével</p> <p>.3 az állandó szögsebességű fordulási technika alkalmazását</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.3 jóváhagyott képzés személyzettel ellátott méretarányos hajómodellen, ahol ez alkalmas</p>	<p>A kikötési és horgonyzási döntések a hajó és főgépek manőverképességi jellemzőin, továbbá azon erők megfelelő értékelésén alapulnak, amelyek várhatóan a partfalnál, illetve a horgonyon állás ideje alatt fellépnek</p> <p>Menetben elvégzik a sekélyvíz és a hajóútszűkület, jég, zátony, árapály, az elhaladó hajók és a saját sodor lehetséges hatásának teljes értékelését úgy, hogy a hajó különféle terhelésnél és időjárási viszonyoknál biztonságosan irányítható legyen</p>

	<p>.4 a sekélyvízi műveleteket, ideértve a gerinc alatti vízmélységnek a leülés (squat), az oldal- és hosszirányú lengés következtében jelentkező csökkenését is</p> <p>.5 az elhaladó hajók közötti kölcsönhatást, továbbá a saját hajó és a közelebbi part közötti kölcsönhatást (csatornahatást)</p> <p>.6 a kikötést és elköttést különböző szélnél, árapálynál és áramlásnál rendezőhajóval (boxerrel) és anélkül</p> <p>.7 a hajó és a boxer közötti kölcsönhatást</p> <p>.8 a főgépek és a műveletező rendszerek használatát</p> <p>.9 a horgonyzóhely megválasztását; az egy vagy két horgonyra állítást szűk horgonyzóhelyen és a kivetni szükséges horgonylánc hosszúság megválasztására kiható tényezőket</p>		
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1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Műveletezés és a hajó irányítása bármilyen körülmények között (folytatás)	<p>.10 a "horgony nem tart" szituációt, a horgony kiszabadítását</p> <p>.11 a sérült és az ép hajó szárazdokkba állítását</p> <p>.12 a hajó viharos időben való irányítását, ideértve a bajbajutott hajónak vagy légi járműnek való segítségnyújtást, a vontatást; a kormányképtelen hajó hullámhoz képest biztonságos helyzetben</p>		

	<p>tartásához és a sodródás csökkentéséhez szükséges eszközök, továbbá az olaj használata</p> <p>.13 az elővigyázatossági intézkedéseket a készenléti vagy mentőcsónakok és mentőtutajok vízre tétele céljából viharos időben végzett műveleteknél</p> <p>.14 a túlélőknek a készenléti csónakokról, mentőcsónakokról és mentőtutajokról a fedélzetre emelésének módszereit</p> <p>.15 a készséget a szokásos hajótípusok és azok főüzeme műveletezési jellemzői megállapítására, különös figyelmet fordítva a fékútra és a fordulási kör átmérőjére különböző merülésnél és menetsebességnél</p> <p>.16 a csökkentett sebességgel való hajózás fontosságát a hajót kísérő hullám által okozott sérülések elkerülése céljából</p> <p>.17 a jégben és jég közelében, illetve a hajó eljegesedésekor való hajózásnál teendő intézkedéseket</p> <p>.18 forgalom szétválasztási rendszerek használata, műveletezés azokban és közelükben valamint a hajóforgalom irányítási rendszerek (VTS) által felügyelt területeken</p>		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A főgépek, géptéri rendszerek és szolgálatok távvezérlő rendszereinek üzemeltetése	A tengeri főüzemi berendezések működési elvei A hajó segédgépei A tengeri gépészeti szakkifejezések általános ismerete	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálat alatt szerzett gyakorlat .2 jóváhagyott szimulátoros képzés, ahol ez alkalmas	A főüzem, a segédgépek és berendezések a műleírásnak megfelelően és a biztonságos határok között működnek

Funkció: Rakománykezelés és elrendezés vezetői szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A biztonságos rakodás, rakományelrendezés és rögzítés tervezése és biztosítása menetben és kirakás alatt	A biztonságos rakománykezelésre, elrendezésre, rögzítésre és mozgatásra vonatkozó nemzetközi előírások, szabályzatok és követelmények ismerete és alkalmazási készsége A rakomány és rakodási műveletek által a trimmre és a stabilitásra gyakorolt hatás ismerete A stabilitási és trimmdiagramok és a hajótest igénybevételének számítására szolgáló berendezések használata, beleértve az adatbázist felhasználó berendezéseket (ADB) is, továbbá a rakodási és ballasztolás szabályok ismerete azért, hogy a hajótest igénybevételét elfogadható határokon belül tartsák A rakomány hajón való elrendezése és rögzítése, beleértve a hajó rakodó berendezését és a rakomány rögzítő felszereléseit	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott szimulátoros képzés, ahol ez alkalmas használat: a stabilitási, trimm- és stressztáblázatok, diagrammok és feszültségszámító felszerelések	A rakományállapot megfigyelésének gyakorisága és terjedelme megfelel a rakomány jellegének és a domináló körülményeknek A rakomány állapotában vagy specifikációjában bekövetkezett elfogadhatatlan vagy előre nem látható változásokat gyorsan állapítják meg és haladéktalanul intézkednek a hajó és a rajta lévő személyek biztonsága iránt A rakodási műveleteket a megszabott eljárások és a jogszabályokban foglalt követelmények szerint tervezik és hajtják végre

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
A biztonságos rakodás, rakományelrendezés és rögzítés tervezése és biztosítása menetben és kirakás alatt <i>(folytatás)</i>	<p>Be- és kirakási műveletek, különös figyelmet fordítva a biztonságos rakományelrendezési és rögzítési szabályzatban felsorolt áruk mozgatására</p> <p>A tartályhajók és a tartályhajókon végzett műveletek általános ismerete</p> <p>Az ömlesztett árut szállító hajók üzemeltetési és tervezési korlátainak ismerete</p> <p>Képesség a biztonságos rakodási eljárásoknak a vonatkozó dokumentumok, mint az IMDG Szabályzat, az IMSBC Szabályzat, a MARPOL 73/78 III. és IV. mellékletei rendelkezéseinek és az egyéb vonatkozó információ szerinti meghatározására</p> <p>Képesség a hatékony kommunikáció megteremtésére és a hajó és a terminál személyzete közötti munkakapcsolat javítására vonatkozó alapelvek kifejtésére</p>		A rakományokat oly módon rendezik el és rögzítik, hogy a stabilitás és a hajótest igénybevétele az út során folyamatosan a biztonságos határok között legyen
A bejelentett hibák és a rakterek, raktérfedelek és ballaszt tartályok sérülésének értékelése és megfelelő intézkedések meghozatala	<p>Egy szabványos ömlesztett árut szállító hajó létfontosságú szerkezeti részei szilárdsági korlátainak ismerete, és képesség az adott hajlítási nyomatókrokra és nyírási erőkre vonatkozó adatok értékelésére</p> <p>Képesség az ömlesztett áruszállítókra a korrózió, kifáradás és nem megfelelő</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>használat: a stabilitási, trimm- és stressztáblázatok,</p>	Az elfogadott elvekre, a jól megalapozott érvekre alapozott értékelés, és azok megfelelő végrehajtása. A meghozott döntések elfogadhatóak, figyelembe véve a hajó biztonságát és az uralkodó feltételeket.

	rakománykezelés által gyakorolt káros hatások elkerülési módjainak magyarázatára	diagrammok és feszültségszámító felszerelések	
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1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Veszélyes áruk szállítása	<p>A veszélyes áruk szállítására vonatkozó nemzetközi szabályok, normák és ajánlások, beleértve a Nemzetközi tengerészeti veszélyes áruk (IMDG) Szabályzatát és a Szilárd ömlesztett rakományok biztonságos gyakorlatának (IMSBC) Szabályzatát</p> <p>A veszélyes, kockázatos és káros rakományok szállítása; elővigyázati rendszabályok be- és kirakodás közben, gondoskodás az út tartama alatt</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.3 jóváhagyott szakértőképzés</p>	<p>A tervezett áruelosztás megbízható információ alapul és összhangban van a kialakított útmutatókkal és törvényi követelményekkel</p> <p>A veszélyekről, kockázatokról és különleges követelményekről az információk fel vannak jegyezve egy olyan formátumban, ami gyors tájékozódásra alkalmas egy incidens esetén</p>

Funkció: A hajó üzemének irányítása és a hajón való személyekkel való törődés vezetői szinten

1. oszlop Szaktudás	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
A trimm-, stressz- és stabilitás ellenőrzése	<p>A hajóépítés alapelveinek, valamint a trimmre és a stabilitásra ható elméletek és tényezők, továbbá a trimm és a stabilitás megőrzéséhez szükséges intézkedések megértése</p> <p>Sérülés és ennek következtében egy rekesz elárasztása esetén fellépő hatások ismerete a trimmre és a stabilitásra, és a megteendő ellenintézkedések</p> <p>A hajóstabilitásra vonatkozó IMO-ajánlások ismerete</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p>	<p>A stabilitási és stressz állapotok mindenkor biztonságos határok között vannak</p>

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
<p>Folyamatosan figyelje és ellenőrizze a törvényi előírások és a tengeri életbiztonságra és a tengeri környezet védelmére vonatkozó rendelkezések betartását</p>	<p>A nemzetközi egyezményekben és szerződésekből megtestesülő nemzetközi tengerészeti törvények ismerete</p> <p>Különös figyelmet kell szentelni az alábbiaknak:</p> <p>.1 bizonyítványok és egyéb okiratok, amelyek hajón tartása nemzetközi egyezmények követelménye, hogyan lehet azokat megszerezni, és érvényességük időtartama</p> <p>.2 a merülésvonalakról szóló 1966. évi, módosított nemzetközi egyezmény vonatkozó előírásaiban meghatározott felelősségek</p> <p>.3 az Életbiztonság a tengeren tárgyú 1974. évi, módosított nemzetközi egyezmény vonatkozó előírásaiban meghatározott felelősségek</p> <p>.4 a hajókról történő szennyezés megelőzéséről szóló, módosított nemzetközi egyezményben foglalt felelősségek</p> <p>.5 tengeri egészségügyi nyilatkozatok és a nemzetközi egészségügyi szabályok követelményei</p> <p>.6 hajó, az utasok, a személyzet és a rakomány biztonságára vonatkozó nemzetközi dokumentumokból eredő kötelezettségek</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p>	<p>A műveletek és a karbantartás megfigyelési eljárásai megfelelnek a jogszabályokban foglaltaknak</p> <p>Az esetleges meg nem felelést gyorsan és teljes mértékben kiküszöbölik</p> <p>A bizonyítványok tervezett megújítása és meghosszabbítása biztosítja a meg szemlézett tételek és felszerelések érvényességének folyamatosságát</p>

	.7 tengeri környezet hajókról való szennyezését megelőző eljárások és eszközök		
	.8 a nemzetközi megállapodások és egyezmények végrehajtásáról szóló nemzeti jogszabályok		

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A hajó személyzete, az utasok biztonságának, továbbá a mentőeszközök és mentőberendezések, tűzoltó és egyéb biztonsági rendszerek üzemkész állapotának biztosítása	Az életmentő felszerelésre vonatkozó előírások (Életbiztonság a tengeren tárgyú nemzetközi egyezmény) átfogó ismerete A tűzvédelmi és hajóelhagyási gyakorlatok szervezése Az életmentés működőképes állapotának fenntartása, tűzoltó és egyéb biztonsági berendezések A hajón lévő személyek vészhelyzetben történő védelme és biztonsága érdekében teendő intézkedések A hajó sérülésének lokalizálása és mentése érdekében tüzet, robbanást, összeütközést vagy zátonyra futást követően teendő intézkedések	Vizsgáztatás, valamint gyakorlati oktatás, jóváhagyott szolgálati kiképzés és tapasztalatok során megszerzett alkalmasság értékelése	A tűzjelző és biztonsági rendszerek megfigyelési és ellenőrzési eljárásai biztosítják az összes vészjelzés gyors észlelését és a vészhelyzetekre megállapított intézkedések foganatosítását
Vészhelyzeti riadótervek és kárelhárítási tervek készítése, a vészhelyzetek kezelése	Vészhelyzeti riadótervek készítése a vészhelyzetben szükséges intézkedések megtételére A hajó szerkezete, beleértve a vészüzemi eszközöket Tűzmelegelőzési, tűzfelderítési és tűzoltási módszerek és segítségnyújtás	Vizsgáztatás, valamint jóváhagyott szolgálati kiképzés és tapasztalatok során megszerzett alkalmasság értékelése	A vészhelyzeti eljárások összhangban vannak az ilyen helyzetekre kidolgozott tervekkel

	Az életmentő felszerelés funkciói és használata		
A személyzet szervezése és irányítása	<p>A hajószemélyzet irányítására és képzésére irányuló ismeret</p> <p>A vonatkozó nemzetközi tengerészeti egyezmények és ajánlások, valamint a nemzeti jogszabályok ismerete</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott képzés</p> <p>.2 jóváhagyott szolgálati gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p>	<p>A személyzet számára kijelölik a szolgálati feladatokat és tájékoztatják őket a munka és a viselkedés elvárt színvonaláról, oly módon, ami megfelel az illető egyéneknek</p> <p>A képzés céljai és a tevékenységek a jelenlegi szaktudáson, képességi szinteken és az üzemi követelményeken alapulnak</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A személyzet szervezése és irányítása <i>(folytatás)</i>	<p>A feladatok és a munkaterhelés menedzselésének készsége, ezen belül:</p> <p>.1 tervezés és koordináció</p> <p>.2 személyzet beosztása</p> <p>.3 idő- és erőforráskényszerek</p> <p>.4 prioritások felállítása</p> <p>A hatékony erőforrás-menedzsment alkalmazásának ismerete és képessége:</p> <p>.1 erőforrások elosztása, beosztása és prioritási sorrendjük felállítása</p> <p>.2 hatékony kommunikáció a hajón és a parton</p> <p>.3 a döntések a csapat tapasztalatának mérlegelését tükrözik</p> <p>.4 magabiztosság és motivált vezetői képesség</p> <p>.5 helyzettudatosság megszerzése és fenntartása</p>		<p>Az üzemelés az irányadó szabályokkal összhangban történik</p> <p>Az erőforrásoknak a feladatok végrehajtásához szükséges, helyes prioritási sorrendben történő, megfelelő elosztása és beosztása</p> <p>Világos és egyértelmű módon adott és fogadott közlések</p> <p>Hathatós vezetői magatartás tapasztalható</p> <p>A szükséges csapattagok megosztják a hajó jelenlegi és várható helyzetével és üzemi állapotával, valamint a külső környezettel kapcsolatos, pontos ismereteiket</p> <p>A helyzet szempontjából leghatékonyabb döntések</p> <p>Az üzemelés hatékony és megfelel az irányadó szabályoknak</p>

	<p>Döntéshozási technikák alkalmazásának ismerete és képessége:</p> <p>.1 helyzet- és kockázatfelmérés</p> <p>.2 az előállt lehetőségek meghatározása és mérlegelése</p> <p>.3 a követendő lépések meghatározása</p> <p>.4 az eredmény hatásfokának értékelése</p> <p>A szokásos működési eljárások kialakítása, végrehajtása és ellenőrzése</p>		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A hajón nyújtott egészségügyi ellátás szervezése és irányítása	<p>Az alábbi segédletek gyakorlati alkalmazásának átfogó ismerete:</p> <p>.1 A Nemzetközi egészségügyi kézikönyv hajók részére (International Medical Guide for Ships) vagy az azzal egyenértékű nemzeti segédlet</p> <p>.2 a Nemzetközi Kódjelzések egészségügyi része</p> <p>.3 a Veszélyes áruk szállításával összefüggő elsősegély-nyújtási kézikönyv</p>	Vizsgáztatás és a jóváhagyott képzés eredményeinek értékelése	Az intézkedéseknél és az eljárásoknál helyesen és teljes mértékben használják a rendelkezésre álló ajánlásokat

A-II/3. szakasz

500 BT-nél kisebb, part menti vizeken közlekedő hajókon navigációs őrszolgálatot ellátó fedélzeti tisztek és parancsnokok képzésére vonatkozó minimális követelmények

NAVIGÁCIÓS ŐRSZOLGÁLATOT ELLÁTÓ FEDÉLZETI TISZT**Alkalmassági előírás**

- 1 Minden képzésre pályázó jelöltnek:
 - .1 be kell mutatnia szolgálatvezetői szinten az A-II/3 táblázat 1 oszlopában felsorolt a feladatok, kötelezettségek és felelősség elvállalásához megkövetelt képességet;
 - .2 rendelkeznie kell a Rádiószabályzat követelményei szerint elvégzett, megfelelő URH rádiókezelői bizonyítvánnyal; és
 - .3 aki felelősséggel tartozik a vészhelyzeti események rádiókommunikáció végrehajtásáért, rendelkeznie kell megfelelő, a Rádiószabályzat előírásai szerint kiadott, vagy eszerint elismert bizonyítvánnyal
- 2 Az A-II/3 táblázat 2. oszlopa tartalmazza a bizonyítvány kiállításához megkövetelt minimális tudást, hozzáértést és szaktudást.
- 3 A jelöltnek a tudásszintje az A-II/3 táblázat 2 oszlopban felsorolt kérdésekben elegendő legyen ahhoz, hogy a jelölt őrszolgálati fedélzeti tisztit beosztást tölthessen be.
- 4 Az elméleti tudás, hozzáértés és szaktudás szintjének eléréséhez szükséges gyakorlatnak és a tapasztalatnak az A-VIII/2 szakasz az őrszolgálat ellátásának elveiről szóló 4-1 részében foglaltakon kell alapulnia és figyelembe kell venni ennek a résznek idevágó követelményeit is és a Szabályzat B részében adott útmutatót.
- 5 Minden képzésre pályázótól meg kell követelni, hogy az A-II/3 táblázat 3 és 4 oszlopában foglaltak szerint a szakértelem bemutatására és szakértelem kritériumának értékelésénél éri el a szükséges követelményeket

Speciális képzés

6 Minden 500 BT-nél kisebb part menti hajózásban foglalkoztatott hajón tengeri szolgálatban navigációs őrszolgálatot ellátó fedélzeti tisztit bizonyítvány megszerzésére pályázó jelöltnek a II/3 szabály 4.2.1. pontja szerint speciális képzést követelnek meg, hajón speciális jóváhagyott képzésben kell részt vennie, amely:

- .1 biztosítja, hogy a megkövetelt tengeri szolgálat alatt a vizsgázó rendszeres gyakorlati képzést és tapasztalati feladatokat kap az őrszolgálatot ellátó fedélzeti tiszt kötelességéről és felelősségéről, figyelembe véve a Szabályzat B-II/1 részében adott útmutatót.

- .2 azon hajó képesített tisztjeinek szoros felügyelete és ellenőrzése mellett végez, amelyen a jóváhagyott tengeri szolgálatot teljesíti; és
- .3 ezt megfelelően igazolják a Gyakorlatok Vizsgakönyvével, vagy hasonló okmánnyal.

PARANCSNOK

7 Minden 500 BT-nél kisebb part menti hajózásban foglalkoztatott hajón tengeri szolgálatban parancsnoki bizonyítvány megszerzésére pályázó jelöltnek a navigációs őrszolgálatot ellátó fedélzeti tiszttel szemben támasztott fenti követelményeknek kell megfelelnie és ezen túlmenően bizonyítania kell az ilyen parancsnok összes kötelezettségének ismeretét és azon képességét, hogy azokat teljesíteni tudja.

A-II/3 táblázat

500 Bt-nél kisebb, partmenti vizeken közlekedő hajókon navigációs őrszolgálatot ellátó fedélzeti tisztek és parancsnokok képesítésére vonatkozó minimális követelmények részletezése

Funkció: Navigáció szolgálatvezetői szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>Útvonaltervezés és hajózás partmenti útvonalon, valamint helymeghatározás</p> <p><i>Megjegyzés:</i> Az ECDIS képzés és az alkalmasság értékelése nem szükséges azoknál, akik kizárólag ECDIS rendszerrel fel nem szerelt hajókon szolgálnak. Ezt a korlátozást az illető tengerész részére kiállított érvényesítésben fel kell tüntetni</p>	<p><i>Navigáció:</i></p> <p>Képesség a hajó helyzetének meghatározására az alábbiak használatával:</p> <p>.1 parti céltárgyak</p> <p>.2 navigációt segítő tárgyak, beleértve a világítótornyokat, irányfényeket és bójákat</p> <p>.3 számított hajóhelyzet, figyelembe véve a széljárást, ár-apályt, áramlásokat és a feltételezett sebességet</p> <p>Tengerészeti térképek és</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p> <p>használat: térképkatalógusok, térképek, tengerészeti közlemények, rádió navigációs figyelmeztetések, szextáns, azimut-tükör, elektronikus navigációs berendezés, mélységmérő berendezések, tájoló</p>	<p>A navigációs térképekből és kiadványokból szerzett információ érdemi, értelmezése és alkalmazása helyes</p> <p>Elsődleges módszer a hajó helyzetének meghatározására, amely az uralkodó körülmények és állapotok között a legalkalmasabb</p> <p>Helyzetmeghatározás a berendezés/rendszer hibáinak elfogadható határain belül</p> <p>A helyzetmeghatározás elsődleges módszere által szerzett információ megbízhatóságának ellenőrzése megfelelő időközönként</p> <p>A navigációs információ számításai és mérései pontosak</p> <p>A kiválasztott térképek és</p>

	<p>közlemények, mint például hajózási útmutatók, ár-apály táblázatok, tengerészetnek szóló közlemények, rádió navigációs figyelmeztetések és hajóirányítási információ átfogó ismerete és alkalmazásának képessége</p> <p>Jelentés a hajók jelentő rendszerei általános elveinek és a VTS eljárásoknak megfelelően.</p> <p><i>Megjegyzés:</i> Ez utóbbi ismeretanyag csak a parancsnoki képesítéshez szükséges</p>		<p>kiadványok a fedélzeten rendelkezésre álló legnagyobb méretarányúak, amelyek a navigációs területhez alkalmasak és a térképeket a legfrissebb rendelkezésre álló információ szerint javítják ki.</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>Útvonaltervezés és hajózás partmenti útvonalon, valamint helymeghatározás <i>(folytatás)</i></p>	<p>Útvonal tervezés és navigáció minden feltétel mellett partmenti útvonalak elfogadható tervezési módszereivel, figyelembe véve a következőket, például:</p> <p>.1 hajóútszűkítések</p> <p>.2 meteorológiai viszonyok</p> <p>.3 jégviszonyok</p> <p>.4 korlátozott látási viszonyok</p> <p>.5 forgalom elválasztása</p> <p>.6 hajóforgalmi szolgálat (VTS) területek</p> <p>.7 kiterjedt árapály jelenségű körzeteket</p> <p><i>Megjegyzés:</i> Ez utóbbi ismeretanyag csak a parancsnoki képesítéshez szükséges</p> <p>Az ECDIS alapos</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p>	

	<p>ismerete és használatának képessége</p> <p><i>Navigációs segédeszközök és berendezések</i></p> <p>Képesség a biztonságos üzemvitelre és a hajó helyzetének meghatározására az összes navigációs eszköz és az érintett hajókon általában felszerelt berendezések használatával</p>	<p>0,1 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.2 jóváhagyott ECDIS szimulátor képzés</p> <p>A jóváhagyott radarszimulátorból származó bizonyíték értékelése</p>	<p>A navigációs rendszerek teljesítményellenőrzése és tesztjei megfelelnek a gyártó ajánlásainak, a jó navigációs gyakorlatnak és az IMO határozatainak a navigációs berendezésekre vonatkozó teljesítmény normákról</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>Útvonaltervezés és hajózás partmenti útvonalon, valamint helymeghatározás <i>(folytatás)</i></p>	<p><i>Tájéoló:</i></p> <p>A mágneses tájoló eltérésének és korrekciójának ismerete.</p> <p>A tájoló eltérésének szárazföldi támpontok alapján történő meghatározásában való jártasság, valamint az eltérés figyelembe vétele.</p> <p><i>Robotkormány</i></p> <p>A robotkormány rendszerek ismerete és használatában való jártasság, váltás az automatikus és a kézi irányítás között, az</p>		<p>A radarból nyert információ értelmezése és elemzése megfelel az elfogadott navigációs gyakorlatnak, és figyelembe veszi a radar korlátait és pontossági szintjeit.</p> <p>A mágneses tájoló ismert eltérésének helyes figyelembe vétele az útirány és iránylatok meghatározásakor.</p> <p>A kormányzás legmegfelelőbb üzemmódjának megválasztása az adott időjárási és tenger-viszonyok között,</p>

	<p>optimális működést célzó beállítási eljárás ismerete.</p> <p><i>Meteorológia</i></p> <p>A hajózási meteorológiai berendezések használatának képessége és az általa nyújtott információk értelmezése</p> <p>A különféle időjárás-jelentő rendszerek jellegzetességeinek, jelzési eljárásainak és rögzítő rendszereinek ismerete</p> <p>A hozzáférhető meteorológiai információk alkalmazásának képessége</p>		<p>figyelemmel a forgalomra és a tervezett manőver műveletre.</p> <p>Az időjárás állapotának felmérése és megfigyelése pontos és megfelelő az útra</p> <p>A rendelkezésre álló meteorológiai információ kiértékelése és felhasználása a biztonságos hajózás érdekében.</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Biztonságos navigációs őrszolgálat fenntartása	<p><i>Őrszolgálat</i></p> <p>A tengeren való összeütközések megelőzéséről szóló nemzetközi szabályokat tartalmazó, 1972. évi, módosított egyezmény tartalmának, alkalmazásának és szándékának alapos ismerete</p> <p>A navigációs őrszolgálat ellátásának szem előtt tartandó követelményei.</p> <p>A hajó útvonal kijelölésre vonatkozó rendelkezésekre figyelemmel a hajó útvonalának meghatározása és útvonalon tartása.</p> <p>Jelentésküldés alkalmazása a hajó jelentési rendszerek általános elveinek és a VTS eljárásoknak</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>Az őrszolgálat vezetésének, átadásának és a helyettesítésnek az elfogadott elvek és eljárások szerinti végrehajtása</p> <p>A figyelő szolgálat ellátása az elfogadott követelmények és eljárási rend szerint.</p> <p>A tengeren való összeütközések megelőzésére vonatkozó nemzetközi szabályokat tartalmazó 1972. évi módosított egyezmény előírása szerinti jelzőfények, jelzőtestek és hangjelzések ismerete</p> <p>Gyakorisága és mértéke a forgalom nyomon követésének, a hajó és a környezet megfelel az elfogadott elveknek és eljárásoknak</p> <p>A veszélyes találkozás, összeütközés elkerülésére</p>

	megfelelően		<p>a tengeren való összeütközések megelőzésére vonatkozó nemzetközi szabályokat tartalmazó 1972. évi módosított előírása szerint tett intézkedés</p> <p>A hajó sebességének és haladási irányának a vonatkozó követelmények szerinti, kellő időben történő helyes megválasztása</p> <p>A hajó navigációjával kapcsolatosan tett intézkedések megfelelő naplózása</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Biztonságos navigációs őrszolgálat tartása (folytatás)			A hajó navigációjáért való személyi felelősség mindenkor tisztázott legyen, ideértve a parancsnok, illetve révkalauz a hídon helyzetben is.
Reagálás vészhelyzetekre	<p>Vészhelyzeti eljárások, ide értve::</p> <p>.1 a hajón tartózkodó utasok biztonsága érdekében tett megelőző intézkedések</p> <p>.2 a károk elsődleges felmérése és kiértékelése,</p> <p>.3 ütközés esetén teendő intézkedések</p> <p>.4 zátonyra futást követően teendő intézkedések</p> <p>A fentiekén túl a hajóparancsnok esetében az alábbiakkal együtt:</p> <p>.1 havaria kormány használata</p> <p>.2 vontatásra való felkészülés és felkészülés vontatottként való</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 gyakorlati oktatás</p>	<p>A vészhelyzet típusának és mértékének gyors meghatározása</p> <p>Az elsődlegesen megtett intézkedések és szükség esetén a manőverek az eljárási rendben meghatározott követelmények szerint és a sürgősség fokának megfelelő mértékben a vészhelyzet típusa és a helyzet jellege szerint történnek</p>

	haladásra .3 tengerbe esett személy mentése .4 vész helyzetben lévő hajónak segítségnyújtás .5 kikötőben bekövetkező vész helyzet esetén teendő intézkedések		
Válaszadás a tengeri vészjelzésre	<i>Felkutatás és mentés</i> Ismeri a légi és tengeri felkutatást és a mentést szabályozó kézikönyv (International Aeronautical and Maritime Search and Rescue - IAMSAR) tartalmát	Vizsgáztatás és gyakorlati oktatás vagy jóváhagyott szimulátor képzés során megszerzett alkalmasság értékelése, adott esetben	A szükség- és vész helyzetű jelzés azonnali felismerése Elsődleges tervek, és az érvényes utasítások információi be vannak vezetve és teljesítve vannak

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A hajó manőverezése és a hajó gépjárműjének irányítása	<i>Hajómanőverezés és hajóirányítás</i> A hajó biztonságos manőverezését és műveletezését befolyásoló tényezők ismerete A hajó gépjármű berendezések és segédüzemi berendezések működtetése A horgonyzás és kikötés helyes végrehajtása	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátoros képzés, ahol ez alkalmas	A hajó hajtóberendezéseinek, kormány-, és energiaellátó rendszereinek biztonságos üzemi határértékeit nem lépik túl normál manőverek során. A hajó irányának és sebességének változtatásai fenntartják a hajózás biztonságát A főüzem, a segédgépek és berendezések a műleírásnak megfelelően és a biztonságos határok között működnek

Funkció: Rakománykezelés és elrendezés üzemi szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Az áru be- és kirakodásának, elhelyezésének és rögzítésének, valamint az út közbeni kezelésének felügyelete	<p><i>Rakománykezelés, a rakomány elrendezése és rögzítése</i></p> <p>A rakományok biztonságos kezelésének, elrendezésének és rögzítésének ismerete, beleértve a veszélyes, kockázatos és káros rakományokat és hatásukat az élet- és hajóbiztonságra</p> <p>A Nemzetközi Tengeri Veszélyes Áru (IMDG) Szabályzat alkalmazása</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p>	<p>A rakodási műveleteket a rakodási terv vagy más okmányok és foganatosított biztonsági szabályok/rendeletek, a felszerelés használati utasításai és a hajó raktározási lehetőségei alapján végzik</p> <p>A veszélyes, kockázatos és káros hatású rakományok kezelése megfelel a nemzetközi szabályoknak és elfogadott normáknak és a biztonságos gyakorlat kódexének</p>

Funkció: A hajó üzemelésének ellenőrzése és a hajón lévő személyekről való gondoskodás szolgálatvezetői szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A szennyezés-megelőzési követelményeknek való megfelelés biztosítása	<p><i>A tengeri környezet szennyezésének megelőzése és szennyezés elleni eljárások</i></p> <p>A tengeri környezet szennyezésének megakadályozását szolgáló elővigyázatossági rendszabályok ismerete</p> <p>Szennyezés elleni eljárások és minden ezzel kapcsolatos felszerelés</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p>	<p>A hajón végzett műveletek folyamatos ellenőrzésének eljárásai és a MARPOL követelményeinek való teljes körű megfelelés biztosítása</p>
A hajó tengerképességének fenntartása	<p><i>Hajóstabilitás</i></p> <p>Stabilitási, trimm- és stressztáblázatok, diagrammok és feszültségszámító felszerelések alkalmazásának munkavégzéshez szükséges szintű ismerete</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p>	<p>A stabilitási feltételek megfelelnek az IMO ép hajó stabilitási kritériumainak a rakodás minden állapotában</p> <p>A hajó egységes vízhatlansága biztosításának fenntartása érdekében tett lépések összhangban vannak az</p>

	<p>Az alapvetően foganatosítandó intézkedések ismerete az ép hajó részleges felhajtóerő-vesztesége esetén</p> <p>Az egységes vízhatlanság alapelveinek ismerete</p> <p><i>Hajóépítés</i></p> <p>A hajó főbb szerkezeti elemeinek általános ismerete és a különféle részek helyes elnevezései</p>	<p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>elfogadott gyakorlattal</p>
Hajón keletkező tűz megelőzése, tűz eloltása	<p><i>Tűz megelőzése és tűzoltó berendezések</i></p> <p>Tűzoltó gyakorlat megszervezésének képessége</p> <p>A tűz osztályainak és vegyszeti összefüggéseinek ismerete</p>	<p>A vizsgáztatás és értékelés a tűzoltásra irányuló képzésből és az A-VI/3 szakasz szerinti gyakorlatból származó ismeretek alapján történik</p>	<p>A probléma típusának és kiterjedtségének késedelemmentes meghatározása, valamint az elsődleges intézkedéseknek a vészhelyzeti tervben és vészhelyzeti eljárási szabályokban foglaltak szerinti végrehajtása</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Hajón keletkező tűz megelőzése, tűz eloltása (<i>folytatás</i>)	<p>Tűzoltó berendezések ismerete</p> <p>Tűz keletkezése esetén teendő intézkedésekben való jártasság, ideértve az olajtűzket is.</p>		<p>Az evakuálás, a vészhelyzeti zárlatolás és izolálás eljárási megfelelnek a vészhelyzet természetének és késedelem nélkül valósulnak meg.</p> <p>A prioritások sorrendje, a jelentéstételek szintje és gyakorisága, valamint a hajón lévő személyek tájékoztatása összefüggésben vannak a vészhelyzet természetével és a probléma sürgősségét tükrözik</p>
Életmentő felszerelés működtetése	<p><i>Életmentés</i></p> <p>Hajóelhagyási gyakorlatok megszervezésével kapcsolatos ismeretek megléte, mentőcsónak, és mentésre szolgáló felkutató vízi jármű, vízrebocsátó</p>	<p>Az A-VI/1. szakasz 2. bekezdése szerinti, jóváhagyott képzés és tapasztalatok alapján megszerzett alkalmasság értékelése</p> <p>A-VI/2. szakasz 1-4. pont</p>	<p>A hajó elhagyására, illetve az élet mentésére irányuló intézkedések megfelelőek-e a körülmények tükrében és kielégítik-e az elfogadott biztonsági gyakorlatok és előírások követelményeit</p>

	berendezéseik, valamint felszereléseik működtetése, ideértve az életmentési célú rádió-hírközlési készülék, az EPIRB, a SART működtetését és a vízhatlan és hőszigetelt ruházat használatát		
Egészségügyi elsősegély nyújtása hajón	<i>Egészségügyi elsősegély</i> Az egészségügyi útmutatások és a rádió útján kapott útmutatások hasznosítása, ideértve a szükséges ismereteken alapuló cselekvés képességét hajón bekövetkező baleset, illetve betegség esetén	Az A-VI/4. szakasz 1-3. pontja szerinti, jóváhagyott képzés során megszerzett alkalmasság értékelése	A valószínűsíthető ok megállapítása, a sérülés, illetve az állapot jellegének és kiterjedtségének kisédelem nélküli felmérése, a kezelés minimálisra csökkenti a közvetlen életveszélyt
A jogi szabályozásnak megfelelő eljárásrend felügyelete	Az életbiztonságra és a tengeri környezet biztonságára és védelmére vonatkozó IMO-egyezmények munkavégzéshez szükséges szintű ismerete	Vizsgáztatás, illetve jóváhagyott képzés során megszerzett alkalmasság értékelése jóváhagyott képzés	Az életbiztonsággal, valamint a tengeri környezet biztonságával és védelmével kapcsolatos jogszabályi előírások megfelelő szintű ismerete

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Hozzájárulás a személyzet és a hajó biztonságához	A személyes túlélési technikák ismerete Tűz megelőzési ismeretek, tűzoltási képesség Alapvető elsősegélynyújtási ismeretek Személyi biztonsággal és társadalmi felelősséggel kapcsolatos ismeretek	Az A-VI/1. szakasz 2. pontja szerinti, jóváhagyott képzés és tapasztalatok alapján megszerzett alkalmasság értékelése	A megfelelő biztonsági és védőfelszerelések helyes használata A személyzet és a hajó védelmét szolgáló eljárások és a biztonságos munkavégzést szolgáló gyakorlatok mindenkor betartása A környezet védelmét szolgáló eljárások mindenkor betartása A vészhelyzet felismerésekor megtett kezdeti majd az azt követő lépések megfelelnek a vészhelyzet esetén követendő eljárásoknak

A-II/4. szakasz

A navigációs őrszolgálat ellátásában beosztottként részt vevő személy képzésére vonatkozó minimális követelmények

Alkalmassági követelmény

1 Az 500 BT tonnatartalmú vagy annál nagyobb hajón őrszolgálatban beosztottként részt vevő személynek az A-II/4 táblázat 1. oszlopában a beosztott személyek alkalmasságára vonatkozóan részletezett navigációs beosztotti szolgálat alkalmassági követelményeknek kell megfelelnie.

2 A-II/4. 500 BT tonnatartalmú vagy annál nagyobb hajón őrszolgálatban beosztottként részt vevő személy tudása, hozzáértése és jártassága tekintetében érvényesülő követelményeket az A-II/4 táblázat 2. oszlopa tartalmazza.

3 A jelöltnek a szükséges tudás megszerzéséről és a készségek elsajátításáról az A-II/4 táblázat 3 és 4 oszlopában foglalt követelmények szerint kell tanúbizonyságot tennie. A táblázat 3. oszlopában szereplő „gyakorlati teszt” magába foglalhat jóváhagyott parti képzést, melynek keretében gyakorlati vizsgáztatáson vesznek részt a jelöltek.

4 Amennyiben egyes beosztotti feladatok tekintetében a táblázat nem tartalmaz követelményeket, az Igazgatóság feladata az adott feladatok beosztotti szinten történő ellátásához szükséges alkalmasságot megalapozó képzési, vizsgáztatási és bizonyítványi követelmények meghatározása.

A-II/4 táblázat

Navigációs őrszolgálat ellátásában beosztottként részt vevő személy alkalmasságára vonatkozó minimális követelmények

Funkció: Navigáció beosztotti szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A hajó kormányzása és a kormányzásra vonatkozó angol nyelvű parancsok teljesítése	A mágneses és pörgettyűs tájoló használata Kormányzásra vonatkozó parancsok Automatikus kormányzásról kézi kormányzásra történő átállás, és fordítottja	Alkalmasság értékelése a következők alapján: .1 gyakorlati teszt vagy .2 jóváhagyott szolgálati tapasztalat, vagy .3 jóváhagyott, iskolahajón szerzett gyakorlat	Figyelemmel a hajózási körzet sajátosságaira és a tenger állapotára, a hajó elfogadható határok közötti irányban tartása. A hajó irányának megváltoztatását uralja és kellő finomságú átmenettel hajtja végre. A kommunikáció mindig szabatos és pontos, a parancsokat a jó tengerész gyakorlatnak megfelelően igazolják vissza
Figyelőszolgálat ellátása, látás és hallás útján történő észleléssel	Figyelőszolgálati feladatok ellátása, ideértve hangjelzés, fény,	Alkalmasság értékelése a következők alapján:	A hangjelzések, fényjelzések, tárgyak késedelemmentes

	tárgy vagy iránypont hozzávetőleges iránylatának szabatos jelentését fokban vagy pontban kifejezve.	.1 gyakorlati teszt vagy .2 jóváhagyott szolgálati tapasztalat, vagy .3 jóváhagyott, iskolahajón szerzett gyakorlat	észlelése, iránylatuk hozzávetőleges pontossággal történő meghatározása és jelentése az őrtiszt számára, fokban vagy pontban kifejezve.
A biztonságos őrszolgálat ellátásában való együttműködés.	Hajófedélzeti kifejezések és fogalmak Az elfogadott belső közlési és riasztási normák alkalmazása A parancsok megértése, valamint készség az őrszolgálati feladatok ellátása során felmerülő kérdésekkel kapcsolatos kommunikációra az őrszolgálatos tiszttel Az őrszolgálat helyettesítésének, teljesítésének és átadásának eljárásai	A megszerzett alkalmasság értékelése jóváhagyott szolgálati gyakorlat alapján vagy jóváhagyott iskolahajós képzés alapján történik.	Közlendőit világosan és érthetően mondja el, valamint felvilágosítást, illetve eligazítást kér azon esetekben, amikor a számára adott utasítást nem érti. Az őrszolgálat teljesítése, átadása és helyettesítése megfelel az elfogadható gyakorlatoknak és eljárásoknak

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A biztonságos őrszolgálat ellátásában való együttműködés <i>(folytatás)</i>	A biztonságos őrszolgálat ellátásához szükséges információk A környezet védelmét szolgáló eljárások alapjainak ismerete		
Vészhelyzeti felszerelés működtetése, vészhelyzeti eljárások végrehajtása	A vészhelyzeti kötelezettségek és vészjelzések ismerete A vészhelyzeti pirotechnikai jelzőeszközök, valamint a műholdas EPIRB és SART eljárások ismerete. A hamis vészhelyzeti jelzésadás megelőzése és az akaratlanul adott vészhelyzeti jelzés esetén teendő intézkedések.	A megszerzett alkalmasság értékelése végrehajtott gyakorlat alapján, illetve elismert szolgálatban szerzett hajófedélzeti gyakorlat vagy jóváhagyott iskolahajós képzés alapján történik	A vészhelyzeti jelzés észlelésekor tanúsított reakciója és cselekedetei az elfogadott gyakorlat szerinti eljárási rendnek megfelelőek A kommunikáció mindig szabatos és pontos, a parancsokat a jó tengerész gyakorlatnak megfelelően igazolják vissza A vészhelyzeti és havaria riasztási rendszerek működőképessége folyamatosan biztosított.

A-II/5. szakasz

A tengerhajózási fedélzeti szolgálatot ellátó legénységi állományú tengerészek képzésére vonatkozó kötelező minimumkövetelmények

Alkalmassági követelmény

1 Minden 500 BT tartalmú vagy nagyobb tengerjáró hajón szolgáló legénységi állományú tengerész köteles bizonyítani alkalmasságát a beosztotti szinten az A-II/5. táblázat 1. oszlopában felsorolt feladatok végrehajtására.

2 Az 500 BT tonna tartalmú tengerjáró hajón vagy ennél nagyobb hajón fedélzeti szolgálatot ellátó legénységi állományú tengerészekről megkövetelt minimális tudás, megértés és jártasság előírása az A-II/5. táblázat 2. oszlopában található.

3 A képzésre pályázó jelöltnek igazolnia kell, hogy az alkalmasság igazolásának, illetve az alkalmasság értékelésének az A-II/5 táblázat 3. és 4. oszlopában foglalt módja, illetve kritériuma szerint a megkövetelt alkalmassági követelményszintet elérte.

A-II/5 táblázat

A tengerhajózási fedélzeti szolgálatot ellátó legénységi állományú tengerészek képzésére vonatkozó kötelező minimumkövetelmények

Funkció: Navigáció beosztotti szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Hozzájárulás a biztonságos navigációs őrszolgálat tartásához	A parancsok megértése, valamint készség az őrszolgálati feladatok ellátása során felmerülő kérdésekkel kapcsolatos kommunikációra az őrszolgálatos tiszttel Az őrszolgálat helyettesítésének, teljesítésének és átadásának eljárásai A biztonságos őrszolgálat ellátásához szükséges információk	A megszerzett alkalmasság értékelése elismert szolgálatban szerzett tapasztalat vagy gyakorlati teszt alapján	A kommunikáció szabatos és érthető Az őrszolgálat teljesítése, átadása és helyettesítése megfelel az elfogadható gyakorlatoknak és eljárásoknak
Hozzájárulás a kikötéshez, horgonyzáshoz és egyéb veszteglési műveletekhez	A kikötési rendszer, és a kapcsolódó eljárások munkaszintű ismerete, ide értve a következőket: .1 a kikötő és vontatókötelek funkciója, az egyes kötelek funkciója egy általános rendszer részeként; .2 a kikötőberendezés	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 gyakorlati képzés .3 vizsga	A műveletek végrehajtására az érvényes biztonsági gyakorlatoknak és a felszerelés üzemeltetésére vonatkozó utasításoknak megfelelően kerül sor

	<p>kapacitás értékei, biztonságos üzemi terhelései és szakítószilárdsági értékei, ideértve a kikötő drótköteleket, szintetikus és rost alapanyagú köteleket, csörlőket, horgony gépeket, bakokat és kötélbikákat</p> <p>.3 a kikötés és az elkötés eljárásai és lépéseinek sorrendje a kikötő- és vontatókötelek vonatkozásában, ide értve a drótköteleket is</p> <p>.4 a horgony használatának eljárásai és az ezzel kapcsolatos lépések sorrendje különböző műveletekben</p>	<p>.4 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.5 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p>	
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Hozzájárulás a kikötéshez, horgonyzáshoz és egyéb veszteglési műveletekhez (folytatás)	A bolyához, vagy bolyákhoz való kikötéssel kapcsolatos eljárások és lépések sorrendjének munkaszintű ismerete		

Funkció: A rakomány kezelése és elhelyezése beosztotti szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Hozzájárulás a rakomány és a raktárkészlet kezeléséhez	<p>A rakomány és a készletek biztonságos kezelési, elhelyezési és rögzítési eljárásainak ismerete, ideértve a veszélyes és káros anyagokat és folyadékokat</p> <p>Az egyes árutípusokkal kapcsolatos alapismeretek és betartandó óvintézkedések, valamint az IMDG feliratozás azonosítása</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 gyakorlati képzés</p> <p>.3 vizsga</p> <p>.4 jóváhagyott, iskolahajón szerzett gyakorlat</p>	<p>Az áru és raktárkészlet műveletek végrehajtása a lefektetett biztonsági eljárások, valamint a berendezések kezelési utasításai szerint történik</p> <p>A veszélyes és káros rakományok vagy készletek kezelése megfelel a megállapított biztonsági gyakorlatnak</p>

		.5 jóváhagyott szimulátoros képzés, ahol ez alkalmas	
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Funkció: A hajó üzemelésének ellenőrzése és a hajón lévő személyekkel való törődés beosztotti szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Hozzájárulás a fedélzeti berendezés és eszközök biztonságos üzemeltetéséhez	<p>Fedélzeti berendezések ismerete, ideértve az alábbiakat::</p> <p>.1 szelepek és szivattyúk, csörlők, daruk, gémek és kapcsolódó berendezések funkciója és alkalmazásai;</p> <p>.2 csörlők, horgonycsőrlők, függőleges tengelyű csörlők és kapcsolódó berendezések funkciója és alkalmazásai;</p> <p>.3 raktártér fedelek, vízzáró ajtók, nyílások és kapcsolódó berendezések,</p> <p>.4 rost- és drótkötelek, kábelek és láncok, ideértve szerkezetüket, használatukat, jelölésüket, karbantartásukat és megfelelő tárolásukat</p> <p>.5 a berendezések üzemeltetésére vonatkozó alapvető jelzések használatának és megértésének képessége, ideértve a csörlők, horgonycsőrlők, daruk és csigák használatát</p> <p>.6 képesség a horgonyberendezések üzemeltetésére különböző feltételek mellett, mint például horgonyzás, horgony terhelése, rögzítése a tengeri úthoz és vészhelyzetben</p> <p>A következő eljárások ismerete és képesség azok</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 gyakorlati képzés</p> <p>.3 vizsga</p> <p>.4 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>Alkalmasság értékelése gyakorlati bemutató alapján</p> <p>Alkalmasság értékelése gyakorlati bemutató alapján</p> <p>Alkalmasság értékelése gyakorlati bemutató alapján</p>	<p>A műveletek végrehajtására az érvényes biztonsági gyakorlatoknak és a felszerelés üzemeltetésére vonatkozó utasításoknak megfelelően kerül sor</p> <p>A kezelő felelősségi területén belüli kommunikáció folyamatosan sikeres</p> <p>A berendezés üzemeltetésének biztonságos végrehajtása a szokásos eljárások szerint</p> <p>A fel- és leszerelés megfelelő módszereinek bemutatása a biztonságos szakmai gyakorlat szerint</p>

	végrehajtására:		
	.1 függesztett ülések fel- és leszerelése és telepítése		
	.2 révkalauz hágcsók, csörlők, patkánykorlátok és járók fel- és leszerelése		

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Hozzájárulás a fedélzeti berendezés és eszközök biztonságos üzemeltetéséhez (<i>folytatás</i>)	.3 kezelési jártasság alkalmazása, ide értve a csomók, toldások és ütközők megfelelő használatát Fedélzeti és árumozgató eszközök és berendezések használata és kezelése: .1 hozzáférési eszközök, raktárak és raktárfedelelek, rámpák, oldalsó/orr/tat ajtók vagy elevátorok .2 csővezeték rendszerek – fenékvíz és ballasztvíz kiszivattyúzása és aknák .3 daruk, bakdaruk, csörlők zászlók felvonása és leeresztése, valamint a fő egyzászlós jelzések rendszere (A, B, G, H, O, P, Q)		Csomók, toldások, ütközők, halászcsonok megfelelő elkészítésének és használatának, valamint a megfelelő ponyvakezelés bemutatása Csiga és kötélrendszer megfelelő alkalmazásának bemutatása Kötelek, drótkötelek, kábelek és láncok megfelelő kezelési módszereinek bemutatása
Munkaegészségügyi és munkavédelmi óvintézkedések megtétele	A biztonságos munkavégzési gyakorlatok és a személyi fedélzeti biztonság munkavégzéshez szükséges szintű ismerete, ezen belül: .1 magasban (árbocon) végzett munka .2 hajó oldalán végzett munka .3 zárt helyeken végzett munka .4 rendszerekkel folytatott munkavégzésre szóló engedély	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 gyakorlati képzés .3 vizsga .4 jóváhagyott oktatási gyakorlat a hajón	Mindenkor betartják a személyzet és a hajó biztonságát szolgáló eljárásokat A biztonságos munkavégzési gyakorlatot betartják és a megfelelő biztonsági és védőfelszerelést mindenkor helyesen használják

	<p>.5 kötélzet kezelése</p> <p>.6 a hátsérülés megelőzését szolgáló emelési technikák és módszerek</p> <p>.7 elektromos biztonság</p> <p>.8 mechanikai biztonság</p> <p>.9 vegyi és biológiai anyagokkal kapcsolatos biztonság</p> <p>.10 személyi védőfelszerelés</p>		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Óvintézkedések megtétele és közreműködés a tengeri környezet szennyezésének megelőzéséhez	<p>A tengeri környezet szennyezésének megakadályozását szolgáló elővigyázatossági rendszabályok ismerete</p> <p>Szennyezésgátló berendezések használatának és üzemeltetésének ismerete</p> <p>A tengeri szennyezőanyagok elhelyezése jóváhagyott módszerének ismerete</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 gyakorlati képzés</p> <p>.3 vizsga</p> <p>.4 jóváhagyott oktatási gyakorlat a hajón</p>	A tengeri környezet védelmét szolgáló eljárások mindenkor betartása
Életmentő felszerelés és mentőcsónakok kezelése	<p>Az életmentő felszerelés és mentőcsónakok kezelésének, vízrebocsátó eszközeinek és berendezéseinek, valamint felszerelésének ismerete</p> <p>Tengeri túlélési technikák ismerete</p>	<p>Az A-VI/1. szakasz 2. bekezdése szerinti, jóváhagyott képzés és tapasztalatok alapján megszerzett alkalmasság értékelése</p> <p>A-VI/2. szakasz 1-4. pont</p>	A hajó elhagyására, illetve az élet mentésére irányuló intézkedések megfelelőek-e a körülmények tükrében és kielégítik-e az elfogadott biztonsági gyakorlatok és előírások követelményeit

Funkció: Karbantartás és javítás beosztotti szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Kompetencia	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Közreműködés a hajón végzett karbantartás és javítás során	<p>Képesség festő- és kenőanyagok, tisztítószerek és felszerelések használatára</p> <p>Képesség karbantartási és javítási rutin eljárások megértésére és végrehajtására</p> <p>Felületelőkészítési technikák ismerete</p> <p>Gyártói biztonsági útmutató és hajófedélzeti utasítások megértése</p>	<p>Alkalmasság értékelése gyakorlati bemutató alapján</p> <p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p>	A karbantartási és javítási tevékenységeket a műszaki, biztonsági és eljárási előírások szerint hajtják végre.

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Közreműködés a hajón végzett karbantartás és javítás során <i>(folytatás)</i>	<p>A biztonságos hulladék-ártalmatlanítással kapcsolatos ismeretek</p> <p>Kézi és gépi eszközök alkalmazásának, karbantartásának és használatának ismerete.</p>	<p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 gyakorlati képzés</p> <p>.3 vizsga</p> <p>.4 jóváhagyott oktatási gyakorlat a hajón</p>	

III. FEJEZET**A gépszemélyzetre vonatkozó követelmények****A-III/1. szakasz**

Felügyelt vagy időszakosan felügyelet nélküli gépterű hajókon őrszolgálatért felelős géptisztek képzésére vonatkozó minimális követelmények

Képzés

1 A III/1 szabály 2.4. szakaszában meghatározott oktatásnak és képzésnek magában kell foglalnia azt a műhelybeli képzést, amely a géptiszti kötelezettségek körébe tartozó gépészeti és villamossági berendezéseknek az üzemeltetésében való jártasságot biztosítja.

Képzés a hajón

2 750 kW vagy annál nagyobb főgépteljesítményű felügyelt vagy időszakosan felügyelet nélküli gépterű hajón őrszolgálatért felelős géptiszti vagy megbízott ügyeletes géptiszti képesítésre pályázó jelöltnek, amennyiben a III/1. szabály 2.2. szakasza szerint tengerészeti szolgálatuk a jelen fejezet követelményeinek teljesítéseként jóváhagyott képzési program részét képezi, köteles elvégezni a jóváhagyott fedélzeti képzési programot, amely

- .1 biztosítja, hogy a hajón megszerezni követelt gyakorlat ideje alatt a jelölt rendszeres gyakorlati képzést kapjon és tapasztalatot szerezzen az őrszolgálatot ellátó géptiszt feladatainak, kötelezettségeinek ellátása és felelőssége terén, figyelemmel a jelen szabályzat B-III/1 szakaszában foglalt útmutatásra;
- .2 azon hajók minősített és képesített géptisztjeinek közvetlen irányítása és felügyelete alatt valósuljon meg, amelyeken a jelölt a jóváhagyott gyakorlatot szerzi; és
- .3 kellő módon bejegyzésre kerül a gyakorlatok vizsgakönyvébe.

Alkalmassági követelmény

3 750 kW vagy annál nagyobb főgépteljesítményű felügyelt vagy időszakosan felügyelet nélküli gépterű tengeri hajón őrszolgálatért felelős géptiszti képesítésre pályázó jelöltnek tanúbizonytságot kell adnia arról, hogy alkalmas az A-III/1 táblázat 1. oszlopában felsorolt tiszti kötelezettségek ellátására és a felelősség vállalására

4 A képesítéshez szükséges minimális tudást, hozzáértést és szakmai jártasságot az A-III/1. táblázat 2. oszlopa tünteti fel.

5 Az A-III/1. táblázat 2. oszlopában feltüntetett ismeretek elsajátításának szintje elegendő legyen ahhoz, hogy elláthassa az őrszolgálattal összefüggő kötelezettségeit.

6 Az A-III/1. táblázat 4-2. oszlopában feltüntetett ismeretek elsajátításának szintje elegendő legyen ahhoz, hogy elláthassa az őrszolgálattal összefüggő kötelezettségeit, továbbá figyelemmel kell lenni a jelen szabályzat B. ajánlási részében közölt útmutatásra.

7 Az olyan hajókon való szolgálatra képesítésre pályázó jelöltek, amelyeken a gőzkazán nem képezi a főüzem részét, felmenthetők az A-III/1 táblázat főüzemi gőzkazánokra vonatkozó követelményeinek teljesítése alól. Az így kiállított képesítés mindaddig nem érvényes azokra a hajókra, amelyeken a gőzkazán a főüzem részét képezi, ameddig a géptiszt nem felel meg az A-III/1 táblázat azon alkalmassági követelményeinek, amelyek alól felmentést kapott. Bármely ilyen korlátozást a képesítésben és az érvényesítésben fel kell tüntetni.

8 Az Igazgatás eltekinthet az olyan főüzemi berendezések ismeretének megkövetelésétől, amelyek nem olyan főüzemi berendezések, amelyekre a kiállítandó képesítés érvényes. Az ilyen alapon kiadott képesítés mindaddig nem érvényes azokra a típusú főüzemi berendezésekre, amelyeket benne nem tüntettek fel, ameddig a géptiszt nem igazolja alkalmasságát ezekben a kérdésekben. Bármely ilyen korlátozást a képesítésben és

az érvényesítésben fel kell tüntetni.

9 A képesítésre pályázó jelöltnek igazolnia kell, hogy az alkalmasság igazolásának, illetve az alkalmasság értékelésének az A-III/1 táblázat 3. és 4. oszlopában foglalt módja, illetve kritériuma szerint a megkövetelt alkalmassági követelményszintet elérte.

Part menti hajózás

10 A szabályzat III/1 2.2 és 2.3 bekezdéseiben foglalt az A-III/1. 2. oszlopában felsorolt különböző szakaszokban előírt ismeretek, megértés és jártasság szintjére vonatkozóan megváltoztathatók az olyan hajók géptisztjeire vonatkozóan, amelyek főgépe teljesítménye kisebb mint 3000 kW, és partmenti hajózásban teljesítenek szolgálatot, a szükségnek megfelelően, figyelembe véve az azonos vízterületeken üzemelő összes hajó biztonságára gyakorolt hatást is. Bármely ilyen korlátozást a képesítésben és az érvényesítésben fel kell tüntetni.

A-III/1 táblázat

Felügyelt vagy időszakosan felügyelet nélküli gépterű hajókon őrszolgálatért felelős, illetve kijelölt szolgálatot teljesítő géptisztek képesítésére vonatkozó minimális követelmények

Funkció: Tengerészeti gépüzem szolgálatvezetői szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Tengerészeti gépüzem biztonságos őrszolgálatának tartása	A tengerészeti gépüzem őrszolgálati tartásának során betartandó elvek átfogó ismerete, ide értve az alábbiakat: .1 az őrszolgálat átadás-elfogadásával kapcsolatos köteleességek .2 őrszolgálat tartása során teljesítendő rutinfeladatok .3 a gépüzemi naplók vezetése és a leolvasott értékek jelentősége .4 az őrszolgálat átadásával kapcsolatos feladatok Biztonsági és havária eljárások; az összes rendszer távvezérlésének/automata vezérlésének átállítása helyi vezérlésre	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátoros képzés, ahol ez alkalmas .4 jóváhagyott képzés laboratóriumi berendezésen	Az őrszolgálat vezetésének, átadásának és a helyettesítésnek az elfogadott elvek és eljárások szerinti végrehajtása A műszaki berendezések és rendszerek ellenőrzésének gyakorisága és mértéke megfelel a gyártók ajánlásainak és az elfogadott elveknek, valamint eljárásoknak, ideértve a gépterű őrszolgálat tartása során betartandó elveket. Megfelelő nyilvántartás vezetése a hajó gépüzemi rendszereivel kapcsolatos mozgásokról és tevékenységekről

	<p>Az őrszolgálati alatt betartandó biztonsági óvintézkedések, és tűz vagy baleset esetén megteendő azonnal intézkedések, különös figyelemmel az olajrendszerekre</p> <p><i>Gépterem erőforrás gazdálkodása</i></p> <p>A géptermi erőforrásgazdálkodás elveinek ismerete, ideértve az alábbiakat::</p> <p>.1 erőforrások elosztása, beosztása és prioritási sorrendjük felállítása</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott képzés</p> <p>.2 jóváhagyott szolgálati gyakorlat</p>	<p>Az erőforrásoknak a feladatok végrehajtásához szükséges, helyes prioritási sorrendben történő, megfelelő elosztása és beosztása</p> <p>Világos és egyértelmű módon adott és fogadott közlések</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Tengerészeti gépüzem biztonságos őrszolgálatának tartása (<i>folytatás</i>)	<p>.2 hatékony kommunikáció</p> <p>.3 magabiztosság és vezetői képesség</p> <p>.4 helyzettudatosság megszerzése és fenntartása</p> <p>.5 a csapat tapasztalatának mérlegelése</p>	.3 jóváhagyott szimulátor képzés	<p>A megkérdőjelezhető döntések és/vagy cselekvések megfelelő ellenszegülést és reagálást eredményeznek</p> <p>Hathatós vezetői magatartás tapasztalható</p> <p>A csoport tagja(i) együttesen pontosan érti(k) az aktuális és várható gépüzemi és kapcsolt rendszerek, valamint a külső környezet állapotát.</p>
Az angol nyelv használata írásos és szóbeli formában	Az angol nyelv megfelelő ismerete, amely a géptisztet képessé teszi műszaki kiadványok használatára és a műszaki feladatainak végrehajtására.	Vizsgáztatás és gyakorlati oktatás során megszerzett alkalmasság értékelése	<p>A géptiszt feladatokhoz kapcsolódó angol nyelvű kiadványok helyes értelmezése</p> <p>A kommunikáció szabatos és érthető</p>
Belső kommunikációs rendszerek alkalmazása	Az összes fedélzeti belső kommunikációs rendszer üzemeltetése	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p>	<p>A közlemények adása és fogadása következetesen sikeres</p> <p>A közlemények rögzítése teljes körű és pontos, az megfelel a jogszabályi előírásoknak</p>

		.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas	
		.4 jóváhagyott képzés laboratóriumi berendezésen	

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A fő- és segédgépüzemek és a kapcsolódó vezérlő rendszerek üzemeltetése	<p>A gépüzemi rendszerek alapvető szerkezeti és működési elvei, ide értve az alábbiakat:</p> <p>.1 hajó dízelmotor</p> <p>.2 hajó gőzüzeme</p> <p>.3 hajó gázturbina</p> <p>.4 tengerészeti kazán</p> <p>.5 hajtótengely berendezések, ideértve a hajócsavart</p> <p>.6 egyéb segédüzemek, ideértve a különböző szivattyúkat, légkompresszort, tisztítóberendezéseket, édesvíztermelő berendezést, hőcserélőt, hűtőrendszereket, légkondicionáló és szellőztető rendszereket</p> <p>.7 kormánymű</p> <p>.8 automatikus vezérlő rendszerek</p> <p>.9 folyadékok áramlása és a kenőolaj, tüzelőolaj és hűtőrendszerek jellemzői</p> <p>.10 fedélzeti gépek</p> <p>Biztonsági és havária eljárások a fő gépüzem működtetésére, ide értve a vezérlőrendszereket is</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálat során szerzett tapasztalat</p> <p>.2 jóváhagyott iskolahajón szerzett tapasztalat</p> <p>.3 jóváhagyott képzés laboratóriumi berendezésen</p>	A szerkezetek és az üzemelő mechanizmusok rajzok/utasítások alapján megérthetők és elmagyarázhatók

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A fő- és segédgépüzemek és a kapcsolódó vezérlő rendszerek üzemeltetése <i>(folytatás)</i>	<p>Az alábbi gépüzemi berendezések és vezérlőrendszerek előkészítése, üzemeltetése, hibakeresése és károsodásának megakadályozásához szükséges intézkedések:</p> <p>.1 fő gépüzem és kapcsolódó segéd gépüzemek</p> <p>.2 gőzkazán és kapcsolódó segédberendezések és gőzrendszerek</p> <p>.3 segédhajtóművek és kapcsolódó rendszerek</p> <p>.4 egyéb segédüzemi berendezések, ideértve a hűtő, légkondicionáló és szellőztető rendszereket</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>A műveletek megtervezése és végrehajtása a gépkönyveknek, az érvényes szabályoknak és eljárásoknak megfelelően történik, biztosítva az üzembiztonságot és a tengeri környezet szennyeződésének megelőzését</p> <p>A normától való eltérések haladéktalan azonosítása</p> <p>A berendezések és a gépüzemi rendszerek teljesítménye következetesen teljesíti a követelményeket, ideértve a parancsnoki hídról érkező utasításokat a sebesség és irányváltásra</p> <p>A gépi berendezések rendellenességeinek okait haladéktalanul beazonosítják, és intézkedéseket terveznek a hajó és a gépüzem teljes biztonsága érdekében, figyelemmel az uralkodó körülményekre és feltételekre</p>
Üzemanyag, kenő-, ballaszt és egyéb szivattyúrendszerek és kapcsolódó vezérlőrendszerek üzemeltetése	<p>Szivattyú és csővezeték rendszerek üzemi jellemzői, ideértve a vezérlőrendszereket is</p> <p>Szivattyúrendszerek üzemeltetése:</p> <p>.1 szokásos szivattyúzási műveletek</p> <p>.2 fenékvíz, ballaszt és rakomány szivattyúrendszerek működtetése</p> <p>Olajos-víz szeparátorok (vagy hasonló berendezések)</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>A műveletek megtervezése és végrehajtása a gépkönyveknek, az érvényes szabályoknak és eljárásoknak megfelelően történik, biztosítva az üzembiztonságot és a tengeri környezet szennyeződésének megelőzését</p> <p>A normától való eltérés gyors észlelése</p>

	követelményei és üzemeltetése		
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Funkció: Villamos berendezések, elektronikus készülékek és vezérlőrendszerek szolgálatvezetői szinten

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Elektromos, elektronikus és vezérlőrendszerek üzemeltetése	<p>Az alábbi elektromos, elektronikus és vezérlőrendszerek üzemeltetése alapvető konfigurációja és üzemeltetési elvei:</p> <p>.1 elektromos berendezések:</p> <p>.a generátor és elosztórendszerek</p> <p>.b generátorok előkészítése, beindítása, párhuzamos kapcsolása és átváltása</p> <p>.c elektromotorok, ideértve az indítás módszereket</p> <p>.d nagyfeszültségű berendezések</p> <p>.e szekvenciális vezérlő áramkörök és kapcsolódó rendszerkészülékek</p> <p>.2 elektronikus berendezések:</p> <p>.a alapvető elektronikai áramköri elemek jellemzői</p> <p>.b automatikus és vezérlőrendszerek folyamatábrái</p> <p>.c vezérlőrendszerek funkciói, jellemzői és szolgáltatásai gépi berendezésekhez, ideértve a hajózási főüzem működésének vezérlését és a gőzkazán automatikus vezérlését</p> <p>.3 vezérlőrendszerek</p> <p>.a különböző automatikus vezérlési módszerek és jellemzők</p> <p>.b arányos-integrál-derivatív (PID) vezérlési</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>Műveletek tervezése és végrehajtása az üzemeltetési utasítások, a biztonságos műveletezés lefektetett szabályai és eljárásai szerint történik.</p> <p>Az elektromos, elektronikus és vezérlő rendszerek megértése és magyarázata rajzok/utasítások alapján biztosított</p>

	jellemzők és kapcsolódó rendszerkészülékek folyamatvezérléshez		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Elektromos és elektronikus berendezések karbantartása és javítása	<p>A fedélzeti elektromos rendszereken való munkavégzés biztonsági előírásai, ideértve az elektromos berendezések biztonságos leválasztásának szükségességét, mielőtt a személyzet az ilyen berendezéseken munkát végezhetne</p> <p>Az elektromos rendszer berendezéseinek, kapcsolótábláinak, az elektromotorok, a generátor, és a DC egyenáramú rendszerek és berendezések karbantartása és javítása</p> <p>Az elektromos működési zavar észlelése, a hiba helyének meghatározása és a rongálódás elkerülése érdekében tett intézkedések</p> <p>Elektromos tesztberendezések és mérőeszközök szerkezeti felépítése és működése</p> <p>Az alábbi berendezések és összeállításaik működése és teljesítményvizsgálatai</p> <p>.1 megfigyelő rendszerek</p> <p>.2 automatikus vezérlőegységek</p> <p>.3 biztonsági berendezések</p> <p>Elektromos és egyszerű elektronikai kapcsolási rajzok értelmezése</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 műhelymunkával kapcsolatos, jóváhagyott képzés</p> <p>.2 elismert gyakorlati tapasztalat és tesztek</p> <p>.3 jóváhagyott szolgálati gyakorlat</p> <p>.4 jóváhagyott, iskolahajón szerzett gyakorlat</p>	<p>A biztonságos munkavégzést szolgáló, megfelelő intézkedések</p> <p>A kéziszerszámok, mérőeszközök és tesztberendezések kellő megválasztása, az eredmények pontos értelmezése</p> <p>A berendezések szétszerelése, ellenőrzése, javítása és összeszerelése megfelel a kézikönyveknek és a követendő gyakorlatnak</p> <p>Az összeszerelés és teljesítménytesztelés megfelel a kézikönyveknek és a követendő gyakorlatnak</p>

Funkció: Karbantartás és javítás üzemeltetési szinten

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Kéziszerszámok, szerszámgépek és mérőeszközök megfelelő használata alkatrészgyártáshoz és javításhoz a fedélzeten	<p>A hajók és berendezések építésében, illetve javításában alkalmazott anyagok jellemzői és korlátai</p> <p>A gyártási és javítási eljárások jellemzői és korlátai</p> <p>A rendszerek és alkatrészek gyártása és javítása során figyelembe vett tulajdonságok és paraméterek</p> <p>A biztonságos vészhelyzeti/ideiglenes javítások végrehajtásának módszerei</p> <p>Figyelembe veendő biztonsági intézkedések a biztonságos munkakörnyezet kialakításához, valamint a kéziszerszámok, szerszámgépek és mérőműszerek biztonságos használatához</p> <p>A kéziszerszámok, szerszámgépek és mérőműszerek használata</p> <p>Különböző típusú tömitések és lezárások használata</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 műhelymunkával kapcsolatos, jóváhagyott képzés</p> <p>.2 elismert gyakorlati tapasztalat és tesztek</p> <p>.3 jóváhagyott szolgálati gyakorlat</p> <p>.4 jóváhagyott, iskolahajón szerzett gyakorlat</p>	<p>A tipikus hajóval kapcsolatos elemek gyártásához fontos paraméterek megfelelő beazonosítása</p> <p>Megfelelő anyagválasztás</p> <p>Gyártás az előírt tűrések szerint</p> <p>Megfelelő és biztonságos a berendezések és kéziszerszámok, a szerszámgépek és a mérőműszerek használata</p>
A fedélzeti gépek és berendezések karbantartása és javítása	<p>A javításhoz és karbantartáshoz szükséges biztonsági intézkedések, ideértve a fedélzeti gépek és berendezések biztonságos leválasztását, amelyre szükség van, mielőtt a személyzet munkát végezhetne az ilyen gépeken vagy berendezéseken</p> <p>Megfelelő alapfokú mechanikai ismeretek és jártasságok</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 műhelymunkával kapcsolatos, jóváhagyott képzés</p> <p>.2 elismert gyakorlati tapasztalat és tesztek</p> <p>.3 jóváhagyott szolgálati gyakorlat</p>	<p>Megfelelőek a betartott biztonsági eljárások</p> <p>Az eszközök és pótalkatrészek kiválasztása megfelelő</p> <p>A berendezések</p>

	Gépek és berendezések karbantartása és javítása, mint például szétszerelésük, beszügyelésük és összeszerelésük	.4 jóváhagyott, iskolahajón szerzett gyakorlat	szétszerelése, ellenőrzése, javítása és összeszerelése megfelel az utasításoknak és a jó gyakorlatnak
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A fedélzeti gépek és berendezések karbantartása és javítása <i>(folytatás)</i>	Megfelelő célszámok és mérőműszerek használata Konstrukciós jellemzők és anyagválasztás berendezések gyártásakor Gépészeti rajzok és kézikönyvek értelmezése Csővezeték, hidraulikus és pneumatikus kapcsolási rajzok értelmezése		Ismételt üzembehelyezés és teljesítményvizsgálat az utasításoknak és a jó eljárási gyakorlatnak megfelelően történik Az anyagok és alkatrészek kiválasztása megfelelő

Funkció: A hajó üzemelésének ellenőrzése és a hajón lévő személyekkel való törődés üzemeltetési szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A szennyezés-megelőzési követelményeknek való megfelelés biztosítása	<i>A tengeri környezet szennyezésének megelőzése</i> A tengeri környezet szennyezésének megakadályozását szolgáló elővigyázatossági rendszabályok ismerete Szennyezés elleni eljárások és minden ezzel kapcsolatos felszerelés A tengeri környezet védelmét szolgáló megelőző intézkedések fontossága	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott képzés	A hajón végzett műveletek folyamatos ellenőrzésének eljárásai és a MARPOL követelményeinek való teljes körű megfelelés biztosítása A környezettel kapcsolatos jó hírnév fenntartását szolgáló intézkedések
A hajó tengerképességének fenntartása	<i>Hajóstabilitás</i> Stabilitási, trimm- és stressztáblázatok,	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:	A stabilitási feltételek megfelelnek az IMO ép hajó stabilitási kritériumainak a rakodás

	<p>diagrammok és feszültségszámító felszerelések alkalmazásának munkavégzéshez szükséges szintű ismerete</p> <p>Az egységes vízhatlanság alapelveinek ismerete</p>	<p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p>	<p>minden állapotában</p> <p>A hajó egységes vízhatlansága biztosításának fenntartása érdekében tett lépések összhangban vannak az elfogadott gyakorlattal</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A hajó tengerképességének fenntartása <i>(folytatás)</i>	<p>Az alapvetően foganatosítandó intézkedések ismerete az ép hajó részleges felhajtóerő-vesztesége esetén</p> <p><i>Hajóépítés</i></p> <p>A hajó főbb szerkezeti elemeinek általános ismerete és a különféle részek helyes elnevezései</p>	<p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p>	
Hajón keletkező tűz megelőzése, tűz eloltása	<p><i>Tűz megelőzése és tűzoltó berendezések</i></p> <p>Tűzoltó gyakorlat megszervezésének képessége</p> <p>A tűz osztályainak és vegyszeti összefüggéseinek ismerete</p> <p>Tűzoltó berendezések ismerete</p> <p>Tűz esetén megteendő tevékenység, beleértve az olajrendszereket érintő tüzeket</p>	<p>Jóváhagyott tűzoltó képzés során megszerzett alkalmasság értékelése és az A-VI/3. szakasz 1-3. pontjában előírt tapasztalat</p>	<p>A probléma típusának és kiterjedtségének kisédelemmentes meghatározása, valamint az elsődleges intézkedéseknek a vészhelyzeti tervben és vészhelyzeti eljárási szabályokban foglaltak szerinti végrehajtása</p> <p>Az evakuálás, a vészhelyzeti zárlatolás és izolálás eljárási megfelelnek a vészhelyzet természetének és kisédelem nélkül valósulnak meg.</p> <p>A prioritások sorrendje, a jelentéstételek szintje és gyakorisága, valamint a hajón lévő személyek tájékoztatása összefüggésben vannak a vészhelyzet természetével és a probléma sürgősségét tükrözik</p>
Életmentő felszerelés működtetése	<p><i>Életmentés</i></p> <p>Hajóelhagyási gyakorlatok</p>	<p>A-VI/2. szakasz 1-4. pontja szerinti, jóváhagyott képzés és tapasztalatok alapján</p>	<p>A hajó elhagyására, illetve az élet mentésére irányuló intézkedések megfelelőek-e</p>

	<p>megszervezésével kapcsolatos ismeretek megléte, mentőcsónak, és mentésre szolgáló felkutató vízi jármű, vízrebocsátó berendezéseik, valamint felszereléseik működtetése, ideértve az életmentési célú rádió-hírközlési készülék, az EPIRB, a SART működtetését és a vízhatlan és hőszigetelt ruházat használatát</p>	<p>megszerzett alkalmasság értékelése</p>	<p>a körülmények tükrében és kielégítik-e az elfogadott biztonsági gyakorlatok és előírások követelményeit</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Egészségügyi elsősegély nyújtása hajón	<p><i>Egészségügyi elsősegély</i></p> <p>Az egészségügyi útmutatások és a rádió útján kapott útmutatások hasznosítása, ideértve a szükséges ismereteken alapuló cselekvés képességét hajón bekövetkező baleset, illetve betegség esetén</p>	<p>Az A-VI/4. szakasz 1-3. pontja szerinti, jóváhagyott képzés során megszerzett alkalmasság értékelése</p>	<p>A sérülések és állapotok valószínű okának, természetének és kiterjedésének beazonosítása gyors és a kezelés minimálisra csökkenti az azonnali életveszélyt</p>
A jogi szabályozásnak megfelelő eljárásrend felügyelete	<p>Az életbiztonságra és a tengeri környezet biztonságára és védelmére vonatkozó IMO-egyezmények munkavégzéshez szükséges szintű ismerete</p>	<p>Vizsgáztatás, illetve jóváhagyott képzés során megszerzett alkalmasság értékelése</p> <p>jóváhagyott képzés</p>	<p>Az életbiztonsággal, valamint a tengeri környezet biztonságával és védelmével kapcsolatos jogszabályi előírások megfelelő szintű ismerete</p>
Vezetői és a csapatmunkával kapcsolatos készségek alkalmazása	<p>A hajószemélyzet irányításának és képzésének munkavégzéshez szükséges szintű ismerete</p> <p>A vonatkozó nemzetközi tengerészeti egyezmények és ajánlások, valamint a nemzeti jogszabályok ismerete</p> <p>A feladatok és a munkaterhelés menedzselésének készsége, ezen belül:</p> <p>.1 tervezés és koordináció</p> <p>.2 személyzet beosztása</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott képzés</p> <p>.2 jóváhagyott szolgálati gyakorlat</p> <p>.3 gyakorlati bemutató</p>	<p>A személyzet számára kijelölik a szolgálati feladatokat és tájékoztatják őket a munka és a viselkedés elvárt színvonaláról, oly módon, ami megfelel az illető egyéneknek</p> <p>A képzés céljai és a tevékenységek a jelenlegi szaktudáson, képességi szinteken és az üzemi követelményeken alapulnak</p> <p>Az üzemelés az irányadó szabályokkal összhangban történik</p> <p>Az erőforrásoknak a</p>

	<p>.3 idő- és erőforráskényszerek</p> <p>.4 prioritások felállítása</p> <p>A hatékony erőforrás-menedzsment alkalmazásának ismerete és képessége:</p> <p>.1 erőforrások elosztása, beosztása és prioritási sorrendjük felállítása</p> <p>.2 hatékony kommunikáció a hajón és a parton</p>		<p>feladatok végrehajtásához szükséges, helyes prioritási sorrendben történő, megfelelő elosztása és beosztása</p> <p>Világos és egyértelmű módon adott és fogadott közlések</p> <p>Hathatós vezetői magatartás tapasztalható</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Vezetői és a csapatmunkával kapcsolatos készségek alkalmazása <i>(folytatás)</i>	<p>.3 a döntések a csapat tapasztalatának mérlegelését tükrözik</p> <p>.4 magabiztosság és motivált vezetői képesség</p> <p>.5 helyzettudatosság megszerzése és fenntartása</p> <p>Döntéshozási technikák alkalmazásának ismerete és képessége:</p> <p>.1 helyzet- és kockázatfelmérés</p> <p>.2 az előállt lehetőségek meghatározása és mérlegelése</p> <p>.3 a követendő lépések meghatározása</p> <p>.4 az eredmény hatásfokának értékelése</p>		<p>A szükséges csapattagok megosztják a hajó jelenlegi és várható helyzetével és üzemi állapotával, valamint a külső környezettel kapcsolatos, pontos ismereteiket</p> <p>A helyzet szempontjából leghatékonyabb döntések</p>
Hozzájárulás a személyzet és a hajó biztonságához	<p>A személyes túlélési technikák ismerete</p> <p>Tűzmelegelőzési ismeretek, tűzoltási képesség</p> <p>Alapvető elsősegélynyújtási ismeretek</p> <p>Személyi biztonsággal és</p>	<p>Az A-VI/1. szakasz 2. bekezdése szerinti, jóváhagyott képzés és tapasztalatok alapján megszerzett alkalmasság értékelése</p> <p>A-VI/1 szakasz, 2. pont</p>	<p>A megfelelő biztonsági és védőfelszerelések helyes használata</p> <p>A személyzet és a hajó védelmét szolgáló eljárások és a biztonságos munkavégzést szolgáló gyakorlatok mindenkor betartása</p>

	társadalmi felelősséggel kapcsolatos ismeretek		<p>A környezet védelmét szolgáló eljárások mindenkor betartása</p> <p>A vészhelyzet felismerésekor megtett kezdeti majd az azt követő lépések megfelelnek a vészhelyzet esetén követendő eljárásoknak</p>
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A-III/2. szakasz

A 3000 kW vagy nagyobb főgép-teljesítményű hajón szolgáló gépüzemvezetők és másodgéptisztek képzésére vonatkozó kötelező minimumkövetelmények

Alkalmassági követelmény

1 3000 kW vagy annál nagyobb főgépteljesítményű tengeri hajón gépüzemvezetői és másodgéptiszti képesítésre pályázó jelöltnek tanúbizonytságot kell adnia az A-III/2 táblázat 1. oszlopában foglalt kötelezettségek és felelősség vállalására való alkalmasságáról.

2 A képesítéshez szükséges minimális tudást, hozzáértést és szakmai jártasságot az A-III/2. táblázat 2. oszlopa tünteti fel. Ez a felsorolás magában foglalja, kiszélesíti és elmélyíti az A-III/1 táblázatban a géptéri őrszolgálatért felelős géptisztek számára felsorolt kérdéseket.

3 Figyelemmel arra, hogy a másodgéptisztnak mindenkor készen kell állnia arra, hogy magára vállalja a gépüzemvezető kötelezettségeit, a kérdésekre vonatkozó értékelésnek tisztáznia kell a jelölt képességét arra, hogy elsajátítson minden hozzáférhető, a hajó gépeinek biztonságos üzemeltetésére és a tengeri környezet védelmével kapcsolatos teendőkre kiható információt.

4 Az A-III/2. táblázat 2. oszlopában meghatározott ismeretszint elegendő legyen ahhoz, hogy a jelölt gépüzemvezetői, illetve másodgéptiszti beosztásban dolgozhasson.

5 A szükséges elméleti tudás, gyakorlat és tapasztaltság, megértés és szaktudás eléréséhez figyelembe kell venni ennek a résznek idevágó követelményeit és a Szabályzat B részében szereplő útmutatást.

6 Az Igazgatás eltekinthet az olyan főüzemi berendezések ismeretének megkövetelésétől, amelyek nem olyan főüzemi berendezések, amelyekre a kiállítandó képesítés érvényes. Az ilyen alapon kiadott képesítés mindaddig nem érvényes azokra a típusú főüzemi berendezésekre, amelyeket benne nem tüntettek fel, ameddig a géptiszt nem igazolja alkalmasságát ezekben a kérdésekben. Bármely ilyen korlátozást a képesítésben és az érvényesítésben fel kell tüntetni.

7 A képesítésre pályázó jelöltnek igazolnia kell, hogy az alkalmasság igazolásának, illetve az alkalmasság értékelésének az A-III/2 táblázat 3. és 4. oszlopában foglalt módja, illetve kritériuma szerint a megkövetelt alkalmassági követelményszintet elérte.

Part menti hajózás

8 Az A-III/2 táblázat 2. oszlopának különböző részeiben foglalt követelmények a partmenti közlekedésben foglalkoztatott, korlátozott főgépteljesítményű hajók tisztikara tekintetében - amennyiben ezt szükségesnek ítélik - az ilyen vizeken közlekedő összes hajó biztonságát figyelembe véve módosíthatók. Bármely ilyen korlátozást a képesítésben és az érvényesítésben fel kell tüntetni.

A-III/2 táblázat

3000 kW vagy annál nagyobb főgépteljesítményű hajók gépüzemvezetőinek és másodgéptisztjeinek képesítésére vonatkozó minimális követelmények

Funkció: Tengerészeti gépüzem vezetői szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Gépüzem üzemének irányítása	Az alábbi gépek és kapcsolódó segédüzemek tervezési jellemzői és működési mechanizmusai: .1 hajó dízelmotor .2 hajó gőzüzeme .3 hajó gázturbina .4 hajó gőzkazán	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátoros képzés, ahol ez alkalmas .4 jóváhagyott képzés laboratóriumi berendezésen	A tervezési jellemzők és az üzemi mechanizmusok magyarázata és megértése megfelelő
Az üzem tervezése és ütemezése	<i>Elméleti tudás</i> Termodinamika és hőátvitel Mechanika és hidromechanika Dieselgépek-, gőz- és gázturbinák hajtó jellemzői, ideértve a sebességet, teljesítményt és üzemanyag fogyasztást Az alábbi berendezések hőciklusa, termikus hatásfoka és hőegyenlege: .1 hajó dízelmotor .2 hajó gőzüzeme	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátoros képzés, ahol ez alkalmas .4 jóváhagyott képzés laboratóriumi berendezésen	A tervezés és az üzemre való felkészülés megfelel a főüzemi berendezés tervezési paramétereinek és az út követelményeinek

	.3 hajó gázturbina		
	.4 hajó gőzkazán		

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Az üzem tervezése és ütemezése <i>(folytatás)</i>	Hűtőgépek és hűtési ciklus		
A fő és segédgépek üzeme, ellenőrzése, teljesítmény értékelése és biztonságának fenntartása	<p>Üzemanyagok és kenőanyagok fizikai és kémiai tulajdonságai</p> <p>Anyagok technológiája</p> <p>A hajó szerkezetének elmélete, beleértve a havaria elhárítását</p> <p><i>Gyakorlati ismeretek</i></p> <p>A fő és segédgépek beindítása és leállítása, a segédberendezésekkel együtt</p> <p>A főgépek üzemelésének határai a fő- és segédgépek hatékony üzemeltetése, felügyelete, teljesítményértékelése és biztonságának fenntartása</p> <p>A főgép automatikus vezérlési funkciói és mechanizmusa</p> <p>A segédgépek automatikus vezérlésének funkciói és mechanizmusa, a teljesség igénye nélkül, figyelembe véve az alábbiakat:</p> <p>.1 generátor elosztó rendszerek</p> <p>.2 gőzkazánok</p> <p>.3 olajtisztító rendszerek</p> <p>.4 hűtőrendszer</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>A beindítás előkészületi módszerei, valamint a rendelkezésre álló üzemanyagok, kenőanyagok, hűtővíz és levegő előkészítésének módszerei a legmegfelelőbbek.</p> <p>A nyomás, hőmérséklet és a fordulatszám értékek ellenőrzése az indítás és a bemelegítési időszak alatt a műszaki specifikációknak és az elfogadott munkaterveknek megfelelő</p> <p>A főgép és a segédüzemi rendszerek ellenőrzése megfelelő a biztonságos üzemi feltételek fenntartásához.</p> <p>A leállítás előfeltételei és a gép lehűtésének felügyeleti módszerei a legmegfelelőbbek</p> <p>A motorterhelés mérési módszerei megfelelnek a műszaki előírásoknak.</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A fő és segédgépek üzeme, ellenőrzése, teljesítmény értékelése és biztonságának fenntartása (<i>folytatás</i>)	.5 szivattyú és csővezeték rendszerek .6 kormányhajtás .7 rakodóberendezések és fedélzeti gépek		A végrehajtást a hídról adott parancsnoknak megfelelően ellenőrzik. A teljesítményszintek megfelelnek a műszaki előírásoknak
A tüzelőanyag- és ballasztműveletek	A gépek üzemeltetése és karbantartása, beleértve a szivattyú- és csővezetékrendszereket	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátoros képzés, ahol ez alkalmas	A tüzelőanyag- és ballasztműveletek megfelelnek az üzemeltetési követelményeknek és azokat úgy hajtják végre, hogy megelőzzék a tengeri környezet szennyezését

Funkció: Villamos berendezések, elektronikus készülékek és vezérlőrendszerek vezetői szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A villamos berendezések és az elektronikus vezérlőberendezések üzemeltetése	<i>Elméleti tudás</i> Tengerészeti elektrotechnika, elektronikus berendezések, teljesítmény elektronika, automatikus vezérléstechnika és biztonsági készülékek Az automatikus vezérlőberendezések és biztonsági készülékek tervezési jellemzői és rendszerkonfigurációi az alábbi területeken:	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat	A berendezések és rendszerek üzemeltetése az üzemeltetési utasítások szerint történik A teljesítményszintek megfelelnek a műszaki előírásoknak

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A villamos berendezések és az elektronikus vezérlőberendezések üzemeltetése (<i>folytatás</i>)	.1 főgép .2 generátor és elosztórendszer .3 gőzkazán Villamos motorok üzemeltető vezérlőberendezéseinek tervezési jellemzői és rendszerkonfigurációi Nagyfeszültségű berendezések tervezési jellemzői Hidraulikus és pneumatikus vezérlőberendezések pneumatikus jellemzői	.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas .4 jóváhagyott képzés laboratóriumi berendezésen	
Villamos és elektronikus vezérlőberendezések hibakeresése, üzemi állapotának helyreállítása	<i>Gyakorlati ismeretek</i> Villamos és elektronikus vezérlőberendezések hibakeresése Villamos, elektronikus vezérlőberendezések és biztonsági készülékek működési vizsgálata Ellenőrző rendszerek hibakeresése Szoftver verzió ellenőrzése	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátoros képzés, ahol ez alkalmas .4 jóváhagyott képzés laboratóriumi berendezésen	A karbantartási tevékenységek megfelelően megtervezettek, a műszaki, jogszabályi, biztonsági és eljárási előírásoknak megfelelően A berendezések ellenőrzése, vizsgálata és hibaelhárítása megfelelő

Funkció: Karbantartás és javítás vezetői szinten

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Biztonságos és hatékony karbantartási és javítási eljárások alkalmazása	<p><i>Elméleti ismeretek:</i> A hajó gépi berendezéseinek működése</p> <p><i>Gyakorlati ismeretek:</i> Biztonságos és hatékony karbantartási és javítási eljárások alkalmazása</p> <p>Karbantartás megtervezése, ideértve a jogszabályi megfelelés és hajóosztály szerinti szemléket</p> <p>Javítások megtervezése</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott képzés műhelyben</p>	<p>A karbantartási tevékenységek megfelelően megtervezettek és végrehajtottak, a technikai, jogszabályi, biztonsági és eljárási specifikációk szerint.</p> <p>Megfelelő tervek, specifikációk, anyagok és felszerelés áll rendelkezésre a karbantartáshoz és javításhoz</p> <p>Az alkalmazott intézkedések a legmegfelelőbb módszerrel érik el a hajógép helyreállítását.</p>
A hajógép rendellenes működése okának észlelése és beazonosítása és a hibák elhárítása	<p><i>Gyakorlati ismeretek</i></p> <p>Gépi üzemzavar észlelése, a hiba helyének meghatározása és a rongálódás elkerülése érdekében végzett tevékenység</p> <p>Berendezések ellenőrzése és beszbályozása</p> <p>Roncsolásmentes vizsgálat</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>A tényleges üzemi körülmények összevetésének módja megfelel az ajánlott gyakorlatnak és eljárásoknak</p> <p>A cselekmények és döntések megfelelnek az ajánlott üzemeltetési specifikációknak és korlátozásoknak</p>
Biztonságos munkavégzési gyakorlat	<p><i>Gyakorlati ismeretek</i></p> <p>Biztonságos munkavégzési gyakorlat</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p>	<p>A munkavégzési gyakorlat megfelel a jogszabályi előírásoknak, az eljárási szabályzatnak, valamint a munkavégzésre és környezetvédelemre vonatkozó engedélyeknek aggályok</p>

		.3 jóváhagyott képzés laboratóriumi berendezésen	
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Funkció: A hajó üzemelésének ellenőrzése és a hajón lévő személyekkel való törődés vezetői szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A trimm-, stressz- és stabilitás ellenőrzése	<p>A hajóépítés alapelveinek, valamint a trimmre és a stabilitásra ható elméletek és tényezők, továbbá a trimm és a stabilitás megőrzéséhez szükséges intézkedések megértése</p> <p>Valamely tér sérülése és ezt követő elárasztása által az úszáshelyzetre és a stabilitásra gyakorolt hatás, valamint a szükséges ellenintézkedések ismerete</p> <p>A hajóstabilitásra vonatkozó IMO-ajánlások ismerete</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p>	A stabilitás és a hajótest igénybevétele folyamatosan a biztonságos határértékek között marad
A jogi szabályozásnak megfelelő eljárásrend felügyelete és ellenőrzése a tengeri életbiztonság és a tengeri környezetvédelem érdekében	<p>A nemzetközi megállapodásokban és egyezményekben foglalt nemzetközi normák ismerete</p> <p>Különös figyelmet kell szentelni az alábbiaknak:</p> <p>.1 a nemzetközi egyezmények szerint a hajón tartandó bizonyítványok; azok kiállításának rendje és érvényességi ideje</p> <p>.2 a merülésvonalakról szóló 1966. évi, módosított nemzetközi egyezmény vonatkozó előírásaiban meghatározott felelőségek</p> <p>.3 az Életbiztonság a tengeren tárgyú 1974. évi, módosított nemzetközi egyezmény vonatkozó</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p>	<p>A műveletek és a karbantartás megfigyelési eljárásai megfelelnek a jogszabályokban foglaltaknak</p> <p>Az esetleges meg nem felelést gyorsan és teljes mértékben kiküszöbölik</p> <p>A bizonyítványok megújítására és meghosszabbítására vonatkozó követelmények biztosítják azok folyamatos érvényességét a szemleköteles objektumok és berendezések tekintetében</p>

	előírásaiban meghatározott felelősségek		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A jogi szabályozásnak megfelelő eljárásrend felügyelete és ellenőrzése a tengeri életbiztonság és a tengeri környezetvédelem érdekében <i>(folytatás)</i>	<p>.4 a hajókról történő szennyezés megelőzéséről szóló, módosított nemzetközi egyezményben foglalt felelősségek</p> <p>.5 tengeri egészségügyi nyilatkozatok és a nemzetközi egészségügyi szabályok követelményei</p> <p>.6 a hajók, utasok, személyzet vagy rakomány biztonságát érintő nemzetközi egyezmények szerinti felelősség</p> <p>.7 módszerek és eszközök a környezet hajók által történő szennyezésének megakadályozására</p> <p>.8 a nemzetközi jog ismerete a nemzetközi megállapodások és egyezmények végrehajtására</p>		
A hajó, a személyzet és az utasok, valamint az életmentő, tűzoltó és egyéb biztonsági berendezések üzemkész állapotának biztosítása	<p>Az életmentő felszerelésre vonatkozó előírások (Életbiztonság a tengeren tárgyú nemzetközi egyezmény) alapos ismerete</p> <p>Tűzoltó és hajóelhagyási gyakorlatok szervezése</p> <p>Az életmentés működőképes állapotának fenntartása, tűzoltó és egyéb biztonsági berendezések</p> <p>A hajón lévő személyek vészhelyzetben történő védelme és biztonsága érdekében teendő</p>	Vizsgáztatás, valamint gyakorlati oktatás, jóváhagyott szolgálati kiképzés és tapasztalatok során megszerzett alkalmasság értékelése	A tűzjelző és biztonsági rendszerek megfigyelési és ellenőrzési eljárásai biztosítják az összes vészjelzés gyors észlelését és a vészhelyzetekre megállapított intézkedések foganatosítását

	intézkedések		
	Tűz, robbanás, összeütközés vagy zátonyrafutás után a sérülés következményeinek lokalizálására és a hajó mentésére teendő intézkedések		

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Vészhelyzeti riadótervek és kárelhárítási tervek készítése, a vészhelyzetek kezelése	Hajóépítés, kárelhárítás Tűz megelőzési, tűzfelderítési és tűzoltási módszerek és segítségnyújtás Az életmentő felszerelés funkciói és használata	Vizsgáztatás, valamint jóváhagyott szolgálati kiképzés és tapasztalatok során megszerzett alkalmasság értékelése	A vészhelyzeti eljárások összhangban vannak az ilyen helyzetekre kidolgozott tervekkel
Vezetési és szervezési jártasságok alkalmazása	A hajószemélyzet irányítására és képzésére irányuló ismeret A vonatkozó nemzetközi tengerészeti egyezmények és ajánlások, valamint a nemzeti jogszabályok ismerete A feladatok és a munkaterhelés menedzselésének készsége, ezen belül: .1 tervezés és koordináció .2 személyzet beosztása .3 idő- és erőforráskényszerek .4 prioritások felállítása A hatékony erőforrás-menedzsment alkalmazásának ismerete és képessége: .1 erőforrások elosztása, beosztása és prioritási sorrendjük felállítása	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott képzés .2 jóváhagyott szolgálati gyakorlat .3 jóváhagyott szimulátor képzés	A személyzet számára kijelölik a szolgálati feladatokat és tájékoztatják őket a munka és a viselkedés elvárt színvonaláról, oly módon, ami megfelel az illető egyéneknek A képzés céljai és a tevékenységek a jelenlegi szaktudáson, képességi szinteken és az üzemi követelményeken alapulnak Az üzemelés az irányadó szabályokkal összhangban történik Az erőforrásoknak a feladatok végrehajtásához szükséges, helyes prioritási sorrendben történő, megfelelő elosztása és beosztása Világos és egyértelmű módon adott és fogadott közlések Hathatós vezetői magatartás tapasztalható

	.2 hatékony kommunikáció a hajón és a parton		
	.3 a döntések tükrözik a csapat tapasztalatának figyelembe vételét		

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Vezetési és szervezési jártasságok alkalmazása (folytatás)	.4 magabiztosság és motivált vezetői képesség .5 helyzettudatosság megszerzése és fenntartása Döntéshozási technikák alkalmazásának ismerete és képessége: .1 helyzet- és kockázatfelmérés .2 az előállt lehetőségek meghatározása és mérlegelése .3 a cselekvés folyamatának megválasztása .4 az eredmény hatásfokának értékelése A szokásos működési eljárások kialakítása, végrehajtása és ellenőrzése		A szükséges csapattagok megosztják a hajó jelenlegi és várható helyzetével és üzemi állapotával, valamint a külső környezettel kapcsolatos, pontos ismereteiket A helyzet szempontjából leghatékonyabb döntések Az üzemelés hatékony és megfelel az irányadó szabályoknak

A-III/3. szakasz

A 750 kW és 3000 kW közötti főgép-teljesítményű hajón szolgáló gépüzemvezetők és másodgéptisztek képesítésére vonatkozó kötelező minimumkövetelmények

Alkalmassági követelmény

1 A-III/2. 750 és 3000 kW közötti főgépteljesítményű tengeri hajón gépüzemvezetői és másodgéptiszti képesítésre pályázó jelöltnek az A-III/2 táblázat 1. oszlopában felsorolt vezetői kötelezettségekre és felelősségvállalásra való felkészültségéről kell tanúbizonyságot adnia.

2 A képesítéshez szükséges minimális tudást, hozzáértést és szakmai jártasságot az A-III/2. táblázat 2. oszlopa tünteti fel. Ez a felsorolás magában foglalja, kiszélesíti és elmélyíti az A-III/1 táblázatban a felügyelt géptérben őrszolgálatot teljesítő géptiszt, vagy az

időszakosan felügyelet nélküli géptérben őrszolgálatért felelős géptisztek számára felsorolt kérdéseket.

3 Figyelemmel arra, hogy a másodgéptisztnak mindenkor készen kell állnia arra, hogy magára vállalja a gépüzemvezető kötelezettségeit, a kérdésekre vonatkozó értékelésnek tisztáznia kell a jelölt képességét arra, hogy elsajátítson minden hozzáférhető, a hajó gépeinek biztonságos üzemeltetésére és a tengeri környezet védelmével kapcsolatos teendőkre kiható információt.

4 Az A-III/1. táblázat 2. oszlopában feltüntetett anyag tudásának szintje csökkenthető, de elegendő legyen ahhoz, hogy a jelölt az ebben a szakaszban foglalt határértékek közötti főgépteljesítményű hajón gépüzemvezetői, illetve másodgéptiszti beosztásban dolgozhasson.

5 A szükséges elméleti tudás, gyakorlat és tapasztaltság, megértés és szaktudás eléréséhez figyelembe kell venni ennek a résznek idevágó követelményeit és a Szabályzat B részében szereplő útmutatást.

6 Az Igazgatás eltekinthet az olyan főüzemi berendezések ismeretének megkövetelésétől, amelyek nem olyan főüzemi berendezések, amelyekre a kiállítandó képesítés érvényes. Az ilyen alapon kiadott képesítés mindaddig nem érvényes azokra a típusú főüzemi berendezésekre, amelyeket benne nem tüntettek fel, ameddig a géptiszt nem igazolja alkalmasságát ezekben a kérdésekben. Bármely ilyen korlátozást a képesítésben és az érvényesítésben fel kell tüntetni.

7 A képesítésre pályázó jelöltnek igazolnia kell, hogy az alkalmasság igazolásának, illetve az alkalmasság értékelésének az A-III/2 táblázat 3. és 4. oszlopában foglalt módja, illetve kritériuma szerint a megkövetelt alkalmassági követelményszintet elérte.

Part menti hajózás

8 Az A-III/2 táblázat 2. oszlopában felsorolt különböző szakaszok, illetve a III/3. rendelkezés 2.1.1. és 2.1.2. bekezdéseiben foglalt követelmények a partmenti közlekedésben foglalkoztatott, korlátozott főgépteljesítményű hajók tisztkara tekintetében amennyiben ezt szükségesnek ítélik - az ilyen vizeken közlekedő összes hajó biztonságát figyelembe véve módosíthatók. Bármely ilyen korlátozást a képesítésben és az érvényesítésben fel kell tüntetni.

A-III/4. szakasz

A személyzettel ellátott géptérben őrszolgálat részét képező vagy az időszakosan személyzet nélküli géptérben kijelölt ügyeletet teljesítő személyzeti állományú gépészek képzésére vonatkozó kötelező minimumkövetelmények

Alkalmassági követelmény

1 Tengerjáró hajó fedélzetén géptéri őrszolgálatot nyújtó beosztotti képesítésre pályázó jelöltnek tanúbizonyosságot kell adnia arról, hogy beosztotti szinten el tudja látni a hajó gépüzemével kapcsolatos feladatát az A-III/4. táblázat 1. oszlopában előírtak szerint.

2 A géptéri őrszolgálatot nyújtó beosztottaktól megkövetelt minimális tudást, hozzáértést és szakmai jártasságot az A-III/4. táblázat 2. oszlopa tünteti fel.

3 Minden képesítésre pályázó jelöltnek igazolnia kell, hogy a megkövetelt alkalmassági követelményszintet az alkalmasság igazolásának, illetve az alkalmasság értékelésének az A-III/4 táblázat 3. és 4. oszlopában foglalt módja, illetve kritériuma szerint elérte. A 3. oszlopban az "ellenőrzés a gyakorlatban" utalás magában foglalhatja a jóváhagyott parti képzést, amelynek során az oktatásban résztvevők az ellenőrzésen a gyakorlatban esnek át.

4 Abban az esetben, ha a beosztotti szinten egyes meghatározott funkciókra az alkalmassági táblázatok hiányoznak, az Igazgatás köteles azokat a vonatkozó képzési, értékelési és képesítési követelményeket megállapítani, amelyeket az ezeket a funkciókat beosztotti szinten ellátni kijelölt személyzetre alkalmazni kell.

A-III/4 táblázat

Minimális követelmények a géptéri őrszolgálat tagjai részére

Funkció: A hajó gépüzemi berendezései őrszolgálati beosztotti szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>A szokásos géptéri őrszolgálati kötelezettségek teljesítése, amelyeket a legénység tagjaira bízna</p> <p>Meg kell érteni a parancsokat, és érthetőnek kell lenni az őrszolgálatra vonatkozó kötelezettségekhez tartozó kérdésekben</p>	<p>A géptérben alkalmazott terminológia és a gépek és berendezések megnevezése</p> <p>A géptéri őrszolgálat ellátásának rendje</p> <p>Biztonságos munkavégzési gyakorlat a géptéri tevékenység kapcsán</p> <p>A környezet védelmét szolgáló eljárások alapjainak ismerete</p> <p>A megfelelő belső hírközlő rendszer alkalmazása</p> <p>Géptéri riasztó rendszerek és képesség a különböző riasztások közötti különbségtételre, különös tekintettel a tűzoltógáz alkalmazására figyelmeztető riasztásra</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat;</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat; vagy</p> <p>.3 gyakorlati teszt</p>	<p>A kommunikáció szabatos és pontos, és abban az esetben, ha az információ vagy utasítás nem volt világosan érthető, a parancsnoki hidon őrszolgálatot teljesítő személytől tanácsot, illetve magyarázatot kérnek</p> <p>Az őrszolgálat ellátása, az őrszolgálat átadása és az őrszolgálatból való távozás megfelel az elfogadott gyakorlatnak és eljárásoknak</p>
<p>Kazántéri őrszolgálat</p> <p>A szükséges vízszint és göznyomás fenntartása</p>	<p>A kazánok biztonságos üzemeltetése</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat;</p>	<p>A kazán állapotának megítélése pontos és a helyi és távérzékelőkről leolvasott információkon, továbbá a közvetlen ellenőrzéseken alapul</p> <p>A módosítások sorrendje</p>

		.2 jóváhagyott, iskolahajón szerzett gyakorlat	és időzítése fenntartja a biztonságot és az optimális hatásfokot
		.3 gyakorlati vizsga; vagy	
		.4 jóváhagyott szimulátoros képzés, ahol ez alkalmas	

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Vészhelyzeti felszerelés működtetése, vészhelyzeti eljárások végrehajtása	A vészhelyzeti kötelezettségek ismerete A géptéri menekülési útvonalak A géptéri tűzoltó berendezések elhelyezésének ismerete és használatának ismerete	A megszerzett alkalmasság értékelése végrehajtott gyakorlat alapján, illetve elismert szolgálatban szerzett hajófedélzeti gyakorlat vagy jóváhagyott iskolahajós képzés alapján történik	A vészhelyzetben vagy a normálistól eltérő helyzetben az elsődleges cselekmények megfelelnek a kialakult gyakorlatnak és eljárásoknak A kommunikáció mindig szabatos és pontos, a parancsokat a jó tengerész gyakorlatnak megfelelően igazolják vissza

A-III/5. szakasz

A személyzettel ellátott géptérben tengerhajózási gépész szolgálatot teljesítő vagy az időszakosan személyzet nélküli géptérben kijelölt ügyeletet teljesítő személyzeti állományú gépészek képzésére vonatkozó kötelező minimumkövetelmények

Alkalmassági követelmény

1 Minden legénységi géptéri beosztott aki 750 kW, vagy ennél nagyobb főgépteljesítményű tengerjáró hajón teljesít szolgálatot, köteles tanúbizonyosságát adni, hogy beosztotti szinten képes az A-III/5. táblázat 1. oszlopában felsorolt tevékenységek végrehajtására.

2 A 750 kW vagy ennél nagyobb főgépteljesítményű tengerjáró hajón géptéri szolgálatot teljesítő beosztottól megkövetelt minimális tudás, megértés és jártasság az A-III/5. táblázat 2. oszlopában van felsorolva.

3 A képzésre pályázó jelöltnek igazolnia kell, hogy az alkalmasság igazolásának, illetve az alkalmasság értékelésének az A-III/5 táblázat 3. és 4. oszlopában foglalt módja, illetve kritériuma szerint a megkövetelt alkalmassági követelményszintet elérte.

A-III/5 táblázat

Felügyelt, vagy időszakosan felügyelet nélküli gépterű hajókon géptéri őrszolgálat beosztott tagjai, illetve kijelölt tagjai által elvégzett feladatokkal kapcsolatos alkalmasság minimális követelményei

Funkció: A hajó gépüzemi berendezései őrszolgálati beosztotti szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Hozzájárulás egy biztonságos gépüzemi őrszolgálat tartásához	<p>Képesség a parancsok megértésére és az őrszolgálatos tiszttel folytatott kommunikációra az őrszolgálati feladatokkal kapcsolatos ügyekben</p> <p>Az őrszolgálat helyettesítésének, teljesítésének és átadásának eljárásai</p> <p>A biztonságos őrszolgálat ellátásához szükséges információk</p>	A megszerzett alkalmasság értékelése elismert szolgálatban szerzett tapasztalat vagy gyakorlati teszt alapján	<p>A kommunikáció szabatos és érthető</p> <p>Az őrszolgálat teljesítése, átadása és helyettesítése megfelel az elfogadható gyakorlatoknak és eljárásoknak</p>
Hozzájárulás a géptéri őrszolgálat figyelemmel kíséréséhez és ellenőrzéséhez	<p>A főgép és a segédüzemi gépek funkciójának és működésének alapvető ismerete</p> <p>A főgép- és segédüzemi berendezések vezérlési nyomásainak, hőmérsékleteinek és szintjeinek alapvető megértése</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat;</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat; vagy</p> <p>.3 gyakorlati teszt</p>	<p>A főgép és a segédüzemi berendezések ellenőrzési gyakorisága és kiterjedése megfelel az elfogadott elveknek és eljárásoknak</p> <p>A normától való eltérések beazonosítása</p> <p>A nem biztonságos körülményeket és a potenciális veszélyeket azonnal felismerik, jelentik és elhárítják a munka folytatása előtt</p>
Hozzájárulás az üzemanyagfeltöltési és olajátfejtési műveletekhez	<p>Az üzemanyag rendszer funkciójának és működésének, valamint az olajátöltési műveletek ismerete, ideértve a következőket:</p> <p>.1 előkészületek az üzemanyagfeltöltési és átfejtési műveletekhez</p> <p>.2 eljárások az üzemanyagfeltöltő és átfejtő tömlők csatlakoztatására és lebontására</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 gyakorlati képzés</p> <p>.3 vizsga</p>	<p>Az átfejtési műveleteket a meghatározott biztonsági gyakorlatok és a berendezések kezelési utasításai szerint hajtják végre</p> <p>A veszélyes és káros folyadékok kezelése megfelel a meghatározott biztonsági gyakorlatoknak</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Hozzájárulás az üzemanyagfeltöltési és olajátfejtési műveletekhez (folytatás)	.3 az üzemanyagfeltöltési vagy átfejtési műveletek során esetleg előforduló eseményekkel kapcsolatos eljárások .4 az üzemanyagfeltöltési és átfejtési műveletek biztosítása .5 képesség a tartálysintek pontos megmérésére és azok jelentésére	.4 jóváhagyott, iskolahajón szerzett gyakorlat Alkalmasság értékelése gyakorlati bemutató alapján	A kezelő felelősségi területén belüli kommunikáció folyamatosan sikeres
Fenekvíz és ballaszt műveletekben való részvétel	A fenékvíz és ballaszt rendszerek biztonságos funkcióinak, üzemeltetésének és karbantartásának ismerete, ideértve az alábbiakat: .1 az átfejtési műveletekkel kapcsolatos események jelentése .2 képesség a tartálysintek pontos megmérésére és azok jelentésére	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 gyakorlati képzés .3 vizsga .4 jóváhagyott, iskolahajón szerzett gyakorlat Alkalmasság értékelése gyakorlati bemutató alapján	A műveletek és a karbantartás végrehajtása a meghatározott biztonsági gyakorlatok és a berendezés üzemeltetési utasítások szerint történnek, elkerülnek a tengeri környezet szennyezését A kezelő felelősségi területén belüli kommunikáció folyamatosan sikeres
Hozzájárulás a berendezés és gépek üzemeltetéséhez	Berendezések biztonságos üzemeltetése, ideértve az alábbiakat: .1 szelepek és szivattyúk .2 csörlők és emelőberendezések .3 rakodótér fedelek, vízzáró ajtók, nyílások és kapcsolódó berendezések	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 gyakorlati képzés .3 vizsga .4 jóváhagyott, iskolahajón szerzett gyakorlat Alkalmasság értékelése gyakorlati bemutató alapján	A műveletek végrehajtására az érvényes biztonsági gyakorlatoknak és a felszerelés üzemeltetésére vonatkozó utasításoknak megfelelően kerül sor A kezelő felelősségi területén belüli kommunikáció folyamatosan sikeres

	Képesség az alapvető daruzási, csörlőzési és emelési jelzések használatára és megértésére		
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Funkció: Villamos berendezések, elektronikus készülékek és vezérlőrendszerek őrszolgálati beosztotti szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Elektromos berendezések biztonságos használata	Elektromos berendezések biztonságos használata és üzemeltetése, ezen belül: .1 biztonsági óvintézkedések a munka vagy a javítás megkezdése előtt .2 elkülönítési eljárások .3 vészhelyzeti eljárások .4 különböző fedélzeti feszültségek Az áramütés okainak és a megelőzése érdekében követendő óvintézkedések ismerete	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 gyakorlati képzés .3 vizsga .4 jóváhagyott, iskolahajón szerzett gyakorlat	A elektromossággal kapcsolatos veszélyek és a megbízhatatlan berendezések felismerése és jelentése A kéziszerszámok biztonságos feszültségének ismerete A nagyfeszültségű berendezésekkel és a fedélzeti munkával kapcsolatos kockázatok megértése

Funkció: Karbantartás és javítás beosztotti szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Közreműködés a hajón végzett karbantartás és javítás során	Képesség festő- és kenőanyagok, tisztítószerek és felszerelések használatára Képesség a rutin karbantartási és javítási eljárások megértésére és végrehajtására Felületelőkészítési technikák ismerete A biztonságos hulladék-ártalmatlanítással kapcsolatos ismeretek	Alkalmasság értékelése gyakorlati bemutató alapján Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 gyakorlati képzés .3 vizsga	A karbantartási tevékenység a műszaki, biztonsági és eljárási előírásoknak megfelelően zajlik A berendezések és eszközök kellő megválasztása és használata

	Gyártói biztonsági útmutató és hajófedélzeti utasítások megértése	.4 jóváhagyott, iskolahajón szerzett gyakorlat	
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Közreműködés a hajón végzett karbantartás és javítás során <i>(folytatás)</i>	Kéziszerszámok és kézi gépek, valamint mérőműszerek és szerszámgépek alkalmazásának, karbantartásának és használatának ismerete		

Funkció: A hajó üzemelésének ellenőrzése és a hajón lévő személyekkel való törődés beosztotti szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Közreműködés a raktárkészlet kezelésében	A raktárkészlet biztonságos kezelése, elrendezése és rögzítése eljárásainak ismerete	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 gyakorlati képzés .3 vizsga .4jóváhagyott oktatási gyakorlat a hajón	A raktárkezelési műveleteket az érvényes biztonsági gyakorlatnak és a berendezések kezelési utasításainak megfelelően hajtják végre. A veszélyes, kockázatos és káros raktárkészlet kezelése megfelel az érvényes biztonsági gyakorlatnak A kezelő felelősségi területén belüli kommunikáció folyamatosan sikeres
Óvintézkedések megtétele és közreműködés a tengeri környezet szennyezésének megelőzéséhez	A tengeri környezet szennyezésének megakadályozását szolgáló elővigyázatossági rendszabályok ismerete A szennyezés megakadályozását szolgáló berendezések használatának és működésének ismerete	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 gyakorlati képzés .3 vizsga .4jóváhagyott oktatási gyakorlat a hajón	A tengeri környezet védelmét szolgáló eljárások mindenkor betartása

	A tengeri szennyezőanyagok ártalmatlanítására elfogadott módszerek ismerete		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Munkaegészségügyi és munkavédelmi eljárások alkalmazása	A biztonságos munkavégzési gyakorlatok és a személyi fedélzeti biztonság munkavégzéshez szükséges szintű ismerete, ezen belül: 0,1 elektromos biztonság .2 biztonsági zárolás/megjelölés .3 mechanikai biztonság .4 rendszerekkel folytatott munkavégzésre szóló engedély .5 magasban (árbocon) végzett munka .6 zárt helyeken végzett munka .6 a hátsérülés megelőzését szolgáló emelési technikák és módszerek 0,8 vegyi és biológiai anyagokkal kapcsolatos biztonság 0,9 személyi védőfelszerelés	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 gyakorlati képzés .3 vizsga .4 jóváhagyott, iskolahajón szerzett gyakorlat	Mindenkor betartják a személyzet és a hajó biztonságát szolgáló eljárásokat A biztonságos munkavégzési gyakorlatot betartják és a megfelelő biztonsági és védőfelszerelést mindenkor helyesen használják

A-III/6. szakasz

Az elektrotechnikus tisztek képzésére vonatkozó kötelező minimumkövetelmények

Képzés

1 A III/6. szakasz 2.3. bekezdésében előírt oktatás és képzés foglalja magában az elektrotechnikus tisztek feladataihoz kapcsolódó elektronikai és villamos műhelyismeretek oktatását.

Képzés a hajón

2 Az elektrotechnikus tisztek képesítésére jelöltek mindegyike fedélzeti képzés jóváhagyott programját kell hogy teljesítse, amely:

- .1 biztosítja, hogy a tengeri szolgálat szükséges időtartama alatt a jelölt rendszeres gyakorlati képzésben részesül, és tapasztalatot szerez egy elektrotechnikus tiszti feladatait, kötelezettségeit és felelősségét illetően;
- .2 képesített és szakképzett tisztek által szorosan felügyelt és ellenőrzött hajók fedélzetén, ahol a jóváhagyott tengeri szolgálatot teljesítik; és
- .3 megfelelően dokumentált egy képzési nyilvántartási könyvben.

Alkalmassági követelmény

3 Minden elektrotechnikus tiszti képesítésre pályázó jelölt köteles bemutatni képességét az A-III/6. táblázat 1. oszlopában felsorolt feladatok, köteleességek és felelősségek teljesítésére.

4 A képesítéshez szükséges minimális ismeretek, megértés és jártasság felsorolás az A-III/6. táblázat 2. oszlopában található, és figyelembe kell venni a jelen szabályzat B. részében található útmutatást is..

5 Minden képesítésre jelöltnek tanúbizonyságot kell nyújtania arról, hogy teljesítette az A-III/6. táblázat 3. és 4. oszlopában szereplő előírt alkalmassági normát.

A-III/6 táblázat

Az elektrotechnikus tisztek alkalmasságához előírt minimális követelmények

Funkció: Villamos berendezések, elektronikus készülékek és vezérlőrendszerek szolgálatvezetői szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A villamos, elektronikus és vezérlőrendszerek működésének megfigyelése	Mechanikus géprendszerek működésének alapfokú megértése, ideértve az alábbiakat: .1 hajtóművek, beleértve a főgép-üzemet .2 géptermi segédberendezés .3 kormány szerkezet .4 rakománykezelő rendszerek	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátoros képzés, ahol ez alkalmas	A berendezések és a rendszerek működése a kezelési utasítások szerint történik A teljesítményszintek megfelelnek a műszaki előírásoknak

	<p>.5 fedélzeti gépek</p> <p>.6 szállodai rendszerek</p> <p>Hőátadás, mechanika és hidromechanika alapfokú ismerete</p> <p><i>A következőkkel kapcsolatos ismeretek:</i></p> <p>Elektrotechnika és villamosgépek elmélete</p> <p>Elektronika és teljesítmény elektronika alapvető ismeretei</p> <p>Áramelosztó táblák és villamos berendezések</p> <p>Az automatizálás, automatikus vezérlőrendszerek és technika alapjai</p> <p>Műszerezés, riasztó- és monitoring rendszerek</p> <p>Villamos hajtóművek</p>	.4 jóváhagyott képzés laboratóriumi berendezésen	
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A villamos, elektronikus és vezérlőrendszerek működésének megfigyelése <i>(folytatás)</i>	<p>Villamos anyagok technológiája</p> <p>Elektrohidraulikus és elektropneumatikus vezérlőrendszerek</p> <p>A veszélyhelyzetek értékelése és az 1000V föléti villamosrendszerek üzemeltetésénél szükséges óvintézkedések</p>		
A főgép és a segédberendezések vezérlő rendszereinek előkészítése az üzemeltetéshez	A főgép és a segédberendezések vezérlő rendszereinek előkészítése az üzemeltetéshez	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p>	A főgép és a segédberendezések felügyelete megfelelő a biztonságos üzemi feltételek fenntartásához

		.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas .4 jóváhagyott képzés laboratóriumi berendezésen	
Generátorok és elosztórendszerek üzemeltetése	Generátorok összekapcsolása, a terhelés megosztása és átkapcsolása Kapcsolatok létrehozása és megszakítása a kapcsolótáblák és elosztópanelek között	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátoros képzés, ahol ez alkalmas .4 jóváhagyott képzés laboratóriumi berendezésen	A műveletek megtervezése és végrehajtása a gépkönyveknek, az érvényes szabályoknak és eljárásoknak megfelelően történik, biztosítva az üzembiztonságot Az elektromos elosztórendszerek megérthetők és megmagyarázhatók rajzok/utasítások alapján

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
1000 V feszültség szint fölötti villamosrendszerek üzemeltetése és karbantartása	<i>Elméleti tudás</i> Nagyfeszültségű technológia Biztonsági óvintézkedések és eljárások Hajók villamos hajtása, villamosmotorok és vezérlőrendszerek <i>Gyakorlati ismeretek</i> Nagyfeszültségű rendszerek biztonságos üzemeltetése és karbantartása, ideértve a nagyfeszültségű rendszerek különleges műszaki típusainak és az 1000 V fölötti üzemi feszültségből adódó veszélyhelyzetek ismeretét	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátoros képzés, ahol ez alkalmas .4 jóváhagyott képzés laboratóriumi berendezésen	A műveletek megtervezése és végrehajtása a gépkönyveknek, az érvényes szabályoknak és eljárásoknak megfelelően történik, biztosítva az üzembiztonságot

Számítógépek és számítógéphálózatok üzemeltetése hajókon	Az alábbiak megértése: .1 adatfeldolgozás főbb jellemzői .2 számítógépes hálózatok telepítése és használata hajókon .3 a hajóhídra telepített, a géptérben felszerelt és a kereskedelmi célú számítógépek használata	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátoros képzés, ahol ez alkalmas .4 jóváhagyott képzés laboratóriumi berendezésen	A számítógépes hálózatok és a számítógépek helyes ellenőrzése és kezelése
Írott és szóbeli angol nyelv használata	Az angol nyelv megfelelő ismerete, melynek eredményeként a tiszt képes a műszaki kiadványok használatára és feladatainak elvégzésére	Vizsgáztatás és a gyakorlati utasításokból szerzett bizonyíték értékelése	A tiszt feladatokkal összefüggő angol nyelvű kiadványok helyes értelmezése A kommunikáció szabatos és érthető

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Belső kommunikációs rendszerek használata	Az összes fedélzeti belső kommunikációs rendszer üzemeltetése	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátoros képzés, ahol ez alkalmas .4 jóváhagyott képzés laboratóriumi berendezésen	A közlemények adása és vétele következetesen sikeres A közlemények rögzítése teljes körű és pontos, az megfelel a jogszabályi előírásoknak

Funkció: Karbantartás és javítás üzemeltetési szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Elektromos és elektronikus berendezések karbantartása és javítása	<p>A fedélzeti villamosrendszereken folytatott munkavégzésre vonatkozó biztonsági követelmények, beleértve a villamosberendezések biztonságos leválasztását, mielőtt engedélyezhető lenne a személyzet munkavégzése az ilyen berendezéseken</p> <p>A villamosrendszer berendezéseinek, kapcsolótábláinak, a villamosmotorok, a generátorok és egyenáramú villamosrendszerek és berendezések karbantartása és javítása</p> <p>Az elektromos működési zavar észlelése, a hiba helyének meghatározása és a rongálódás elkerülése érdekében tett intézkedések</p> <p>Elektromos tesztberendezések és mérőeszközök szerkezeti felépítése és működése</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 Jóváhagyott szakképzés műhelyben</p> <p>.2 jóváhagyott gyakorlati tapasztalat és vizsgák</p> <p>.3 jóváhagyott szolgálati tapasztalat</p> <p>.4 jóváhagyott iskolahajón szerzett tapasztalat</p>	<p>A biztonságos munkavégzést szolgáló, megfelelő intézkedések</p> <p>A kéziszerszámok, mérőeszközök és tesztberendezések kellő megválasztása, az eredmények pontos értelmezése</p> <p>A berendezések szétszerelése, ellenőrzése, javítása és összeszerelése megfelel a kézikönyveknek és a követendő gyakorlatnak</p> <p>Az összeszerelés és teljesítménytesztelés megfelel a kézikönyveknek és a követendő gyakorlatnak</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Elektromos és elektronikus berendezések karbantartása és javítása <i>(folytatás)</i>	<p>Az alábbi berendezések és összeállítások funkciója és teljesítményvizsgálatai:</p> <p>.1 megfigyelő rendszerek</p> <p>.2 automatikus vezérlőegységek</p> <p>.3 biztonsági berendezések</p> <p>Villamos- és elektronikus diagramok értelmezése</p>		

<p>A főgép és segédberendezések automatizálási és vezérlőrendszereinek karbantartása és javítása</p>	<p>Megfelelő elektromos és mechanikus ismeretek és jártasságok</p> <p><i>Biztonsági és vészhelyzeti eljárások</i></p> <p>A berendezések és a hozzájuk kapcsolódó rendszerek biztonságos elkülönítése azt megelőzően, hogy a személyzet engedélyt kapna az velük kapcsolatos munkavégzésre</p> <p>Teszteléssel, karbantartással, hibakereséssel és javítással kapcsolatos, gyakorlati ismeretek</p> <p>Tesztelés, hibaészlelés, valamint az elektromos és elektronikus vezérlőberendezések üzemszerű állapotának biztosítása és helyreállítása</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>A hibás működésnek a berendezésre és a kapcsolódó rendszerekre gyakorolt hatását pontosan határozzák meg, a hajón lévő műszaki rajzokat helyesen olvassák, a mérő és kalibráló készülékeket helyesen használják, a megtett intézkedések megalapozottak</p> <p>A gépek és berendezések leválasztása, szétszerelése és összeszerelése a gyártók biztonsági útmutatói és a fedélzeti utasítások, valamint a jogszabályba foglalt előírások és biztonsági specifikációk szerint történik. A meghozott intézkedés az adott körülmények és feltételek figyelembe vételével a legalkalmasabb és legmegfelelőbb módszerekkel eredményezi az automatizált és vezérlőrendszerek helyreállítását</p>
<p>A parancsnoki hídon telepített navigációs berendezések és hajókommunikációs rendszerek karbantartása és javítása</p>	<p>A navigációs berendezések a belső és küldő kommunikációs rendszerek elveinek és karbantartási eljárásainak ismerete</p> <p><i>Elméleti tudás:</i></p> <p>Tűzveszélyes területen működő elektromos és elektronikus rendszerek</p>		<p>A hibás működésnek a berendezésre és a kapcsolódó rendszerekre gyakorolt hatását pontosan határozzák meg, a hajón lévő műszaki rajzokat helyesen olvassák, a mérő és kalibráló készülékeket helyesen használják, a megtett intézkedések megalapozottak</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>A parancsnoki hídon telepített navigációs berendezések és hajókommunikációs rendszerek karbantartása és javítása <i>(folytatás)</i></p>	<p><i>Gyakorlati ismeretek:</i></p> <p>Biztonságos karbantartási és javítási eljárások végrehajtása</p> <p>Gépi üzemzavar észlelése, a hiba helyének meghatározása és a</p>		<p>A gépek és berendezések leválasztása, szétszerelése és összeszerelése a gyártók biztonsági útmutatói és a fedélzeti utasítások, valamint a jogszabályba foglalt előírások és biztonsági specifikációk szerint</p>

	rongálódás elkerülése érdekében végzett tevékenység		történik. A meghozott intézkedés az uralkodó körülmények és feltételek szerint a legalkalmasabb és legmegfelelőbb módszerekkel éri el a parancsnoki hidon telepített navigációs berendezések és hajókommunikációs rendszerek helyreállítását
A fedélzeti gépek és rakománymozgató berendezések elektromos, elektronikus és vezérlőrendszereinek karbantartása és javítása	<p>Megfelelő elektromos és mechanikus ismeretek és jártasságok</p> <p><i>Biztonsági és vészhelyzeti eljárások</i></p> <p>A berendezések és a hozzájuk kapcsolódó rendszerek biztonságos elkülönítése azt megelőzően, hogy a személyzet engedélyt kapna az velük kapcsolatos munkavégzésre</p> <p>Teszteléssel, karbantartással, hibakereséssel és javítással kapcsolatos, gyakorlati ismeretek</p> <p>Tesztelés, hibaészlelés, valamint az elektromos és elektronikus vezérlőberendezések üzemszerű állapotának biztosítása és helyreállítása</p> <p><i>Elméleti tudás:</i></p> <p>Tűzveszélyes területen működő elektromos és elektronikus rendszerek</p> <p><i>Gyakorlati ismeretek:</i></p> <p>Biztonságos karbantartási és javítási eljárások végrehajtása Gépi üzemszavar észlelése, a hiba helyének meghatározása és a rongálódás elkerülése érdekében végzett tevékenység</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezéseken</p>	<p>A meghibásodások által a kapcsolódó gépekre és rendszerekre gyakorolt hatás meghatározása pontos, a hajó műszaki rajzait helyesen értelmezik, a mérő- és kalibráló műszereket helyesen alkalmazzák, a meghozott intézkedések indokoltak.</p> <p>A gépállomás és a berendezések elkülönítése, szétszerelése, illetve ismételt összeszerelése a gyártói biztonsági útmutatónak, a hajófedélzeti utasításoknak, valamint a jogszabályi és biztonsági előírásoknak megfelelően zajlik.</p> <p>A megtett intézkedés az uralkodó körülményeknek és feltételeknek leginkább megfelelő és alkalmas módszerekkel éri el a fedélzeti gépek és rakománymozgató berendezések helyreállítását</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A szállásfelszerelés vezérlő- és biztonsági rendszereinek karbantartása és javítása	<p><i>Elméleti tudás:</i></p> <p>Tűzveszélyes területen működő elektromos és elektronikus rendszerek</p> <p><i>Gyakorlati ismeretek:</i></p> <p>Biztonságos karbantartási és javítási eljárások végrehajtása</p> <p>Gépi üzemzavar észlelése, a hiba helyének meghatározása és a rongálódás elkerülése érdekében végzett tevékenység</p>		<p>A hibás működésnek a berendezésre és a kapcsolódó rendszerekre gyakorolt hatását pontosan határozzák meg, a hajón lévő műszaki rajzokat helyesen olvassák, a mérő és kalibráló készülékeket helyesen használják, a megtett intézkedések megalapozottak</p> <p>A gépállomás és a berendezések elkülönítése, szétszerelése, illetve ismételt összeszerelése a gyártói biztonsági útmutatónak, a hajófedélzeti utasításoknak, valamint a jogszabályi és biztonsági előírásoknak megfelelően zajlik.</p> <p>A megtett intézkedések az uralkodó körülményeknek és feltételeknek leginkább megfelelő és alkalmas módszerekkel eredményezi a szállásfelszerelések vezérlő és biztonsági rendszereinek helyreállítását</p>

Funkció: A hajó üzemének ellenőrzése és gondoskodás a fedélzeten tartózkodó személyzetekről műveleti szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A szennyezés megakadályozását szolgáló követelmények betartásának biztosítása	<p><i>A tengeri környezet szennyezésének megelőzése</i></p> <p>A tengeri környezet szennyezésének megakadályozását szolgáló elővigyázatossági rendszabályok ismerete</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett</p>	<p>Teljes mértékben betartják az eljárásokat a fedélzeti műveletek felügyeletére és a szennyeződés megakadályozására vonatkozó követelmények teljesítésére</p> <p>A környezettel kapcsolatos jó hírnév</p>

	<p>Szennyezés elleni eljárások és minden ezzel kapcsolatos felszerelés</p> <p>A tengeri környezet védelmét szolgáló megelőző intézkedések fontossága</p>	<p>gyakorlat</p> <p>.3 jóváhagyott képzés</p>	<p>fenntartását szolgáló intézkedések</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>Fedélzeten keletkező tűz megelőzése, ellenőrzés alá vonása és oltása</p>	<p><i>Tűz megelőzése és tűzoltó berendezések</i></p> <p>Tűzoltó gyakorlat megszervezésének képessége</p> <p>A tűz osztályainak és vegyszeti összefüggéseinek ismerete</p> <p>Tűzoltó berendezések ismerete</p> <p>Tűz esetén megteendő tevékenység, beleértve az olajrendszereket érintő tüzeket</p>	<p>Jóváhagyott tűzoltó képzésből szerzett alkalmasság és tapasztalat értékelése az A-VI/3. szakasz 1-3. pontjában előírtak szerint</p>	<p>A probléma típusának és kiterjedésének azonnali beazonosítása és a kezdeti intézkedések megfelelnek a hajóra vonatkozó havarria eljárásnak és vészhelyzeti terveknek</p> <p>Az evakuálás, a vészhelyzeti zárlatolás és izolálás eljárásai megfelelnek a vészhelyzet természetének és késedelem nélkül valósulnak meg.</p> <p>A prioritások sorrendje, a jelentéstételek szintje és gyakorisága, valamint a hajón lévő személyek tájékoztatása összefüggésben vannak a vészhelyzet természetével és a probléma sürgősségét tükrözik</p>
<p>Életmentő berendezések üzemeltetése</p>	<p><i>Életmentés</i></p> <p>Hajóelhagyási gyakorlatok megszervezésével kapcsolatos ismeretek megléte, mentőcsónak, és mentésre szolgáló felkutató vízi jármű, vízrebocsátó berendezéseik, valamint felszereléseik működtetése, ideértve az életmentési célú rádió-hírközlési készülék, az EPIRB, a SART működtetését és a vízhatlan és hőszigetelt ruházat használatát</p>	<p>Jóváhagyott tűzoltó képzésből szerzett alkalmasság és tapasztalat értékelése az A-VI/2. szakasz 1-4 pontjában előírtak szerint</p>	<p>A hajóelhagyási és túlélési helyzetek reagáló intézkedések megfelelnek a fennálló körülményeknek és feltételeknek, és teljesítik az elfogadott biztonsági gyakorlatok és előírások követelményeit</p>

Egészségügyi elsősegély nyújtása a hajón	<i>Egészségügyi elsősegély</i> Az egészségügyi útmutatások és a rádió útján kapott útmutatások hasznosítása, ideértve a szükséges ismereteken alapuló cselekvés képességét hajón bekövetkező baleset, illetve betegség esetén	Jóváhagyott tűzoltó képzésből szerzett alkalmasság és tapasztalat értékelése az A-VI/4. szakasz 1-4 pontjában előírtak szerint	A sérülések vagy állapotok valószínű okának, természetének és kiterjedésének beazonosítása azonnali és a kezelés minimálisra csökkenti a közvetlen életveszélyt
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1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Vezetői és csapatirányítási képességek alkalmazása	<p>A hajó személyzete irányításának és képzésének munkaszintű ismerete</p> <p>A feladatok és a munkaterhelés menedzselésének készsége, ezen belül:</p> <p>.1 tervezés és koordináció</p> <p>.2 személyzet beosztása</p> <p>.3 idő- és erőforráskényszerek</p> <p>.4 prioritások felállítása</p> <p>A hatékony erőforrás-menedzsment alkalmazásának ismerete és képessége:</p> <p>.1 erőforrások elosztása, beosztása és prioritási sorrendjük felállítása</p> <p>.2 hatékony kommunikáció a hajón és a parton</p> <p>.3 a döntések a csapat tapasztalatának mérlegelését tükrözik</p> <p>.4 magabiztosság és motivált vezetői képesség</p> <p>.5 helyzettudatosság megszerzése és fenntartása</p>	<p>Alkalmasság értékelése az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott képzés</p> <p>.2 jóváhagyott szolgálati gyakorlat</p> <p>.3 gyakorlati bemutató</p>	<p>A személyzet az egyes érintett egyéneknek megfelelő módon kap feladatot és tájékoztatást az elvárt munka- és viselkedési normákról</p> <p>A képzés céljai és a tevékenységek a jelenlegi szaktudáson, képességi szinteken és az üzemi követelményeken alapulnak</p> <p>Az erőforrásoknak a feladatok végrehajtásához szükséges, helyes prioritási sorrendben történő, megfelelő elosztása és beosztása</p> <p>Világos és egyértelmű módon adott és fogadott közlések</p> <p>Hathatós vezetői magatartás tapasztalható</p> <p>A szükséges csapattagok megosztják a hajó jelenlegi és várható helyzetével és üzemi állapotával, valamint a külső környezettel kapcsolatos, pontos ismereteiket</p> <p>A helyzet szempontjából leghatékonyabb döntések</p>

	Döntéshozási technikák alkalmazásának ismerete és képessége: .1 helyzet- és kockázatfelmérés .2 az előállt lehetőségek meghatározása és mérlegelése .3 a követendő lépések meghatározása .4 az eredmény hatásfokának értékelése		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Hozzájárul a személyzet és a hajó biztonságához	A személyi túlélési módszerek ismerete Tűzmelegelőzési ismeretek, tűzoltási képesség Alapvető elsősegélynyújtási ismeretek Személyi biztonsággal és társadalmi felelősséggel kapcsolatos ismeretek	Alkalmasság értékelése az A-VI/1 szakasz, 2. pont szerinti jóváhagyott képzés és tapasztalatok alapján	A megfelelő biztonsági és védőfelszerelést helyesen alkalmazzák A személyzet és a hajó védelmét szolgáló eljárások és a biztonságos munkavégzést szolgáló gyakorlatok mindenkor betartása A környezet védelmét szolgáló eljárások mindenkor betartása A vészhelyzet felismerésekor megtett kezdeti majd az azt követő lépések megfelelnek a vészhelyzet esetén követendő eljárásoknak

A-III/7. szakasz

Elektrotechnikus legénységi beosztott képesítésének kötelező minimális követelményei

Alkalmassági követelmény

1 A 750 kW vagy ennél nagyobb főgépteljesítményű tengerjáró hajón szolgálatot teljesítő minden legénységi állományú elektrotechnikus beosztott köteles alkalmasságát bizonyítani az A-III/7. táblázat 1. oszlopában előírt funkciók elvégzésére támogatási szinten.

2 A 750 kW vagy ennél nagyobb főgépteljesítményű tengerjáró hajón szolgálatban levő legénységi állományú elektrotechnikus beosztottól megkövetelt minimális tudás, megértés és jártasság az A-III/7. táblázat 2. oszlopában van meghatározva..

3 A képesítésre pályázó jelöltnek igazolnia kell, hogy az alkalmasság igazolásának, illetve az alkalmasság értékelésének az A-III/7 táblázat 3. és 4. oszlopában foglalt módja, illetve kritériuma szerint a megkövetelt alkalmassági követelményszintet elérte.

A-III/7 táblázat

Elektrotechnikus beosztott személyzet alkalmasságának minimális követelmény előírása

**Funkció: Villamos berendezések, elektronikus készülékek és vezérlőrendszerek
őrszolgálati beosztotti szinten**

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Elektromos berendezések biztonságos használata	Elektromos berendezések biztonságos használata és üzemeltetése, ezen belül: .1 biztonsági óvintézkedések a munka vagy a javítás megkezdése előtt .2 elkülönítési eljárások .3 vészhelyzeti eljárások .4 különböző fedélzeti feszültségek Az áramütés okainak és a megelőzése érdekében követendő óvintézkedések ismerete	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 gyakorlati képzés .3 vizsga .4 jóváhagyott, iskolahajón szerzett gyakorlat	Megérti és betartja az elektromos berendezésekre és gépekre vonatkozó biztonsági utasításokat A elektromossággal kapcsolatos veszélyek és a megbízhatatlan berendezések felismerése és jelentése A kéziszerszámok biztonságos feszültségének ismerete Megérti a nagyfeszültségű berendezésekkel és fedélzeti munkával kapcsolatos kockázatokat
Hozzájárul a villamosrendszerek és gépek üzemének felügyeletéhez	A mechanikus gépészeti rendszerek üzemének alapfokú ismerete, ideértve a következőket: .1 hajtóművek, beleértve a főgép-állomást .2 géptermi segédberendezések .3 kormány szerkezet .4 rakománykezelő rendszerek .5 fedélzeti berendezések .6 szállodai rendszerek	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 gyakorlati képzés .3 vizsga .4 jóváhagyott, iskolahajón szerzett gyakorlat	Az alábbiakat biztosító ismeretek: .1 a berendezés és a rendszer üzeme megfelel az üzemeltetési utasításoknak .2 a teljesítményszintek megfelelnek a műszaki előírásoknak

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Hozzájárul a villamosrendszerek és gépek üzemének felügyeletéhez <i>(folytatás)</i>	<p><i>Alapismeretek</i></p> <p>.1 elektrotechnika és villamosgépek elmélete</p> <p>.2 villamos elosztóablák és villamosberendezések</p> <p>.3 automatizálás, automatikus vezérlőrendszerek és technika alapjai</p> <p>.4 műszerezés, riasztó és felügyelőrendszerek</p> <p>.5 elektromos hajtások</p> <p>.6 elektrohidraulikus és elektropneumatikus vezérlőrendszerek</p> <p>.6 összekapcsolás, tehermegosztás és a villamos elrendezés megváltoztatásai</p>		
Kéziszerszámok, elektromos és elektronikus mérőberendezések használata hibakereséshez, karbantartási és javítási műveletekhez	<p>A hajó elektromos rendszereinek üzemével szemben támasztott biztonsági követelmények</p> <p>Biztonságos munkavégzési gyakorlatok alkalmazása</p> <p>Alapismeretek</p> <p>.1 fedélzeti váltóáramú és egyenáramú rendszerek berendezések felépítése és üzemi jellemzői</p> <p>.2 mérőműszerek, szerszámgépek, kéziszerszámok és kézigépek használata</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 műhelymunkával kapcsolatos, jóváhagyott képzés</p> <p>.2 elismert gyakorlati tapasztalat és tesztek</p>	<p>A biztonsági eljárások végrehajtása megfelelő</p> <p>A vizsgálóberendezések megválasztása és használata megfelelő, és az eredmények értelmezése pontos</p> <p>A javítás és karbantartás végrehajtási eljárásainak megválasztása az előírásoknak és a jó gyakorlatnak megfelel</p>

Funkció: Karbantartás és javítás beosztotti szinten

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Közreműködés a hajón végzett karbantartás és javítás során	<p>Kenő- és tisztítóanyagok, valamint készülékek alkalmazásának képessége</p> <p>A biztonságos hulladék-ártalmatlanítással kapcsolatos ismeretek</p> <p>Képesség karbantartási és javítási rutineljárások megértésére és végrehajtására</p> <p>Gyártói biztonsági útmutató és hajófedélzeti utasítások megértése</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 gyakorlati képzés</p> <p>.3 vizsga</p> <p>.4 jóváhagyott, iskolahajón szerzett gyakorlat</p>	<p>A karbantartási tevékenység a műszaki, biztonsági és eljárási előírásoknak megfelelően zajlik</p> <p>A berendezések és eszközök kellő megválasztása és használata</p>
Közreműködés a hajó villamosrendszereinek és gépeinek karbantartásában és javításában	<p><i>Biztonsági és vészhelyzeti eljárások</i></p> <p>Alapismeretek Az elektrotechnikai rajzok alapvető ismerete, a berendezések és kapcsolódó rendszerek biztonságos leválasztása, amely szükséges, mielőtt a személyzet munkát végezhetne az ilyen gépeken vagy berendezéseken</p> <p>Villamosvezérlő berendezések és gépek vizsgálata, hibaészlelése, karbantartása és üzemi állapotának helyreállítása</p> <p>Tűzveszélyes területeken üzemelő villamos és elektronikus berendezések</p> <p>A hajó tűzészlelő rendszereinek alapismerete</p> <p>Biztonságos karbantartási és javítási eljárások végrehajtása</p> <p>Gépi üzemzavar észlelése, a hiba helyének meghatározása és a</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátoros képzés, ahol ez alkalmas</p> <p>.4 jóváhagyott képzés laboratóriumi berendezésen</p>	<p>A rendellenesség által a kapcsolódó berendezésekre és rendszerekre gyakorolt hatás pontos beazonosítása, a hajó műszaki rajzainak helyes értelmezése, a méréskalibráló műszerek használata megfelelő, és a megtett intézkedések indokoltak</p> <p>A gépek és berendezések leválasztása, szétszerelése és összeszerelése megfelel a gyártó biztonsági utasításainak és a hajón megtalálható utasításoknak</p>

	<p>rongálódás elkerülése érdekében végzett tevékenység</p> <p>A világítóberendezések és táprendszerek karbantartása és javítása</p>		
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Funkció: A hajó üzemelésének ellenőrzése és a hajón lévő személyekkel való törődés beosztotti szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Közreműködés a raktárkészlet kezelésében	A raktárkészlet biztonságos kezelése, elrendezése és rögzítése eljárásainak ismerete	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati tapasztalat .2 gyakorlati képzés .3 vizsga .4jóváhagyott oktatási gyakorlat a hajón	A raktárkészlet-elhelyezési műveleteket a jóváhagyott biztonsági gyakorlatnak, és a berendezés üzemeltetési utasításainak megfelelően hajtják végre A veszélyes, kockázatos és káros raktárkészlet kezelése megfelel az érvényes biztonsági gyakorlatnak A kezelő felelősségi területén belüli kommunikáció folyamatosan sikeres
Óvintézkedések megtétele és közreműködés a tengeri környezet szennyezésének megelőzéséhez	A tengeri környezet szennyezésének megakadályozását szolgáló elővigyázatossági rendszabályok ismerete A szennyeződés megakadályozására szolgáló berendezések és szerek használatának és működésének ismerete A tengeri szennyezőanyagok ártalmatlanítására elfogadott módszerek ismerete	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 gyakorlati képzés .3 vizsga .4jóváhagyott oktatási gyakorlat a hajón	A tengeri környezet védelmét szolgáló eljárások mindenkor betartása
Munkaegészségügyi és munkavédelmi eljárások alkalmazása	A biztonságos munkavégzési gyakorlatok és a személyi fedélzeti biztonság munkavégzéshez szükséges szintű ismerete, ezen belül:	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat	Mindenkor betartják a személyzet és a hajó biztonságát szolgáló eljárásokat A biztonságos munkavégzési gyakorlatot betartják és a megfelelő

	0,1 elektromos biztonság .2 biztonsági zárolás/megjelölés .3 mechanikai biztonság .4 rendszerekkel folytatott munkavégzésre szóló engedély .5 magasban (árbocon) végzett munka	.2 gyakorlati képzés .3 vizsga .4jövőhágyott oktatási gyakorlat a hajón	biztonsági és védőfelszerelést mindenkor helyesen használják
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Munkaegészségügyi és munkavédelmi eljárások alkalmazása <i>(folytatás)</i>	.6 zárt helyeken végzett munka .6 a hátsérülés megelőzését szolgáló emelési technikák és módszerek .8 vegyi és biológiai anyagokkal kapcsolatos biztonság .9 személyi védőfelszerelés		

IV. FEJEZET

A rádiószemélyzetre vonatkozó követelmények

A-IV/1. szakasz

Alkalmazás

(Nincsenek rendelkezések)

A-IV/2. szakasz

A GMDSS rádiókezelők képzésére vonatkozó kötelező minimumkövetelmények

Alkalmazás

1 GMDSS rádiószolgálatot ellátó személy részére a vonatkozó szabályzatban minimálisan megkövetelt tudás, megértés és szakismeret szükséges a rádiószolgálati teendők ellátására. A megkövetelt tudás minden típusú bizonyítvány elnyerésére a Rádió Szabályzatban rögzített, és ennek a szabályzatnak kell megfelelnie. Továbbá, képzésére pályázó jelöltnek tanúbizonytságot kell adnia arról, hogy az A-IV/2 táblázat 2 oszlopában foglaltak szerinti kötelezettségek ellátására, a vállalt munkára alkalmas

2 A tudás, megértés és szakismeret a bejegyzésre a bizonyítványok kiállításáról szóló egyezményben foglalt, az A-IV/2 táblázat 2 oszlopában ismertetett rendelkezésekre

figyelemmel, valamint a Rádió Szabályzat előírásainak megfelelően történik.

3 Az A-IV/2 táblázat 2 oszlopában felsorolt tárgyak tudásszintjének megfelelőnek kell lennie a jelölt szolgáltatának ellátására.

4 A jelöltnek az alábbiakban foglaltak szerinti részletezésnek megfelelően tanúbizonyosságot kell adnia arról, hogy az előírt ismereteket elsajátította:

- .1 az A-IV/2 táblázat 1 oszlopában foglaltak szerinti a szakértelemről, a feladatmegoldásból és kötelességvállalásról és a vállalt felelősség bemutatása a szakértelem tanúsítási módszereknek megfelelően, továbbá a szakértelem értékelése a táblázat 3 és 4 oszlopában foglalt követelmények szerint; és
- .2 az A-IV/2 táblázat 2 oszlopában meghatározott ismeretekről vizsga keretében, vagy a jóváhagyott tanfolyami gyakorlat részeként, folyamatos kiértékelés útján.

A-IV/2. táblázat

GMDSS rádiószolgálatot ellátó személy képzésére vonatkozó minimális követelmények

Funkció: Rádió hírközlés kezelői szinten

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Információk adása és vétele a GMDSS alrendszerek és berendezés használatával és a GMDSS gyakorlati követelményeinek teljesítése	<p>A Rádió Szabályzat követelményein felül az alábbiak ismerete:</p> <p>.1 felkutatási és mentési rádió hírközlési műveletek, beleértve a nemzetközi légi jármű és Tengeri Kutatási és Mentési (IAMSAR) Kézikönyv eljárásai.</p> <p>.2 téves vészhelyzeti riasztás adásának megakadályozására szolgáló eszközök és az ilyen riasztás hatásainak csökkentésére szolgáló eljárások</p> <p>.3 hajó jelentési rendszerek</p> <p>.4 rádió orvosi tanácsadás rendszerek</p> <p>.5 a Nemzeti kódjelzések és az IMO szabványos tengerészeti kommunikációs kifejezések használata</p>	<p>Vizsgáztatás és az üzemenlési eljárások gyakorlati bemutatójával szemléltetett alkalmasság értékelése, az alábbiak használatával:</p> <p>.1 jóváhagyott berendezés</p> <p>.2 GMDSS hírközlési szimulátor, szimulátoros képzés esetén</p> <p>.3 rádiós hírközlési laboratóriumi berendezés</p>	<p>A kommunikáció adása és vétele megfelel a nemzetközi szabályoknak és eljárásoknak, és azok végrehajtása hatékonyan és hatásosan történik</p> <p>Az angol nyelvű, a hajó biztonságával, a biztonsággal és a fedélzeten tartózkodó személyek biztonságával, valamint a tengeri környezet védelmével kapcsolatos közlemények kezelése megfelelő</p>

	.6 az angol nyelv mind írott, mind beszélt formája, az életbiztonság a tengerészet célú kommunikációs tevékenységhez		
	<i>Megjegyzés:</i> Ezek a követelmények csökkenthetőek a Korlátozott Rádiókezelő Képesítés esetén		

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Rádiószolgálat ellátása vészhelyzetben	Rádiószolgálat ellátása vészhelyzetekben, mint pl.: .1 hajóelhagyás .2 tűz a hajón .3 a rádió berendezések részleges, vagy teljes üzemzavara Megelőző intézkedések a hajó és a személyzet biztonsága érdekében a rádióberendezéssel összefüggő kockázatokkal kapcsolatban, ideértve az elektromos és a nem ionizáló sugárzási veszélyeket.	Vizsgáztatás és az üzemeleési eljárások gyakorlati bemutatójával szemléltetett alkalmasság értékelése, az alábbiak használatával: .1 jóváhagyott berendezés .2 GMDSS hírközlési szimulátor, szimulátoros képzés esetén .3 rádiós hírközlési laboratóriumi berendezés	A válaszadás hathatósan és eredményesen kerül végrehajtásra.

V. FEJEZET

Meghatározott típusú hajók

A-V/1-1. szakasz

Az olajszállító és vegyianyag-szállító tartályhajókon szolgáló parancsnokok, tisztek és matrózok képzésére és képzésére vonatkozó kötelező minimumkövetelmények

Alkalmassági követelmény

1 Az olaj- és vegyianyag szállító tartályhajók üzemeltetésében alapképzés keretében képzést pályázó minden jelölt köteles:

- .1 bemutatni alkalmasságát az A-V/1-1. táblázat 1. oszlopában felsorolt feladatok, köteleességek és felelősségek teljesítésére; és

- .2 tanúbizonyságát adni, hogy megszerezte:
 - .2.1 az A-V/1-1-1. táblázat 2. oszlopában felsorolt minimális ismereteket, megértést és jártasságot, és
 - .2.2 a szükséges alkalmassági követelményt az A-V/1-1-1. táblázat 3. és 4. oszlopaiban előírt alkalmasság bizonyítására szolgáló módszerek szerint, és az alkalmasság értékelési kritériumainak megfelelően.

2 Az olajszállító tartályhajó rakománykezelési műveleteinek elvégzésére haladó szintű kiképzésben résztvevő és képesítésre pályázó minden jelölt köteles:

- .1 bemutatni alkalmasságát az A-V/1-1-2. táblázat 1. oszlopában felsorolt feladatok, köteleességek és felelősségek teljesítésére; és
- .2 tanúbizonyságát adni, hogy megszerezte:
 - .2.1 az A-V/1-1-2. táblázat 2. oszlopában felsorolt minimális ismereteket, megértést és jártasságot, és
 - .2.2 a szükséges alkalmassági követelményt az A-V/1-1-2. táblázat 3. és 4. oszlopaiban előírt alkalmasság bizonyítására szolgáló módszerek szerint, és az alkalmasság értékelési kritériumainak megfelelően.

3 A vegyi anyag-szállító tartályhajó rakománykezelési műveleteinek elvégzésére haladó szintű kiképzésben résztvevő és képesítésre pályázó minden jelölt köteles:

- .1 bemutatni alkalmasságát az A-V/1-1-3. táblázat 1. oszlopában felsorolt feladatok, köteleességek és felelősségek teljesítésére; és
- .2 tanúbizonyságát adni, hogy megszerezte:
 - .2.1 az A-V/1-1-3. táblázat 2. oszlopában felsorolt minimális ismereteket, megértést és jártasságot, és
 - .2.2 a szükséges alkalmassági követelményt az A-V/1-1-3. táblázat 3. és 4. oszlopaiban előírt alkalmasság bizonyítására szolgáló módszerek szerint, és az alkalmasság értékelési kritériumainak megfelelően.

A-V/1-1 táblázat

Olaj- és vegyianyag szállító tartályhajókon való munkavégzés minimális alkalmassági követelményeinek előírása

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Részvétel az olaj- és vegyianyagszállító tartályhajók biztonságos rakománykezelésében	<p>Tartályhajók alapvető ismerete:</p> <p>.1 olaj- és vegyianyag szállító tartályhajók típusai</p> <p>.2 általános elrendezés és felépítés</p> <p>Rakománykezeléssel kapcsolatos alapismeretek:</p> <p>.1 vezetékrendszerek és szelepek</p> <p>.2 rakományszivattyúk</p> <p>.3 be- és kirakodás</p> <p>.4 tartálytisztítás, derítés, gázkieresztés és -semlegesítés</p> <p>Olaj és vegyianyagok fizikai tulajdonságainak alapismerete:</p> <p>.1 nyomás és hőmérséklet, ezen belül a gőznyomás/a hőmérséklet kapcsolata</p> <p>.2 elektrosztatikus töltés keletkezésének típusai</p> <p>.3 vegyjelek</p> <p>A tartályhajó biztonságával és annak irányításával kapcsolatos ismeretek</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>A felelősségi területen belüli közlések világosak és hatékonyak</p> <p>Az üzembiztonság érdekében a rakodási műveletek végrehajtása az elfogadott elvek és eljárások alapján történik</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Veszélymegelőzési célú óvintézkedések megtétele	A tartályhajóval végrehajtott műveletekkel összefüggő veszélyek	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett	Egy Material Safety Data Sheet (MSDS – Biztonsági Adatlap)

	<p>alapfokú ismerete, ezen belül:</p> <p>.1 egészségügyi kockázatok</p> <p>.2 környezeti kockázatok</p> <p>.3 reakcióképességgel összefüggő kockázatok</p> <p>.4 korróziós kockázatok</p> <p>.5 robbanás- és gyulladásveszély</p> <p>.6 gyulladás forrásai, ideértve az elektrosztatikus veszélyeket</p> <p>.7 toxicitási kockázatok</p> <p>.8 gázszivárgás és gázfelhőképződés</p> <p>A veszélyek felügyeletével kapcsolatos alapismeretek:</p> <p>.1 semleges anyagok alkalmazása, vízzel való kitöltés, szárítószeres és ellenőrzési módszerek</p> <p>.2 feltöltődés elleni intézkedések</p> <p>.3 szellőzés</p> <p>.4 elkülönítés</p> <p>.5 rakományra vonatkozó tiltás</p> <p>.6 a rakománykompatibilitás jelentősége</p> <p>.7 légkör ellenőrzése</p> <p>.8 gázpróba</p> <p>A Biztonsági adatlapon (Material Safety Data Sheet - MSDS) szereplő információk megértése</p>	<p>alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>esetén helyesen azonosítja a fennálló rakománnyal kapcsolatos kockázatokat a hajó és a személyzet szempontjából, és megfelelő intézkedéseket hoz a jóváhagyott eljárások szerint</p> <p>A veszélyes helyzet észlelése és a követendő gyakorlatnak megfelelő eljárások szerinti cselekvés</p>
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1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Munkaegészségügyi és munkavédelmi óvintézkedések megtétele	<p>.... üzemeltetése és megfelelő használata gázmérő- és más hasonló berendezések</p> <p>A biztonsági felszerelés és védőeszközök megfelelő használata, ezen belül:</p> <p>.1 légzésbiztosító készülék és tartálykiürítő felszerelés</p> <p>.2 védőruházat és védőfelszerelés</p> <p>.3 újraélesztő készülékek</p> <p>.4 mentő- és menekülő felszerelés</p> <p>Biztonságos munkavégzési gyakorlatok és eljárások alapvető ismerete a jogszabályoknak és az ipari iránymutatásoknak, valamint személyes hajózási biztonsági eljárások alapismerete olaj-, és vegyi anyagszállító tartályhajók vonatkozásában, ideértve az alábbiakat:</p> <p>.1 zárt helyekre történő belépéskor megteendő óvintézkedések</p> <p>.2 javítási és karbantartási munka előtt és alatt megteendő óvintézkedések</p> <p>.3 meleg és hideg helyen történő munkavégzéssel kapcsolatos biztonsági intézkedések</p> <p>.4 elektromos biztonság</p> <p>.5 biztonsági ellenőrző lista a hajón/a parton</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>Zárt helyekre történő belépésre vonatkozó eljárások követése</p> <p>A személyzet és a hajó védelmét szolgáló eljárások és a biztonságos munkavégzésre szolgáló gyakorlatok mindenkor betartása</p> <p>A megfelelő biztonsági és védőfelszerelések helyes használata</p> <p>Elsősegélynyújtás: mit kell és mit nem szabad tenni</p>

	Elsősegélynyújtási alapismeretek a Biztonsági adatlap (MSDS) szerint		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Tűzoltási műveletek végrehajtása	<p>Tartálytűz beavatkozás szervezése és megteendő intézkedések</p> <p>Veszélyes és mérgező ömlesztett folyadékok rakománykezelésével és szállításával kapcsolatos tűzveszélyek</p> <p>Olaj- és vegyi anyagtüzek oltására alkalmazott tűzoltószerek</p> <p>Habelárasztásos, rögzített tűzoltó berendezés működtetése</p> <p>Habelárasztásos, hordozható tűzoltó berendezés működtetése</p> <p>Rögzített poroltó készülék működtetése</p> <p>A tűzoltási műveletekhez kapcsolódó elfolyások felfogása</p>	Jóváhagyott és valóságghű kiképzési körülmények között végzett gyakorlatok és oktatás (például, szimulált hajófeltételek), és mindenütt, ahol lehetséges, és gyakorlatilag megoldható, sőtétben	<p>A hajótűz észlelésekor a kezdeti intézkedések és a folytatódó lépések megfelelnek a jóváhagyott gyakorlatoknak és eljárásoknak</p> <p>A gyülekezési jelzés azonosításakor meghozott intézkedés megfelel a jelzett vészhelyzetnek, és a jóváhagyott eljárásoknak</p> <p>A ruházat és a felszerelés megfelel a tűzoltás jellegének</p> <p>Az egyes akciók időzítése és sorrendje megfelel uralkodó körülmények és állapotok</p> <p>A tűzoltás a megfelelő eljárások, technikák és tűzoltó anyagok használatával történik</p>
Reagálás vészhelyzetekre	A vészhelyzeti eljárásokkal, köztük a vészleállítással kapcsolatos alapismeretek	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	A vészhelyzet jellegének és hatásának haladéktalan felismerése, a válaszlépések összhangban vannak a vészhelyzeti eljárásokkal és tervekkel

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Óvintézkedések meghozatala a környezetszennyezés megakadályozására olaj- vagy vegyianyagok kibocsátásával szemben	<p>Az olaj- és a vegyi szennyezés emberi és tengeri életre gyakorolt hatásainak alapfokú ismerete</p> <p>A szennyezés megelőzését szolgáló, hajófedélzeti eljárások alapfokú ismerete</p> <p>Kiömlés esetén megteendő intézkedésekkel kapcsolatos alapismeretek, beleértve a következők szükségességét:</p> <p>.1 a lényeges információk jelentése a felelős személyeknek</p> <p>.2 segítségnyújtás a kiömlött anyag izolálását célzó, fedélzeti eljárások során</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	A környezet védelmét szolgáló eljárások mindenkor betartása

A-V/1-1 táblázat

Olajszállító tartályhajó rakományműveleteivel kapcsolatos emeltszintű képzésre vonatkozó követelmények

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Képesség az összes rakománykezelési művelet biztonságos végrehajtására és ellenőrzésére	<p><i>Egy olajszállító tartályhajó konstrukciója és jellemzői</i></p> <p>Az olajtartályhajó felépítésének, rendszereinek és berendezéseinek ismerete, ideértve az alábbiakat:</p> <p>.1 általános elrendezés és felépítés</p> <p>.2 szivattyúzás és szivattyúzó berendezés</p> <p>.3 tartályelrendezés,</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>A kommunikáció világos, megértették és sikeres</p> <p>A rakodási műveletek végrehajtása biztonságos módon történik, figyelembe véve az olajtartályhajó felépítését, rendszereit és berendezéseit</p> <p>Az üzembiztonság és a tengeri környezet szennyezésének elkerülése érdekében a rakodási műveletek megtervezése,</p>

	<p>csővezetékrendszer és tartályszellőztető megoldások</p> <p>.4 szintmérő rendszerek és riasztók</p> <p>.5 rakománymelegítő rendszerek</p> <p>.6 tartálytisztító, gázmentesítő és inert légkörfenntartó rendszerek</p> <p>.7 ballasztrendszer</p> <p>.8 raktér szellőztetése és helyiségek szellőzése</p> <p>.9 zagykezelő megoldások</p> <p>.10 páraelszívó rendszerek</p> <p>.11 rakománnyal kapcsolatos villamos és elektronikus vezérlőrendszer</p> <p>.12 környezetvédelmi berendezések, ideértve az olajürités-ellenőrző berendezést (ODME)</p>		<p>végrehajtása és a kockázatkezelés az elfogadott elveknek és eljárásoknak megfelelően történik</p> <p>A rakománykezelési műveletekkel kapcsolatos eljárások esetleges eltéréseit azonnal felismerik és kijavítják</p> <p>A rakomány megfelelő berakodása, elrendezése és kirakodása biztosítja, hogy a stabilitás és a feszültségi feltételek mindenkor a biztonságos határok között maradjanak</p> <p>A meghozott intézkedések és alkalmazott eljárások alkalmazása helyes és a megfelelő fedélzeti rakománykezelő berendezéseket megfelelően használják</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>Képesség az összes biztonságos végrehajtására és ellenőrzésére rakománykezelés (folytatás)</p>	<p>.13 tartálybevonat</p> <p>.14 tartályhőmérséklet és nyomásvezérlő rendszerek</p> <p>.15 tűzoltó rendszerek</p> <p>A szivattyúzás elméletének és jellemzőinek, köztük a töltőszivattyúnak és biztonságos üzemeltetésének ismerete</p> <p>Jártasság a tartályhajó biztonsági kultúrája és a biztonságirányítási rendszer megvalósítása</p>		<p>A monitoring és gázészlelő berendezések kalibrálása és használata megfelel az üzemeltetési gyakorlatoknak és eljárásoknak</p> <p>Az ellenőrzési és a biztonsági rendszerekkel kapcsolatos eljárások biztosítják az összes vészjelzés gyors észlelését és az érvényes eljárásoknak megfelelő cselekvést</p>

	<p>terén</p> <p>A monitoring és biztonsági rendszerek ismerete és megértése, ideértve a leállítást havária esetén</p> <p><i>Rakomány be- és kirakodása, karbantartása és kezelése</i></p> <p>Képesség a rakománnyal kapcsolatos intézkedések megtételére és számítások elvégzésére</p> <p>Az ömlesztett folyékony rakományok trimmre, stabilitásra és szerkezeti épségre gyakorolt hatásának ismerete</p> <p>Az olajrakománnyal kapcsolatos műveletek ismerete és megértése, ideértve az alábbiakat:</p> <p>.1 be- és kirakodási tervek</p> <p>.2 ballasztolás és ballasztkidobás</p> <p>.3 tartálytisztítási műveletek</p> <p>.4 közömbösítés</p> <p>.5 gázkieresztés</p>		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Képesség az összes biztonságos végrehajtására és ellenőrzésére rakománykezelés (folytatás)	<p>.6 hajóból hajóba való átféjtés</p> <p>.7 rátöltés</p> <p>.8 nyersolaj kimosása</p> <p>Rakodási műveletekkel kapcsolatos tervek, eljárások és ellenőrző listák kialakítása és alkalmazása</p> <p>Ellenőrző és gázjelző rendszerek, készülékek és</p>		

	berendezések kalibrálásának és használatának képessége A rakománnyal kapcsolatos feladatokat ellátó személyzet irányításának és felügyeletének képessége		A személyzet számára kijelölik a szolgálati feladatokat és tájékoztatják őket a munka során követendő elvárásokról, oly módon, ami megfelel az illető egyéneknek, valamint összhangban van a biztonságos üzemeltetési gyakorlatokkal
Az olajrakományok fizikai és kémiai tulajdonságainak ismerete	Az olajrakományok fizikai és kémiai tulajdonságainak ismerete és megértése A Biztonsági adatlapon (Material Safety Data Sheet - MSDS) szereplő információk megértése	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátor képzés .4 jóváhagyott képzési program	Az olajrakományok és kapcsolódó gázok tulajdonságainak és jellemzőinek, valamint a biztonságra, a környezetre és a hajó üzemére gyakorolt hatásuk beazonosítására hatékonyan használják fel az információs forrásokat

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Veszélymegelőzési célú óvintézkedések megtétele	Az olajszállító tartályhajók rakományműveleteivel kapcsolatos veszélyek és ellenőrző intézkedések ismerete és megértése, ideértve a következőket: .1 toxicitás .2 gyúlékonyság és robbanás .3 egészségügyi kockázatok .4 gázösszetétel közömbösítése .5 elektrosztatikussággal kapcsolatos veszélyek	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátor képzés .4 jóváhagyott képzési program	Az olajszállító tartályhajó rakományműveleteiből adódó és a rakománnyal kapcsolatos, a hajót és a személyeket érintő veszélyeket helyesen ismerik fel, és megfelelő védőintézkedéseket hoznak

	Az irányadó szabályok/rendeletek be nem tartásából eredő veszélyek ismerete és megértése		
Munkaegészségügyi és munkavédelmi óvintézkedések megtétele	<p>A biztonságos munkavégzés és gyakorlatok ismerete és megértése, ideértve az olajszállító tartályhajókra vonatkozó kockázatértékelést és a hajószemélyzetet érintő biztonságot::</p> <p>.1 zárt helyekre történő belépéskor megteendő óvintézkedések, ezen belül a különböző típusú lélegeztető készülékek helyes használata</p> <p>.2 javítási és karbantartási munka előtt és alatt megteendő óvintézkedések</p> <p>.3 meleg és hideg helyen történő munkavégzéssel kapcsolatos biztonsági intézkedések</p> <p>.4 elektromos biztonsággal kapcsolatos óvintézkedések</p> <p>.5 megfelelő személyi védőfelszerelés használata</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>Mindenkor betartják a személyzet és a hajó biztonságát szolgáló eljárásokat</p> <p>A biztonságos munkavégzési gyakorlatot betartják, a megfelelő biztonsági és védőfelszerelést helyesen használják</p> <p>A munkavégzési gyakorlat megfelel a jogszabályi előírásoknak, az eljárási szabályzatnak, valamint a munkavégzésre és környezetvédelemre vonatkozó engedélyeknek aggályok</p> <p>Lélegeztető készülék helyes használata</p> <p>Zárt helyekre történő belépésre vonatkozó eljárások követése</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Reagálás vészhelyzetekre	<p>Olajszállító tartályhajók vészhelyzeti eljárásainak ismerete és megértése, ideértve a következőket:</p> <p>.1 a hajón bekövetkező vészhelyzetekre kidolgozott tervek</p> <p>.2 a rakomány zárlatolásával kapcsolatos vészhelyzeti eljárások</p> <p>.3 a rakomány szempontjából alapvető fontosságú rendszerek,</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési</p>	<p>A vészhelyzet jellegének és hatásának haladéktalan felismerése, a válaszlépések összhangban vannak a vészhelyzeti eljárásokkal és tervekkel</p> <p>A prioritások sorrendje, a jelentéstételek szintje és gyakorisága, valamint a hajón lévő személyek tájékoztatása összefüggésben vannak a vészhelyzet természetével és a probléma sürgősségét</p>

	<p>illetve szolgáltatások meghibásodása esetén megteendő lépések</p> <p>.4 tűzoltás olajszállító tartályhajókon</p> <p>.5 zárt téri mentés</p> <p>.6 Biztonsági Adatlap (MSDS) használata</p> <p>Ütközést, zátonyra futást vagy kiömlést követően megteendő intézkedések</p> <p>Egészségügyi elsősegély eljárások ismerete olajszállító tartályhajókon</p>	<p>program</p>	<p>tükrözik</p> <p>Az evakuálás, a vészhelyzeti zárlatolás és izolálás eljárási megfelelnek a vészhelyzet természetének és késedelem nélkül valósulnak meg.</p> <p>Az egészségügyi vészhelyzet felismerése és a megtett lépések megfelelnek a jelenleg jóváhagyott elsősegélynyújtási gyakorlatnak és a nemzetközi irányelveknek</p>
<p>Övintézkedések megtétele a környezetszennyezés megelőzése érdekében</p>	<p>A lég- és környezetszennyezés megelőzését célzó eljárások ismerete</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>A műveletek végrehajtása összhangban van az elfogadott elvekkel és eljárásokkal a környezetszennyezés megelőzésére</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>A jogi szabályozásnak megfelelő eljárásrend felügyelete és ellenőrzése</p>	<p>A hajókról származó szennyezés megelőzéséről szóló Nemzetközi Egyezmény (MATPOL), módosításokkal, és más vonatkozó IMO okmányok, szakmai iránymutatások és általánosan alkalmazott kikötői előírások vonatkozó rendelkezéseinek ismerete és megértése</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>A rakományok kezelése megfelel a vonatkozó IMO előírásoknak, a jóváhagyott ipari szabványoknak és a biztonságos munkavégzési gyakorlat szabályzatainak</p>

A-V/1-1-3. táblázat

**Vegyianyagszállító tartályhajó rakományműveleteivel kapcsolatos emeltszintű képzés
alkalmassági minimálkövetelményeinek előírása**

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Képesség az összes rakománykezelési művelet biztonságos végrehajtására és ellenőrzésére	<p><i>Egy vegyianyagszállító tartályhajó felépítése és jellemzői</i></p> <p>Vegyianyagszállító tartályhajó konstrukciók, rendszerek és berendezések ismerete, ideértve a következőket:</p> <p>.1 általános elrendezés és felépítés</p> <p>.2 szivattyúzás és szivattyúzó berendezés</p> <p>.3 tartályszerkezet és megoldások</p> <p>.4 csővezeték és elvezető rendszerek</p> <p>.5 tartály és rakomány csővezeték nyomás és hőmérsékletvezérlő rendszerek és vészjelzők</p> <p>.6 szintellenőrző rendszerek és vészjelzők</p> <p>.7 gázjelző rendszerek</p> <p>.8 rakomány hűtő és fűtőrendszerek</p> <p>.9 tartálytisztító rendszerek</p> <p>.10 rakománytartály környezetvédelmi rendszerek</p> <p>.11 ballasztrendszerek</p> <p>.12 raktér szellőztetése és helyiségek szellőzése</p> <p>.13 páravisszavezető/ kinyerő rendszerek</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>A kommunikáció világos, megértették és sikeres</p> <p>A rakodási műveletek végrehajtása biztonságos módon történik, figyelembe véve a vegyianyagszállító tartályhajók konstrukcióit, rendszereit és berendezéseit</p> <p>Az üzembiztonság és a tengeri környezet szennyezésének elkerülése érdekében a rakodási műveletek megtervezése, végrehajtása és a kockázatkezelés az elfogadott elveknek és eljárásoknak megfelelően történik</p>

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
<p>Képesség az összes biztonságos végrehajtására és ellenőrzésére rakománykezelés (folytatás)</p>	<p>.14 tűzoltó rendszerek</p> <p>.15 tartály/csővezeték és szerelvényanyagok és bevonatok</p> <p>.16 zagykezelés</p> <p>A szivattyúzás elméletének és jellemzőinek, köztük a töltőszivattyúnak és biztonságos üzemeltetésének ismerete</p> <p>Tartályhajók biztonsági kultúrájának és a biztonságkezelési rendszer megvalósításának ismerete</p> <p>Ellenőrző és biztonsági rendszerek ismerete és megértése, ideértve a vészhelyzet leállító rendszert s</p> <p><i>Rakomány be- és kirakodása, karbantartása és kezelése</i></p> <p>Képesség a rakománnyal kapcsolatos intézkedések megtételére és számítások elvégzésére</p> <p>Az ömlesztett folyékony rakomány által a trimre, a stabilitásra és a szerkezeti integritásra gyakorolt hatás ismerete</p> <p>Vegyí rakománnyal kapcsolatos műveletek ismerete és megértése, ideértve a következőket:</p> <p>.1 be- és kirakodási tervek</p> <p>.2 ballasztolás és ballasztkidobás</p>		<p>Az ellenőrzési és a biztonsági rendszerekkel kapcsolatos eljárások biztosítják az összes vészjelzés gyors észlelését és az érvényes eljárásoknak megfelelő cselekvést</p> <p>A rakomány megfelelő berakodása, elrendezése és kirakodása biztosítja, hogy a stabilitás és a feszültségi feltételek mindenkor a biztonságos határok között maradjanak</p> <p>A rakománnyal kapcsolatos eljárások esetleges be nem tartásának haladéktalan felismerése és korrigálása</p> <p>A megtett intézkedések és alkalmazott eljárások azonosítása helyes, a megfelelő hajórakománnyal kapcsolatos berendezéseket megfelelően alkalmazzák</p>

	.3 tartálytisztítási műveletek		
	.4 a tartály légkörének ellenőrzése		
	.5 közömbösítés		

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Képesség az összes biztonságos végrehajtására és ellenőrzésére rakománykezelés (folytatás)	.6 gázkieresztés .7 hajóból hajóba való átfejtés .8 gátlási és stabilizálási követelmények .9 melegítési és hűtési követelmények, és ezek következményei a szomszédos rakományokra nézve .10 a rakományok kompatibilitása és különválasztása .11 nagy viszkozitású rakományok .12 rakománymaradék műveletek .13 belépés a működő tartályba Rakodási műveletekkel kapcsolatos tervek, eljárások és ellenőrző listák kialakítása és alkalmazása Ellenőrző és gázjelző rendszerek, készülékek és berendezések kalibrálásának és használatának képessége A rakománnyal kapcsolatos feladatokat ellátó személyzet irányításának és		Az ellenőrző és gázjelző berendezések kalibrálása és használata összhangban van a biztonságos üzemeltetési gyakorlattal és eljárásokkal A személyzet számára kijelölik a szolgálati feladatokat és tájékoztatják őket a munka során követendő elvárásokról, oly módon,

	felügyeletének képessége		ami megfelel az illető egyéneknek, valamint összhangban van a biztonságos üzemeltetési gyakorlatokkal
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A vegyi anyag rakományok fizikai és kémiai tulajdonságainak ismerete	<p>A mérgező folyékony anyagok kémiai és fizikai tulajdonságainak ismerete és megértése, ideértve a következőket:</p> <p>.1 vegyi anyag rakomány kategóriák (korrozív, mérgező, gyúlékony, robbanó)</p> <p>.2 vegyi anyagok csoportjai és ipari felhasználásuk</p> <p>.3 a rakományok reakcióképessége</p> <p>A Biztonsági adatlap (Material Safety Data Sheet - MSDS) szereplő információk megértése</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>A mérgező folyékony anyagok és kapcsolódó gázok tulajdonságainak és jellemzőinek meghatározására hatékonyan használják fel az információforrásokat, együtt azok hatásával a biztonságra, a környezetvédelemre és a hajó üzemeltetésére</p>
Veszélymegelőzési célú óvintézkedések megtétele	<p>A vegyi anyagszállító tartályhajó rakománykezelési műveleteivel kapcsolatos veszélyek és ellenőrzési intézkedések ismerete és megértése, ideértve az alábbiakat:</p> <p>.1 gyúlékonyság és robbanás</p> <p>.2 toxicitás</p> <p>.3 egészségügyi kockázatok</p> <p>.4 gázösszetétel közömbösítése</p> <p>.5 elektrosztatikussággal kapcsolatos veszélyek</p> <p>.6 reakcióképesség</p> <p>.7 korrozivitás</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>A vegyi anyagszállító tartályhajók rakománykezelési műveleteivel kapcsolatos, a rakománnyal összefüggő és hajóra, valamint a személyzetre veszélyt jelentő kockázatokat helyesen értelmezik, és megfelelő ellenőrző intézkedéseket foganatosítanak</p>

	<p>.8 alacsony forráspontú rakományok</p> <p>.9 nagysűrűségű rakományok</p> <p>.10 megszilárduló rakományok</p> <p>.11 polimerizációs rakományok</p> <p>Az irányadó szabályok/rendeletek be nem tartásából eredő veszélyek ismerete és megértése</p>		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Munkaegészségügyi és munkavédelmi óvintézkedések megtétele	<p>A biztonságos munkavégzési gyakorlat ismerete és megértése, ideértve a vegyi anyagszállító tartályhajókra vonatkozó kockázatfelmérést, és a hajó személyzetének biztonságát:</p> <p>.1 zárt helyekre történő belépéskor megteendő óvintézkedések, ezen belül a különböző típusú lélegeztető készülékek helyes használata</p> <p>.2 javítási és karbantartási munka előtt és alatt megteendő óvintézkedések</p> <p>.3 meleg és hideg helyen történő munkavégzéssel kapcsolatos biztonsági intézkedések</p> <p>.4 elektromos biztonsággal kapcsolatos óvintézkedések</p> <p>.5 megfelelő személyi védőfelszerelés használata</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>Mindenkor betartják a személyzet és a hajó biztonságát szolgáló eljárásokat</p> <p>A biztonságos munkavégzési gyakorlatot betartják, a megfelelő biztonsági és védőfelszerelést helyesen használják</p> <p>A munkavégzési gyakorlat megfelel a jogszabályi előírásoknak, az eljárási szabályzatnak, valamint a munkavégzésre és környezetvédelemre vonatkozó engedélyeknek aggályok</p> <p>Lélegeztető készülék helyes használata</p> <p>Zárt helyekre történő belépésre vonatkozó eljárások követése</p>
Reagálás vészhelyzetekre	Vegyianyagszállító tartályhajók vészhelyzeti eljárásainak ismerete és megértése, ideértve az	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:	A vészhelyzet jellegének és hatásának haladéktalan felismerése, a válaszleptések

	<p>alábbiakat:</p> <p>.1 a hajón bekövetkező vészhelyzetekre kidolgozott tervek</p> <p>.2 a rakomány zárlatolásával kapcsolatos vészhelyzeti eljárások</p> <p>.3 a rakomány szempontjából alapvető fontosságú rendszerek, illetve szolgáltatások meghibásodása esetén megteendő lépések</p> <p>.4 tűzoltás a vegyianyagszállító tartályhajókon</p> <p>.5 zárt téri mentés</p> <p>.6 a rakomány reakcióképessége</p>	<p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>összhangban vannak a vészhelyzeti eljárásokkal és tervekkel</p> <p>A prioritások sorrendje, a jelentéstételek szintje és gyakorisága, valamint a hajón lévő személyek tájékoztatása összefüggésben vannak a vészhelyzet természetével és a probléma sürgősségét tükrözik</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Reagálás vészhelyzetekre (folytatás)	<p>.7 a rakomány tengerbe ürítése</p> <p>.8 Biztonsági Adatlap (MSDS) használata</p> <p>Ütközést, zátonyra futást vagy kiömlést követően megteendő intézkedések</p> <p>Egészségügyi elsősegélynyújtó eljárások ismerete vegyianyagszállító tartályhajókon, hivatkozással a veszélyes árukkal kapcsolatban bekövetkező balesetek során alkalmazandó Egészségügyi Elsősegély Útmutatóra (MFAG)</p>		<p>Az evakuálás, a vészhelyzeti zárlatolás és izolálás eljárásai megfelelnek a vészhelyzet természetének és késedelem nélkül valósulnak meg.</p> <p>Az egészségügyi vészhelyzet felismerése és a megtett lépések megfelelnek a jelenleg jóváhagyott elsősegélynyújtási gyakorlatnak és a nemzetközi irányelveknek</p>
A környezetszennyezés megelőzése érdekében tett óvintézkedések	A lég- és környezetszennyezés megelőzését célzó eljárások ismerete	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p>	A műveletek végrehajtása összhangban van az elfogadott elvekkel és eljárásokkal a környezetszennyezés megelőzésére

		.2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátor képzés .4 jóváhagyott képzési program	
A jogi szabályozásnak megfelelő eljárásrend felügyelete és ellenőrzése	A hajókról való szennyezés megelőzéséről szóló nemzetközi egyezmény (MARPOL) irányadó rendelkezéseinek, valamint az egyéb vonatkozó IMO-eszközök, ágazati irányelvek és a szokásosan alkalmazott kikötői rendelkezések ismerete és megértése Jártasság az IBC szabályzat és a kapcsolódó dokumentumok alkalmazásában	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátor képzés .4 jóváhagyott képzési program	A rakománykezelés megfelel a vonatkozó IMO szabályozásoknak és a hatályos ipari előírásoknak, valamint a biztonságos munkavégzési gyakorlatról szóló szabályzatoknak

A-V/1-2. szakasz

A cseppfolyósított gázt szállító tartályhajókon tartályhajókon szolgáló parancsnokok, tisztek és matrózok képzésére és képezésére vonatkozó kötelező minimumkövetelmények

Alkalmassági követelmény

1 A cseppfolyósított gázz szállító tartályhajókon rakománykezelésre vonatkozó alapképzés keretében képesítést pályázó minden jelölt köteles:

- .1 bizonyítani alkalmasságát az A-V/1-2-1. táblázat 1. oszlopában felsorolt feladatok, köteleességek és felelősségek teljesítésére; és
- .2 tanúbizonyságát adni, hogy megszerezte:
 - .2.1 az A-V/1-2-1. táblázat 2. oszlopában felsorolt minimális ismereteket, megértést és jártasságot, és
 - .2.2 a szükséges alkalmassági követelményt az A-V/1-2-1. táblázat 3. és 4. oszlopaiban előírt alkalmasság bizonyítására szolgáló módszerek szerint, és az alkalmasság értékelési kritériumainak megfelelően.

2 A cseppfolyós gázt szállító tartályhajók rakománykezelés műveletben az emeltszintű képesítésre pályázó minden jelölt köteles:

- .1 bizonyítani alkalmasságát az A-V/1-2-2. táblázat 1. oszlopában felsorolt feladatok, köteleességek és felelősségek teljesítésére; és

- .2 tanúbizonyságát adni, hogy megszerezte:
- .2.1 az A-V/1-2-2. táblázat 2. oszlopában felsorolt minimális ismereteket, megértést és jártasságot, és
- .2.2 a szükséges alkalmassági követelményt az A-V/1-2-2. táblázat 3. és 4. oszlopaiban előírt alkalmasság bizonyítására szolgáló módszerek szerint, és az alkalmasság értékelési kritériumainak megfelelően.

A-V/1-2 táblázat

Minimális alkalmassági követelmények előírása alap kiképzésben cseppfolyósított földgázszállító tartályhajó rakományműveleteihez

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Részvétel a cseppfolyósított gázt szállító tartályhajó biztonságos üzemeltetésében	<p><i>A cseppfolyósított gázt szállító tartályhajó konstrukciója és üzemeltetési jellemzői</i></p> <p>A cseppfolyósított gázt szállító tartályhajók alapismerete</p> <p>.1 a cseppfolyósított gáz szállító tartályhajók típusi</p> <p>.2 általános elrendezés és felépítés</p> <p>Rakománykezeléssel kapcsolatos alapismeretek:</p> <p>.1 vezetékrendszerek és szelepek</p> <p>.2 rakománykezelő berendezések</p> <p>.3 be- és kirakodás, valamint gondoskodás menet közben</p> <p>.4 haváriaállító rendszerek (LSD)</p> <p>.5 tartálytisztítás, derítés, gázkieresztés és -semlegesítés</p> <p>A cseppfolyósított gázok fizikai tulajdonságainak alapismerete, ideértve a</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>A felelősségi területen belüli közlések világosak és hatékonyak</p> <p>Az üzembiztonság érdekében a rakodási műveletek végrehajtása az elfogadott elvek és eljárások alapján történik</p>

	<p>következőket:</p> <p>.1 tulajdonságok és jellemzők</p> <p>.2 nyomás és hőmérséklet, ezen belül a gőznyomás és a hőmérséklet kapcsolata</p> <p>.3 elektrosztatikus töltés keletkezésének típusai</p>		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Részvétel a cseppfolyósított gázt szállító tartályhajó biztonságos üzemeltetésében (folytatás)	.4 vegyjelek A tartályhajó biztonságával és annak irányításával kapcsolatos ismeretek		
Óvintézkedések megtétele kockázatok megelőzésére	<p>A tartályhajóval végrehajtott műveletekkel összefüggő veszélyek alapfokú ismerete, ezen belül:</p> <p>.1 egészségügyi kockázatok</p> <p>.2 környezeti kockázatok</p> <p>.3 reakcióképességgel összefüggő kockázatok</p> <p>.4 korróziós kockázatok</p> <p>.5 robbanás- és gyulladásveszély</p> <p>.6 gyújtási források</p> <p>.7 elektrosztatikussággal kapcsolatos veszélyek</p> <p>.8 toxicitási kockázatok</p> <p>.9 gázszivárgás és gázfelhőképződés</p> <p>.10 rendkívül alacsony hőmérsékletek</p> <p>.11 nyomásveszélyek</p> <p>A veszélyek felügyeletével kapcsolatos</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>MSDS adatlapon helyesen beazonosítja a rakománnyal kapcsolatos aktuális veszélyeket a hajó és a személyzet szempontjából, és a jóváhagyott eljárások szerint megfelelően cselekszik</p> <p>A veszélyes helyzet észlelése és a követendő gyakorlatnak megfelelő eljárások szerinti cselekvés</p>

	<p>alapismeretek:</p> <p>.1 közömbösítési, szárítási és felügyeleti módszerek</p> <p>.2 feltöltődés elleni intézkedések</p> <p>.3 szellőzés</p> <p>.4 elkülönítés</p>		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Óvintézkedések megtétele kockázatok megelőzésére (folytatás)	<p>.5 rakományra vonatkozó tiltás</p> <p>.6 a rakomány-kompatibilitás jelentősége</p> <p>.7 légkör ellenőrzése</p> <p>.8 gázpróba</p> <p>A Biztonsági adatlapon (Material Safety Data Sheet - MSDS) szereplő információk megértése</p>		
Munkaegészségügyi és munkavédelmi óvintézkedések megtétele	<p>Gázmérő- és más hasonló berendezések üzemeltetése és megfelelő használata</p> <p>A biztonsági felszerelés és védőeszközök megfelelő használata, ezen belül:</p> <p>.1 lélegeztetőkészülék és tartályűritő berendezések</p> <p>.2 védőruházat és védőfelszerelés</p> <p>.3 újraélesztő készülékek</p> <p>.4 mentő- és menekülő felszerelés</p> <p>Biztonságos munkavégzési gyakorlatok és eljárások alapfokú ismerete a jogszabályokban és az ipari normákban előírtak</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	

	<p>szerint, a hajószemélyzeti biztonság szempontjából, cseppfolyósított gázt szállító tartályhajókon, ideértve a következőket:</p> <p>.1 zárt helyekre történő belépéskor megteendő óvintézkedések</p> <p>.2 javítási és karbantartási munka előtt és alatt megteendő óvintézkedések</p> <p>.3 meleg és hideg helyen történő munkavégzéssel kapcsolatos biztonsági intézkedések</p>		<p>Zárt helyekre történő belépésre vonatkozó eljárások követése</p> <p>A személyzet és a hajó védelmét szolgáló eljárások és a biztonságos munkavégzést szolgáló gyakorlatok mindenkor betartása</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Munkaegészségügyi és munkavédelmi óvintézkedések megtétele <i>(folytatás)</i>	<p>.4 elektromos biztonság</p> <p>.5 biztonsági ellenőrző lista a hajón/a parton</p> <p>Elsősegélynyújtási alapismeretek a Biztonsági adatlap (MSDS) szerint</p>		<p>A megfelelő biztonsági és védőfelszerelések helyes használata</p> <p>Elsősegélynyújtás: mit kell és mit nem szabad tenni</p>
Tűzoltási műveletek végrehajtása	<p>Tartályhajó tűzvédelmének megszervezése és megteendő intézkedések</p> <p>Különleges kockázatok a rakománykezeléssel és cseppfolyós gázok ömlesztett szállításával kapcsolatban</p> <p>Gáztűzek oltására alkalmazott tűzoltószerek</p> <p>Habelárasztásos, rögzített tűzoltó berendezés működtetése</p> <p>Habelárasztásos, hordozható tűzoltó berendezés működtetése</p> <p>Rögzített poroltó készülék működtetése</p> <p>Kiömlés megfékezésének</p>	Jóváhagyott és valóságghú kiképzési körülmények között végzett gyakorlatok és oktatás (pl. szimulált hajófedélzeti feltételek) és, amennyiben lehetséges és célszerű, sötétben	<p>Havária felismerésekor kezdeti cselekvések és folytatólagos intézkedések megfelelnek a jóváhagyott gyakorlatoknak és eljárásoknak</p> <p>A vészjelzések azonosításakor megtett lépések megfelelnek a jelzett vészhelyzetnek és az érvényben lévő eljárásoknak</p> <p>A ruházat és a felszerelés megfelel a tűzoltás jellegének</p> <p>Az egyes akciók időzítése és sorrendje megfelel uralkodó körülmények és állapotok</p> <p>A tűzoltás a megfelelő</p>

	alapvető ismerete tűzoltási műveletekkel kapcsolatban		eljárások, technikák és tűzoltó anyagok használatával történt
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Reagálás vészhelyzetekre	A vészhelyzeti eljárásokkal, köztük a vészleállítással kapcsolatos alapismeretek	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátor képzés .4 jóváhagyott képzési program	A vészhelyzet jellegének és hatásának haladéktalan felismerése, a válaszlépések összhangban vannak a vészhelyzeti eljárásokkal és tervekkel
Óvintézkedések megtétele a cseppfolyós gázok kiszabadulásából adódó környezet szennyezés megelőzése érdekében	A szennyezés emberi és tengeri életre gyakorolt hatásainak alapfokú ismerete A szennyezés megelőzését szolgáló, hajófedélzeti eljárások alapfokú ismerete Kiömlés esetén megteendő intézkedésekkel kapcsolatos alapismeretek, beleértve a következők szükségességét: .1 a lényeges információk jelentése a felelős személyeknek .2 segítségnyújtás a kiömlött anyag izolálását célzó, fedélzeti eljárások során .3 ridegtörés megakadályozása	Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátor képzés .4 jóváhagyott képzési program	A környezet védelmét szolgáló eljárások mindenkori betartása

A-V/1-2-2. táblázat

Minimális alkalmassági követelmények előírása emeltszintű képzésben cseppfolyósított gázt szállító tartályhajók rakomány műveleteihez

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Képesség az összes rakománykezelési művelet biztonságos végrehajtására és ellenőrzésére	<p><i>Cseppfolyósított gázt szállító tartályhajó konstrukciója és jellemzői</i></p> <p>Cseppfolyósított gázt szállító tartályhajó konstrukciójának, rendszereinek és berendezésinek ismerete, ideértve a következőket:</p> <p>.1 cseppfolyósított gázt szállító tartályhajók és rakománytartály-szerkezetek típusai</p> <p>.2 általános elrendezés és felépítés</p> <p>.3 a rakománytároló rendszerek, ideértve a szerkezeti és szigetelési anyagokat</p> <p>.4 rakománykezelő berendezések és műszerezettség, ideértve a következőket:</p> <p>.1 rakományszivattyúk és szivattyúrendszerek</p> <p>.2 rakomány csővezetékek és szelepek</p> <p>.3 tágulási készülékek</p> <p>.4 lángválaszfallak</p> <p>.5 hőmérséklet ellenőrző rendszerek</p> <p>.6 rakománytartály szintmérő rendszerek</p> <p>.7 tartálynyomás-ellenőrző és vezérlő rendszerek</p> <p>.5 rakományhőmérséklet fenntartó rendszer</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>A kommunikáció világos, megértették és sikeres</p> <p>A rakományműveletek végrehajtása biztonságosan történik, figyelembe véve a cseppfolyósított gázt szállító tartályhajók konstrukcióit, rendszereit és felszerelését</p> <p>A szivattyúzási műveleteket az elfogadott elvek és eljárások szerint a rakomány típusának megfelelően hajtják végre</p> <p>Az üzembiztonság és a tengeri környezet szennyezésének elkerülése érdekében a rakodási műveletek megtervezése, végrehajtása és a kockázatkezelés az elfogadott elveknek és eljárásoknak megfelelően történik</p>

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
<p>Képesség az összes rakománykezelési művelet biztonságos végrehajtására és ellenőrzésére (folytatás)</p>	<p>.6 tartályatmoszféra rendszerek, inert gáz, nitrogén, ideértve a tároló, termelő és elosztó rendszereket</p> <p>.7 válaszfalmelegítő rendszerek</p> <p>.8 gázjelző rendszerek</p> <p>.9 ballasztrendszer</p> <p>.10 leforraló rendszerek</p> <p>.11 újracseppfolyósító rendszerek</p> <p>.12 havária vészleállító rendszer (ESD)</p> <p>.13 átfejtő rendszer</p> <p>A szivattyúzás elméletének és jellemzőinek, köztük a töltőszivattyúnak és biztonságos üzemeltetésének ismerete</p> <p><i>Rakomány be- és kirakodása, karbantartása és kezelése</i></p> <p>Az ömlesztett folyékony rakomány által a trimre, a stabilitásra és a szerkezeti integritásra gyakorolt hatás ismerete</p> <p>A tartályhajó biztonsági kultúráját és a biztonságtechnikai követelmények megvalósítását érintő jártasság</p>		<p>Cseppfolyós gázzakomány megfelelő betöltése, tárolása és kirakodása biztosítja, hogy a stabilitási és feszültségállapotok mindig a biztonságos határokon belül maradnak</p> <p>A rakománnyal kapcsolatos eljárások esetleges be nem tartásának haladéktalan felismerése és korrigálása</p> <p>A meghozott intézkedések és követett eljárások a megfelelő hajóberendezések helyes beazonosításával és teljes kihasználásával valósulnak meg</p>

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Képesség az összes rakománykezelési művelet biztonságos végrehajtására és ellenőrzésére (folytatás)	<p>Jártasság az összes rakományművelet biztonságos előkészítésében, eljárásaiban és ellenőrző listáinak kezelésében, ideértve a következőket:</p> <p>.1 dokkolás és rakodás:</p> <p>.1 tartályellenőrzés .2 közömbösítés (oxigénszökkentés, harmatpont csökkentés) .3 gázfeltöltés .4 lehűtés .5 rakodás .6 ballaszt ürítés .7 mintavételezés, ideértve a zártkörű mintavételezést</p> <p>.2 tengeri út</p> <p>.1 lehűtés .2 nyomás fenntartása .3 leforralás .4 gátlás</p> <p>.3 kirakodás:</p> <p>.1 kirakodás .2 ballaszt betöltés .3 lefejtő és tisztítórendszerek .4 a tartály folyadékmentesítésének rendszerei</p> <p>.4 dokkolás előtti előkészületek:</p> <p>.1 felmelegítés .2 közömbösítés .3 gázkieresztés</p> <p>.5 hajók közötti átféjtés</p>		<p>Az ellenőrző és gázészlelő berendezések kalibrálása és használata összhangban van a biztonságos üzemi gyakorlattal és eljárásokkal</p> <p>Az ellenőrzési és a biztonsági rendszerekkel kapcsolatos eljárások biztosítják az összes veszjelzés gyors észlelését és az érvényes eljárásoknak megfelelő cselekvést</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Képesség az összes rakománykezelési művelet biztonságos végrehajtására és ellenőrzésére (folytatás)	<p>Jártasság a rakománymérések és számítások végrehajtásában, ideértve a következőket:</p> <p>.1 folyékony fázis</p> <p>.2 gázfázis</p> <p>.3 fedélzetre vett mennyiség (OBQ)</p> <p>.4 fedélzeten maradó mennyiség (ROB)</p> <p>.5 leforralási rakomány számítások</p> <p>Alkalmasság a személyzet irányításában és felügyeletében a rakománnyal kapcsolatos feladatok során</p>		A személyzet számára kijelölik a szolgálati feladatokat és tájékoztatják őket a munka során követendő elvárásokról, oly módon, ami megfelel az illető egyéneknek, valamint összhangban van a biztonságos üzemeltetési gyakorlatokkal
A cseppfolyósított gázzakománnyok fizikai és kémiai tulajdonságainak ismerete	<p>A cseppfolyósított gázok ömlesztett biztonságos tengeri szállításával összefüggő alapvető kémia és fizika, valamint a vonatkozó meghatározások ismerete és megértése, ideértve a következőket:</p> <p>.1 gázok kémiai szerkezete</p> <p>.2 cseppfolyósított gázok jellemzői és tulajdonságai (ideértve a CO₂ gázt) és páráikat, beleértve a következőket:</p> <p>.1 egyszerű gáz törvények</p> <p>.2 az anyag halmazállapotai</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	A cseppfolyósított gázok tulajdonságainak és jellemzőinek beazonosítására és a biztonságra, környezetvédelemre, és hajóüzemre gyakorolt hatásukra vonatkozó információs források hatékony alkalmazása

	.3 folyadék és párasűrűségek		
	.4 gázok diffúziója és elegyedése		

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A cseppfolyósított gázrakományok fizikai és kémiai tulajdonságainak ismerete (<i>folytatás</i>)	.5 gázok sűrítése .6 gázok ismételt cseppfolyósítása és hűtése .7 gázok kritikus hőmérséklete és nyomása .8 lobbanáspont, felső és alsó robbanáshatárok, öngyulladás hőmérséklet .9 gázok kompatibilitása, reakcióképessége és pozitív különválása .10 polimerizálódás .11 telített gőznyomás/referenciahőmérséklet .12 harmatpont és buborékpont .13 kompresszorok kenése .14 hidrátképződés .15 egyedi folyadékok tulajdonságai .4 az oldatok természete és tulajdonságai .5 termodinamikai egységek .6 termodinamikai alaptörvények és diagramok .7 anyagok tulajdonságai .8 alacsony hőmérséklet hatása - ridegtörés		

	A Biztonsági adatlapon (Material Safety Data Sheet - MSDS) szereplő információk megértése		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Veszélymegelőzési célú óvintézkedések megtétele	<p>A cseppfolyósított gázt szállító tartályhajók rakományműveleteivel kapcsolatos kockázatok és ellenőrzési intézkedések ismerete és megértése, ideértve a következőket:</p> <ul style="list-style-type: none"> .1 gyúlékonyság .2 robbanás .3 toxicitás .4 reakcióképesség .5 korrozivitás .6 egészségügyi kockázatok .7 gázösszetétel közömbösítése .8 elektrosztatikussággal kapcsolatos veszélyek .9 polimerizációs rakományok <p>Ellenőrző és gázészlelő rendszerek, műszerek és berendezések kalibrálásában és használatában szerzett jártasság</p> <p>Az irányadó szabályok/rendeletek be nem tartásából eredő veszélyek ismerete és megértése</p>	<p>Vizsgáztatás és az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <ul style="list-style-type: none"> .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátor képzés .4 jóváhagyott képzési program 	<p>A cseppfolyósított gázt szállító tartályhajók rakományműveleteivel kapcsolatban a rakományból következő kockázatokat a hajó és a személyzet szempontjából helyesen azonosítják be, és megfelelő ellenőrzési intézkedéseket foganatosítanak</p> <p>A gázészlelő készülékek használata megfelel az utasításoknak és a jó gyakorlatnak</p>
Munkaegészségügyi és munkavédelmi óvintézkedések megtétele	<p>A biztonságos munkavégzési gyakorlatok ismerete és megértése, ideértve a kockázatértékelést és a hajón tartózkodó személyek biztonságát a</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <ul style="list-style-type: none"> .1 jóváhagyott szolgálati gyakorlat 	<p>Mindenkor betartják a személyzet és a hajó biztonságát szolgáló eljárásokat</p> <p>A biztonságos munkavégzési gyakorlatot</p>

	<p>cseppfolyósított gázt szállító tartályhajókon, ideértve a következőket:</p> <p>.1 óvintézkedések zárt terekbe való belépéskor (mint például kompresszorterek), ideértve a különböző típusú lélegzőkészülékek megfelelő használatát</p>	<p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p>	<p>betartják, a megfelelő biztonsági és védőfelszerelést helyesen használják</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>Munkaegészségügyi és munkavédelmi óvintézkedések megtétele <i>(folytatás)</i></p>	<p>.2 a javítási és karbantartási munkálatokat megelőzően és azok során alkalmazandó óvintézkedések, ideértve a szivattyúzást, a csővezetékeztést, a villamos- és vezérlőrendszereket érintő munkálatokat is</p> <p>.3 meleg és hideg helyen történő munkavégzéssel kapcsolatos biztonsági intézkedések</p> <p>.4 elektromos biztonsággal kapcsolatos óvintézkedések</p> <p>.5 megfelelő személyi védőfelszerelés használata</p> <p>.6 óvintézkedések fagyások és fagyási sérülések megelőzésére</p> <p>.7 a személyes mérgezésellenőrző berendezések megfelelő használata</p>	<p>.4 jóváhagyott képzési program</p>	<p>A munkavégzési gyakorlat megfelel a jogszabályi előírásoknak, az eljárási szabályzatnak, valamint a munkavégzésre és környezetvédelemre vonatkozó engedélyeknek aggályok</p> <p>Lélegeztető készülék helyes használata</p>
<p>Reagálás vészhelyzetekre</p>	<p>A cseppfolyósított gázt szállító tartályhajók havária eljárásainak ismerete és megértése, ideértve a következőket:</p> <p>.1 a hajón bekövetkező vészhelyzetekre kidolgozott tervek</p> <p>.2 rakományműveletek vészleállítási eljárása</p>	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p>	<p>A vészhelyzet jellegének és hatásának haladéktalan felismerése, a válaszlelések összhangban vannak a vészhelyzeti eljárásokkal és tervekkel</p> <p>A jelentéstétel és a fedélzeten tartózkodó személyzet</p>

	<p>.3 rakományszelep vészhelyzet kezelése</p> <p>.4 a rakományműveletek szempontjából alapvető fontosságú rendszerek vagy szolgáltatások meghibásodása esetén megteendő intézkedések</p> <p>.5 tűzoltás a cseppfolyósított gázt szállító tartályhajókon</p> <p>.6 a rakomány tengerbe ürítése</p> <p>.7 zárt téri mentés</p>	<p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>tájékoztatásának elsőbbségi sorrendje, szintje, és időzítése megfelel a vészhelyzet természetének és tükrözi a probléma sürgősségét</p> <p>Az evakuálás, a vészhelyzeti leállítás és elszigetelés megfelel a vészhelyzet természetének és végrehajtása haladéktalanul megtörténik</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Reagálás vészhelyzetekre (folytatás)	<p>Ütközés, zátonyra futás, vagy kiömlést, illetve a hajó mérgező vagy gyúlékony párával történt elárasztását követően megteendő intézkedések</p> <p>A cseppfolyósított gázt szállító tartályhajókon alkalmazott egészségügyi elsősegély eljárások és ellenanyagok ismerete hivatkozással az Útmutató Egészségügyi Elsősegélyhez Veszélyes Árukkal kapcsolatban előforduló (MFAG)</p>		<p>Az egészségügyi vészhelyzet felismerése és a megtett lépések megfelelnek a jelenleg jóváhagyott elsősegélynyújtási gyakorlatnak és a nemzetközi irányelveknek</p>
A környezetszennyezés megelőzése érdekében tett óvintézkedések	A környezetszennyezés megelőzésére szolgáló eljárások megértése	<p>Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése:</p> <p>.1 jóváhagyott szolgálati gyakorlat</p> <p>.2 jóváhagyott, iskolahajón szerzett gyakorlat</p> <p>.3 jóváhagyott szimulátor képzés</p> <p>.4 jóváhagyott képzési program</p>	<p>A műveletek végrehajtása összhangban van az elfogadott elvekkel és eljárásokkal a környezetszennyezés megelőzésére</p>

A jogi szabályozásnak megfelelő eljárásrend felügyelete és ellenőrzése	A hajókról való szennyezés megelőzéséről szóló nemzetközi egyezmény (MARPOL) irányadó rendelkezéseinek, valamint az egyéb vonatkozó IMO okiratok, ágazati irányelvek és a szokásosan alkalmazott kikötői rendelkezések ismerete és megértése Jártasság az IBC és IGC szabályzatok, valamint kapcsolódó dokumentumok használatában	Az alábbiak közül egy vagy több módon megszerzett alkalmasság értékelése: .1 jóváhagyott szolgálati gyakorlat .2 jóváhagyott, iskolahajón szerzett gyakorlat .3 jóváhagyott szimulátor képzés .4 jóváhagyott képzési program	A cseppfolyósított gáz rakományok kezelése megfelel a vonatkozó IMO okiratoknak, és az érvényes ipari normáknak, valamint a biztonságos munkavégzési gyakorlatok szabályzatának
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A-V/2 szakasz

Személyhajó parancsnokának, tisztjeinek, beosztott személyzetének és más szolgálati személyeknek a képzésére és képzésére vonatkozó minimális követelmények

A szervezetlen tömegek irányításával kapcsolatos képzés

1 A szervezetlen tömegek irányításával kapcsolatos és az V/2 szabály 4. pontjában megkövetelt képzésnek a riadótervben vészhelyzet esetén az utasoknak segítségnyújtásra kijelölt személyeknél az alábbiakat kell magában foglalnia, de annak nem kell erre korlátozódnia::

- .1 a mentőeszközök és havaria tervek ismeretét, beleértve:
 - .1.1 a riadótervek és a havaria utasítások ismeretét,
 - .1.2 a vészkiíratok ismeretét, és
 - .1.3 a liftek használatára vonatkozó korlátozásokat;
- .2 segítségnyújtás az utasok részére a gyülekezési helyekre és a mentőeszközökbe való beszállás helyére való útjukon, beleértve:
 - .2.1 a szabatos és a megnyugtató rendelkezések adása;
 - .2.2 az utasoknak a folyosókon, lépcsőházakban, és átjárókban való irányítását,
 - .2.3 az evakuálási útvonalak akadálymentesítését;
 - .2.4 a mozgássérültek és a speciális segítségre szoruló személyek evakuálásának módjait, és
 - .2.5 a lakóterek bejárását;

- .3 a gyülekezési eljárásokat, beleértve:
 - .3.1 a rend fenntartásának fontosságát;
 - .3.2 a pánik csökkentését és elkerülését lehetővé tevő eljárások tudását;
 - .3.3 evakuálás esetén a hajón szállított személyek jegyzékének lehetőség szerinti felhasználása a létszám ellenőrzésére, és
 - .3.4 gondoskodni arról, hogy az utasok kellő módon felöltözzenek és mentőmellényüket helyesen vegyék fel.

Az utasoknak az utasterekben közvetlen szolgáltatásokat nyújtó személyzet biztonsági képzése

2 Az V/2. szakasz 5. bekezdésében foglalt szabályozás által megkövetelt kiegészítő biztonsági képzés legalább az alábbi képességek elérését kell, hogy biztosítsa:

Kommunikáció

- .1 Képesség az utasokkal vészhelyzetben történő kommunikálásra, figyelembe véve a következőket::
 - .1.1 az adott útvonalon szállított utasok jellemző állampolgárságának megfelelő nyelv, vagy nyelvek;
 - .1.2 annak valószínűségére, hogy az elemi angol szókincs használata biztosíthatja a segítségre szoruló utasokkal való kommunikálást, függetlenül attól, hogy az utas és a személyzet tagja közös nyelvet beszél-e;
 - .1.3 a lehetséges igény, hogy vészhelyzet esetén egyéb eszközökkel (mint például bemutatás, vagy kézjelekre, vagy a figyelemnek arra a helyre irányítása, ahol az utasítások találhatóak, a gyülekezési helyre, a mentőeszközökre vagy az evakuálási útvonalakra) kell kommunikálni olyan az esetekben, amikor a szóbeli kommunikálás gyakorlatilag nem lehetséges,;
 - .1.4 arra a mértékre, amely mértékben a biztonsági utasításokat az utasok részére anyanyelvükön, illetve anyanyelveiken rendelkezésre bocsátották, és
 - .1.5 azok a nyelvek, amelyeken vészhelyzeti bejelentéseket lehet közzé tenni valamely vészhelyzet vagy gyakorlat idején, hogy létfontosságú útmutatást nyújtsanak az utasoknak, és hogy segítsék a hajószemélyzet tagjait az utasok megsegítésében.

Életmentő eszközök

- .2 Képesnek lenni arra, hogy az utasoknak bemutassák a személyi életmentő eszközök használatát.

Berakodási és behajózási eljárások

- .3 Utasok behajózása és kihajózása, különös figyelemmel a mozgássérült személyekre és a különleges segítségre szoruló személyekre. .

Válságkezelése és az emberi viselkedéssel kapcsolatos kiképzés

3 A parancsnokok, a főgéptisztek, az elsőtisztek, a másodgéptisztek, és minden más olyan személy, aki felelősséget visel az utasok biztonságáért vészhelyzetben köteles:

- .1 az V/2. szakasz 6. bekezdésében előírt jóváhagyott válságkezelési és emberi viselkedéssel kapcsolatos képzést sikeresen teljesíteni, az A-V/2. táblázatban felsorolt beosztások, kötelelességeik és felelősségeik szerint; és
- .2 kötelesek bizonyítani, hogy a szükséges alkalmassági színvonalat elérték az A-V/2. táblázat 3. és 4. pontjának oszlopaiban felsorolt módszerek és alkalmassági értékelő kritériumok szerint.

Az utasbiztonságra, a rakománybiztonságra és a hajótest egységes zártságára vonatkozó képzés

4 Az utasbiztonsági, rakománybiztonsági és a hajótest egységes zártságára vonatkozó képzést az V/2. Szabály 7. bekezdése írja elő hajóparancsnokok, első tisztek, gépüzemvezetők, másod géptisztek és olyan személyek számára, akik közvetlen felelősséggel vannak felruházva az utasok ki- és behajózásával, a rakomány ki- és berakodásával vagy rögzítésével, vagy a hajótestnyílások lezárásával kapcsolatban ro-ro személyhajókon, legalább biztosítva azon alkalmasságukat, amelyek megfelelőek feladataik és felelősségi köreik teljesítéséhez az alábbiak szerint:

Berakodási és behajózási eljárások

- .1 Képesség a hajón bevezetett eljárások helyes alkalmazására, tekintettel:
 - .1.1 közúti járművek, vasúti kocsik és más áruszállító egységek ki és berakodására, beleértve az ezzel kapcsolatos kommunikációt,
 - .1.2 a rakodó hidak (rámpek) leeresztésére és felhúzására,
 - .1.3 a visszahúzható járműfedélzetek felállítására és visszahúzására, valamint rögzítésére,
 - .1.4 az utasok ki- és behajózására, különös figyelemmel a fogyatékos személyekre és a segítségre szoruló személyekre.

Veszélyes áruk szállítása

- .2 Képesség bármilyen elővigyázati rendszabályok, eljárások és követelmények alkalmazására, amelyek veszélyes áruk ro-ro személyhajókon történő szállítására vonatkoznak.

A rakomány rögzítése

- .3 Képesség arra, hogy:
- .3.1 helyesen alkalmazzák "A rakományelrendezés és rögzítés biztonságos gyakorlata" szabályzat rendelkezéseit a szállított közúti járművekre, vasúti kocsikra és más áruszállító egységekre; és
 - .3.2 helyesen használják az adott rakományrögzítő felszerelést és anyagokat figyelembe véve azok korlátait.

Stabilitás-, trimm- és hajótest feszültségi számítások

- .4 Képesség arra, hogy:
- .4.1 helyesen használják a rendelkezésre álló stabilitási és feszültségi információkat;
 - .4.2 kiszámítsák a stabilitást és a trimmet különböző rakodási állapotokra a rendelkezésre bocsátott stabilitás-kalkulátor vagy számítógépes programok használatával,
 - .4.3 kiszámítsák a terhelhetőségi tényezőket a fedélzetekre, és
 - .4.4 kiszámítsák a ballaszt és üzemanyag mozgás hatását a stabilitásra, trimmre és a hajótest feszültségére.

A hajótestnyílások nyitása, zárása és biztosítása

- .5 Képesség arra, hogy:
- .5.1 helyesen alkalmazzák a hajó számára rendszeresített eljárást az orr-, far-, oldalajtók és a rakodó hidak (rámpák) nyitására és lezárására, és hogy helyesen működtessék a kapcsolódó rendszereket, és
 - .5.2 szemléket végezzenek a tömítések megfelelő állapotáról.

A Ro-Ro fedélzet légterének állapota

- .6 Képesség arra, hogy:
- .6.1 használják azt a felszerelést, ahol van ilyen, amely a légtér állapotát folyamatosan figyeli a Ro-Ro rakományterekben, és

- .6.2 helyesen alkalmazzák a hajón fogatosított eljárásrendet a ro-ro rakományterek szellőztetésére a járművek be- és kirakodása folyamán, amíg úton vannak és vészhelyzetben.

A-V/2. táblázat

A szaktudás minimális szintjének meghatározása kríziskezelésben és emberi viselkedésben

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Szervezzen hajóra vészhelyzeti eljárást	<p>A következőkkel kapcsolatos ismeretek:</p> <p>.1 a hajó általános terve és elrendezése</p> <p>.2 biztonsági előírások</p> <p>.3 vészhelyzeti tervek és eljárások</p> <p>A hajó-specifikus vészhelyzeti tervek kialakítására szolgáló alapelvek fontossága, beleértve:</p> <p>.1 a hajó-vészhelyzeti eljárások gyakorlatainak és előre tervezésének szükségessége</p> <p>.2 a teljes személyzet számára annak a szükségessége, hogy tudatában legyen és betartsa az előre tervezett vészhelyzeti eljárásokat olyan gondossággal, amennyire lehetséges egy vészhelyzeti szituációban.</p>	Jóváhagyott képzés, dolgozatok egy vagy több elkészített vészhelyzeti tervvel, és gyakorlati bemutatások alapján megszerzett bizonyítékok felmérése	A hajó-vészhelyzeti eljárások biztosítják a vészhelyzeti szituációkra reagáló készenléti állapotot
Erőforrások optimalizálása	<p>Képesség az erőforrások felhasználásának optimalizálására, figyelembe véve:</p> <p>.1 annak lehetőségét, hogy a rendelkezésre álló erőforrások korlátozottak lehetnek</p> <p>.2 annak szükségességét, hogy teljes mértékben használja az azonnal rendelkezésre álló személyzetet és</p>	A vészhelyzeti eljárásokkal kapcsolatos, jóváhagyott képzés, gyakorlati bemutató, fedélzeti kiképzés és gyakorlatok során megszerzett alkalmasság értékelése	<p>Az eshetőségi tervek optimalizálják a rendelkezésre álló erőforrásokat</p> <p>A feladatok és felelőségek kiosztása tükrözi az egyének ismert szaktudását</p> <p>A csoportok és az egyének szerepe és felelősége világosan van meghatározva</p>

	felszerelést és, ha szükséges,		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Erőforrások optimalizálása (<i>folytatás</i>)	Képes legyen valóságszerű gyakorlatok megszervezésére a készenléti állapot fenntartása érdekében, figyelembe véve a korábbi személyhajókat érintő balesetek tanulságait; kiértékelést végezni a gyakorlatok után		
Tartsa ellenőrzés alatt a reagálást a vészhelyzetekre	<p>Képesség egy kezdeti helyzetfelmérés elvégzésére és hatékony reagálás nyújtására vészhelyzeti szituációban a fogantatosított vészhelyzeti eljárási rendnek megfelelően</p> <p><i>Vezetői készség</i></p> <p>Képesség mások vezetésére és irányítására vészhelyzeti körülmények között, beleértve annak szükségességét, hogy</p> <p>.1 példát mutat a vészhelyzeti körülményekben</p> <p>.2 koncentráljon a döntéshozatalra, mivel gyors cselekvésre van szükség vészhelyzet esetén</p> <p>.3 motiválja, bátorítsa és megnyugtassa az utasokat és a személyzet többi részét</p> <p><i>Stressz kezelése</i></p> <p>Képes legyen felismerni a túlzott személyi stressz tüneteinek kialakulását magánál és a hajó vészhelyzeti csapatának más tagjainál</p>	A vészhelyzeti eljárásokkal kapcsolatos, jóváhagyott képzés, gyakorlati bemutató, fedélzeti kiképzés és gyakorlatok során megszerzett alkalmasság értékelése	<p>Az eljárások és tevékenységek összhangban vannak a hajóra alkalmazott kríziskezelési elvekkel és tervekkel</p> <p>A célok és a stratégia megfelel a vészhelyzet természetének, vegye figyelembe az eshetőségeket és optimalisan használja a rendelkezésre álló erőforrásokat</p> <p>A személyzet tagjainak cselekvése hozzájárul a rend és az irányítás fenntartásához</p>

	Annak a megértése, hogy a vészhelyzeti szituációk által keltett stressz hatással lehet az egyének teljesítményére és arra a képességekre, hogy az utasításokat végrehajtsák és kövessék az eljárási rendet		
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1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Tartsa ellenőrzés alatt az utasokat és a személyzetet vészhelyzeti szituációkban	<p><i>Emberi viselkedés és reakálás</i></p> <p>Képesség az utasok és a személyzet ellenőrzésére vészhelyzeti körülmények között, beleértve:</p> <p>.1 tudatában kell lenni az utasok és a személyzet általános viselkedésformájú reakciójának vészhelyzeti körülmények között, beleértve annak a lehetőségét, hogy::</p> <p>.1.1 általában időt vesz igénybe, amíg az emberek elfogadják a tényt, hogy vészhelyzeti szituáció van</p> <p>.1.2 néhány ember pánikba eshet, és nem viselkedik normális értelmi szinten, hogy a felfogó képességük sérülhetett, és nem reagálhatnak az utasításokra úgy, mint nem-vészhelyzeti körülmények között</p> <p>.2 legyen tudatában annak, hogy az utasok és a személyzet lehet, hogy, egyebek között:</p> <p>.2.1 első reakcióként elkezdik keresni hozzátartozóikat, barátait, valamint ingóságaikat, amikor valami baj történik</p>	A vészhelyzeti eljárásokkal kapcsolatos, jóváhagyott képzés, gyakorlati bemutató, fedélzeti kiképzés és gyakorlatok során megszerzett alkalmasság értékelése	A személyzet tagjainak cselekvése hozzájárul a rend és az irányítás fenntartásához

	.2.2 biztonságot keresnek a kabinjukban vagy más helyeken a hajón, ahol azt gondolják, hogy megmenekülhetnek a veszélytől		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Tartsa ellenőrzés alatt az utasokat és a személyzetet vészhelyzeti szituációkban <i>(folytatás)</i>	.2.3 megdőlt hajó esetében rendszerint a magasabb oldalra mennek .3 annak a megértése, hogy a családok szétválasztása pánik-problémát eredményezhet		
Teremtse meg és tartsa fenn hatékony kommunikációt	Hatékony kommunikáció megteremtésének és fenntartásának a képessége, beleértve .1 a tiszta és tömör utasítások és jelentések fontosságát .2 annak a szükségét, hogy bátorítani kell az információcserét az utasokkal és a személyzettel, valamint a tőlük származó információk vételét Képesség megfelelő információ nyújtása utasoknak és más személyzetnek vészhelyzetben, folyamatosan tájékoztatva őket az általános helyzetről és a tőlük elvárt minden cselekvés kommunikálására, figyelembe véve a következőket:: .1 a nyelv vagy nyelvek megfelelnek az adott útvonalon szállított utasok és más személyek főbb nemzeti hovatartozásának .2 az a lehetséges szükséglet, hogy egy vészhelyzet esetén valamilyen más módon	A jóváhagyott képzés, írásbeli dolgozatok és gyakorlati bemutatás alapján megszerzett bizonyítékok felmérése	Az információkat minden elérhető forrásból beszerzik, kiértékelik, és megbizonyosodnak rólok amilyen gyorsan csak lehetséges, és felülvizsgálják a vészhelyzet fennállása folyamán Az egyéneknek, a vészhelyzetre reagáló csoportoknak és az utasoknak adott információ pontos, lényeges és időben történik A tájékoztatás folyamatosan ismerteti az utasokkal a vészhelyzet jellegét és a tőlük megkívánt cselekvést

	kell kommunikálni, mint pl. bemutatással vagy kézjelzéssel, vagy felhívni a figyelmet a tájékoztató táblák, a gyülekezési helyek, életmentő készülékek vagy menekülési útvonalak helyére, amikor szóbeli kommunikáció gyakorlatilag kivitelezhetetlen		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Teremtsen meg és tartson fenn hatékony kommunikációt (folytatás)	.3 annak a nyelvnek a tudása, amelyen vészhelyzeti bejelentéseket lehet bemondani valamely vészhelyzet vagy gyakorlat folyamán azért, hogy fontos útmutatást nyújtsanak az utasoknak, és hogy segítsék a hajószemélyzet tagjait az utasoknak történő segítségnyújtásban		

VI. FEJEZET

A vészhelyzettel, a munkavédelemmel, az elsősegélynyújtással és a túléléssel kapcsolatos feladatokra vonatkozó követelmények

A-VI/1. szakasz

Az összes tengerész bevezető és alapfokú képzésére és oktatására vonatkozó kötelező minimumkövetelmények

Biztonsággal kapcsolatos ismertető képzés

1 Mielőtt kijelölnék a hajón való szolgálat ellátására minden személynek, akit tengerjáró hajón alkalmaznak vagy foglalkoztatnak és nem utas, jóváhagyott ismertető képzésben kell részt vennie a személyi túlélési módszereket illetően, vagy kielégítő tájékoztatást és oktatást kell kapnia, figyelembe véve a B részben adott útmutatót, valamint képesnek kell lennie

- .1 magát a hajón lévő más személyekkel elemi biztonsági ügyekben és ismernie kell a biztonsági információk jelöléseit, jeleit és a riasztó jelzéseket;
- .2 tudni az, hogy mit kell tennie, ha:

- .2.1 egy személy vízbe esik,
- .2.2 tüzet, vagy füstöt észlelnek, vagy
- .2.3 a tűzriadó jelzés vagy a mentőcsónak riadójelzés hallatszik;
- .3 azonosítani a gyülekezési és beszállási helyeket és a vészhelyzeti menekülő utakat;
- .4 megtalálni és felvenni mentőmellényeket,
- .5 bekapcsolni a riasztót és alapvető ismeretekkel kell rendelkeznie a hordozható tűzoltó készülékek használatát illetően;
- .6 azonnali cselekvésre egy baleset, vagy orvosi szükséghelyzet bekövetkeztekor, mielőtt további orvosi segítségért folyamodna a hajón; és
- .7 zárni és nyitni az adott hajón felszerelt tűz-, időjárás- és vízzáró ajtókat, amelyek mások mint azok, amelyek a hajónyílások zárására szolgálnak.

Alapfokú képzés

2 A tengerészeknek, akiket bármilyen minőségben alkalmaznak vagy foglalkoztatnak a hajón olyan munkakörben amely része a hajó egészének és amely ki van jelölve biztonsági vagy környezetvédelmi szolgálatra a hajó üzemeltetésében, a hajón való bármely szolgálatra történő beosztásuk előtt

- .1 részesülniük kell megfelelő jóváhagyott alapfokú képzésben vagy oktatásban:
 - .1.1 a személyi túlélési eljárásokban az A-VI/1-1 táblázatban közöltek szerint
 - .1.2 a tűz megelőzésében és a tűzoltásban az A-VI/1-2 táblázatban közöltek szerint,
 - .1.3 az alapfokú elsősegélynyújtásban az A-VI/1-3 táblázatban közöltek szerint és
 - .1.4 a személyi biztonság és szociális felelősségek tekintetében az A-VI/1.4 táblázatban közöltek szerint.
- .2 tanúbizonytságot kell adniuk arról, hogy elérték az alkalmassági követelményeket az A-VI/1-1, A-VI/1-2, A-VI/1-3 és A-VI/1-4 táblázatok 1. oszlopában felsorolt feladatok, szolgálatok és kötelezettségek ellátásában:
 - .2.1 az alkalmasság bemutatásával a fenti táblázatok 3. és 4. oszlopába foglalt, az alkalmasság kiértékelésre szolgáló módszerek és kritériumok szerint; és
 - .2.2 egy jóváhagyott képzési program részeként vizsgával, vagy

folyamatos kiértékeléssel a fenti táblázatok 2. oszlopában felsorolt tárgyakkól.

3 A 2. szakasz szerinti alapkiképzés szerint képesített tengerészek kötelesek minden öt évben tanúbizonyosságát adni, hogy fenntartották az alkalmasság szükséges színvonalát az A-VI/1.-1. és A-VI/1-2. táblázat 1. oszlopaiban felsorolt feladatok, kötelességek és felelőségek teljesítéséhez.

4 A részes Felek elfogadhatják a hajón történő képzést és tapasztalatot a szükséges alkalmassági színvonal megőrzése bizonyítására az alábbi területeken:

- .1 személyes túlélési módszerek az A-VI/1-1: táblázatban leírtak szerint:
 - .1.1 mentőmellény felvétele;
 - .1.2 mentőcsónakba szállás hajóról, mentőmellény viselése közben;
 - .1.3 kezdeményező intézkedés mentőcsónakba szálláskor, javítva az életben maradás esélyét;
 - .1.4 a mentőcsónak vonszolt horgonya, vagy tengeri horgonyának alkalmazása;
 - .1.5 a túlélőeszköz berendezéseinek működtetése; és
 - .1.6 helymeghatározó készülékek működtetése, ideértve a rádióberendezést.
- .2 Tűzmegeelőzés és tűzoltás az A-VI/1-2. táblázatban meghatározottak szerint:
 - .2.1 önálló légzőkészülék alkalmazása; és
 - .2.2 mentés végrehajtása füsttel teli térben, jóváhagyott füstkeltő fedélzeti készülék használatával lélegzőkészülék viselése közben..

Mentességek

5 Nemzetközi utakon közlekedő, 500 BT tonnatartalmat meghaladó személyhajók és tankhajók kivételével, azon hajókon vagy hajóosztályokon szolgálatot teljesítő tengerészek számára, amely hajók esetében a hajó mérete és az által teljesített útvonal hossza, illetve jellege miatt úgy véli, hogy ésszerűtlen, vagy a gyakorlatban megvalósíthatatlan a jelen fejezet teljes követelményrendszerének alkalmazása, az Igazgatás mentességet adhat az ilyen hajókon vagy hajóosztályokon szolgálatot teljesítő tengerészek számára a követelmények bizonyos részeinek teljesítése alól, figyelembe véve a fedélzeten tartózkodók, a hajó és a vagon biztonságát, valamint a tengeri környezet védelmét.

A-VI/1-1 táblázat

Az alkalmasság minimális követelményeinek specifikációja a személy túlélési technikákban

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Túlélés a tengeren a hajó elhagyása esetén	<p>Az előfordulható vészhelyzetek típusai, mint pl. összeütközés, tűz, elsüllyedés</p> <p>A szokásosan a hajókon alkalmazott életmentő eszközök típusai</p> <p>Túlélési járművek felszerelései</p> <p>A személyi életmentő eszközök elhelyezése</p> <p>A túlélés alapelvei, beleértve::</p> <p>.1 a képzés és gyakorlatok jelentőségét</p> <p>.2 a személyi védőöltözetet és felszerelést</p> <p>.3 a bármely vészhelyzetre való készenlét szükségességét</p> <p>.4 túlélési jármű beszálló helyére való hívás esetén szükséges teendőket</p> <p>.5 a hajó elhagyása esetén szükséges teendőket</p> <p>.6 a vízben való tartózkodáskor szükséges teendőket</p> <p>.7 a túlélési járműbe való beszálláskor szükséges teendők</p> <p>.8 túlélőkre leselkedő fő veszélyek</p>	<p>A jóváhagyott oktatás, vagy egy jóváhagyott kurzuson való részvétel, vagy egy jóváhagyott hajózási gyakorlat során szerzett készségek kiértékelése és vizsga, beleértve a képességek gyakorlati bizonyítását az alábbiakat illetően:</p> <p>.1 a mentőmellény felvétele</p> <p>.2 merülési öltözék felvétele és használata</p> <p>.3 magasból való biztonságos ugrás a vízbe.</p> <p>.4 felfordult mentőcsónak felállítása mentőmellény viselése mellett</p> <p>.5 mentőmellényben való úszás</p> <p>.6 vízfelszínen maradás, mentőmellény nélkül</p> <p>.7 túlélési járműbe való beszállás a hajóról és a vízből mentőmellényben</p> <p>.8 kezdeti teendők a túlélési járműbe való beszálláskor a túlélés esélyének fokozása érdekében</p> <p>.9 vonszolt horgony vagy úszóhorony kihelyezése</p>	<p>A vészjelzések azonosításakor megtett lépések megfelelnek a jelzett vészhelyzetnek és az érvényben lévő eljárásoknak</p> <p>Az egyes cselekedetek sorrendje és időzítése megfelel az uralkodó körülményeknek és feltételeknek és minimálisra csökkenti a túlélést fenyegető veszélyeket</p> <p>A túlélési járműbe való beszállás módszere megfelelő és nem okoz veszélyeket más túlélők számára</p> <p>A hajó elhagyása utáni kezdeti cselekedetek, az eljárások és a cselekedetek a vízben minimálisra csökkentik a túlélést fenyegető veszélyeket</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Túlélés a tengeren a hajó elhagyása esetén (folytatás)		.10 a túlélési jármű berendezéseinek működtetése .11 helyzetjelzésre szolgáló készülékek működtetése, beleértve a rádió berendezést is	

A-VI/1-2 táblázat

Az alkalmasság minimális követelményeinek specifikációja a tűz megelőzésében és a tűzoltásban

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A tűz kockázatának minimumra való szorítása és állandó készenléti állapot fenntartása, és a tűzzel kapcsolatos vészhelyzetekre való reagálásra	<p>A hajó tűzvédelmi szervezete</p> <p>A tűzoltó eszközök helye és a vészhelyzeti menekülő utak</p> <p>A tűz és a robbanás elemei (a tűz három feltétele)</p> <p>A tűz keletkezésének típusai és forrásai</p> <p>Éghető anyagok, a tűz veszélye és terjedése</p> <p>Az állandó éberség szükségessége</p> <p>Szükséges teendők a hajón</p> <p>A tűz és a füst észlelése, az automatikus riasztó rendszerek</p> <p>A tűz osztályozása és az alkalmazható oltóanyagok</p>	A jóváhagyott oktatás, vagy egy jóváhagyott kurzuson való részvétel során szerzett készségek kiértékelése	<p>Vészhelyzet észlelésekor a kezdeti cselekedetek összhangban vannak az elfogadott gyakorlattal és eljárásokkal</p> <p>A vészjelzések azonosításakor megtett lépések megfelelnek a jelzett vészhelyzetnek és az érvényben lévő eljárásoknak</p>
Tűzek elleni küzdelem és tűzek eloltása	<p>Tűzoltó felszerelések és azok elhelyezése a hajón</p> <p>Oktatás:</p> <p>.1 beépített berendezések</p>	A jóváhagyott oktatáson, vagy jóváhagyott kurzuson megszerzett bizonyíték értékelése, amely magában foglalja az olyan terekben való gyakorlatok végrehajtását,	<p>A ruházat és a felszerelés megfelel a tűzoltás jellegének</p> <p>Az egyes akciók időzítése és sorrendje megfelel uralkodó körülmények és</p>

	<p>.2 tűzoltó tartozékok</p> <p>.3 személyi felszerelés</p> <p>.4 tűzoltó eszközök és berendezések</p> <p>.5 tűzoltási módszerek</p> <p>.6 tűzoltó anyagok</p>	<p>amelyek valóságos feltételeket nyújtanak (pl. szimulált hajófedélzeti körülmények) a képzés során szerzett készségek kiértékelése és, amennyiben az lehetséges és gyakorlatilag megvalósítható, sőtétben az alábbiakra való képesség:</p>	<p>állapotok</p> <p>A tűzoltás a megfelelő eljárások, technikák és tűzoltó anyagok használatával történt</p>
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1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Tüzek elleni küzdelem és tüzek eloltása <i>(folytatás)</i>	<p>.7 tűzoltási eljárások</p> <p>.8 a légzőkészülék használata tűzoltáskor és a hatásos mentés</p>	<p>.1 a különböző típusú hordozható tűzoltó készülékek használata</p> <p>.2 az önmentő légzőkészülék használata</p> <p>.3 a kisebb tüzek oltása, pl. elektromos tüzek, olajtüzek,</p> <p>.4 kiterjedt tüzek oltása vízzel, vízszugár és vízpermet oltócsövek alkalmazásával</p> <p>.5 tüzek oltása habbal, porral vagy bármely más alkalmas kémiai reagenssel</p> <p>.6 mentőkötél segítségével, de lélegeztető készülék nélkül, olyan terekbe való belépés és azokon való áthaladás, amelyekbe gyors szétterjedésű habot fecskendeztek</p> <p>.7 tűzoltás füsttel elárasztott zárt terekben önmentő készülék viselésével</p>	<p>A légzőkészülék használatának módja és technikája összhangban van az elfogadott gyakorlattal és eljárásokkal</p>

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Tüzek elleni küzdelem és tüzek eloltása <i>(folytatás)</i>		.8 tűz eloltása vízköddel, vagy bármely	

		<p>más alkalmas tűzoltó anyaggal egy lakótérben, vagy szimulált géptérben, amely kigyulladt és sűrű füsttel telt meg</p> <p>.9 olajtűz eloltása ködképzővel és vízpermet sugárcsővel, száraz kémiai poranyaggal vagy habképző készülékkel</p> <p>.10 mentés kivitelezése füsttel elárasztott térben légzőkészülék viselésével</p>	
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A-VI/1-3 táblázat

Az alkalmasság minimális követelményeinek specifikációja az alapfokú elsősegélynyújtásban

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Azonnali cselekvés egy baleset, vagy orvosi szükséghelyzet bekövetkeztekor	<p>A balesetet szenvedettek szükségleteinek és a saját biztonságot fenyegető veszélyek felmérése</p> <p>Az emberi test felépítésének és működésének helyes megítélése</p> <p>A szükséghelyzetben teendő azonnali intézkedések ismerete, beleértve az alábbiakra való képességeket:</p> <p>.1 a baleseti sérült megfelelő testhelyzetben való elhelyezése</p> <p>.2 újraélesztési eljárások alkalmazása</p> <p>.3 a vérzés elállítása</p> <p>.4 az alapvető sokk-kezelés megfelelő intézkedéseinek alkalmazása</p> <p>.5 megfelelő intézkedések megtétele égések és forrázások esetén, beleértve az elektromos áram által</p>	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	<p>A riasztás módja és időzítése megfelel a baleset, vagy az orvosi szükséghelyzet körülményeinek</p> <p>A sérülés feltehető okának, természetének és mértékének azonosítása azonnali és teljes; a cselekedetek elsőbbsége és sorozata megfelel az életet fenyegető bármely potenciális veszélynek</p> <p>A saját és a balesetet szenvedett személy további sérüléseinek veszélye mindenkor a minimumra korlátozódik</p>

	<p>okozott baleseteket</p> <p>.6 a balesetet szenvedettek mentése és szállítása</p> <p>.7 kötések rögtönzése és a mentődoboz felszereléseinek használata</p>		
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A-VI/1-4 táblázat

Az alkalmasság minimális követelményeinek specifikációja a személyi biztonságban és a szociális felelőségekben

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A vészhelyzeti eljárásokhoz való alkalmazkodás	<p>Az előfordulható vészhelyzetek típusai, mint pl. összeütközés, tűz, elsüllyedés</p> <p>A hajó riadóterveinek ismerete</p> <p>Riadójelzések és a személyzet tagjainak feladatai a riadóterv szerint; gyülekezési helyek; a személyi biztonsági felszerelés helyes használata</p> <p>Szükséges teendők potenciális vészhelyzet felfedezésekor, beleértve a tüzet, összeütközést, elsüllyedést, és a víz behatolását a hajótestbe</p> <p>Teendők riadójelzések észlelésekor</p> <p>A képzés és a gyakorlatok jelentősége</p> <p>A menekülési útvonalak, a belső kommunikáció és a riasztó rendszerek ismerete</p>	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	<p>Vészhelyzet észlelésekor a kezdeti cselekedetek összhangban vannak a lefektetett vészhelyzeti eljárásokkal</p> <p>A vészjelzéskor adott információk azonnaliak, pontosak, teljesek és egyértelműek</p>
Óvintézkedések megtétele a tengeri környezet szennyezésének megelőzésére	A hajózás által a tengeri környezetre gyakorolt hatás, és a műveleti, illetve véletlen szennyezés hatásainak alapfokú ismerete	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	A tengeri környezet védelmére tervezett szervezeti eljárások mindenkorai figyelembe vétele

	<p>A környezet védelmét szolgáló eljárások alapjainak ismerete</p> <p>A tengeri környezet összetettségének és sokféleségének alapfokú ismerete</p>		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A biztonságos munkavégzés gyakorlatának betartása	<p>A biztonságos munkavégzés gyakorlatához való mindenkori ragaszkodás fontossága</p> <p>A hajón jelentkező potenciális veszélyek elleni védelemre szolgáló biztonsági- és védőfelszerelések</p> <p>A zárt terekbe való belépés előtt teendő óvintézkedések</p> <p>A baleset megelőzéssel és a munkaegészségüggyel kapcsolatos nemzetközi rendszabályokkal való megismerkedés</p>	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	A biztonságos munkavégzési gyakorlatot betartják és a megfelelő biztonsági és védőfelszerelést mindenkor helyesen használják
Részvétel a hatékony kommunikációhoz a hajón	<p>Az egyének és csoportok közötti hatékony kommunikáció elveinek és korlátainak megértése a hajón.</p> <p>Képesség hatékony kommunikáció létesítésére és fenntartására</p>	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	A kommunikáció érthető és eredményes minden alkalommal
A hatékony emberi kapcsolatokhoz való hozzájárulás a hajón	<p>A jó emberi- és munkakapcsolatok fenntartásának fontossága a hajón</p> <p>Alapfokú csoportmunka elvek és gyakorlat, ideértve a konfliktusok feloldását</p> <p>Szociális felelősségek; munkaviszonyok, a személyi jogok és kötelezettségek; a drog-</p>	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	Az elvárt munkakövetelmények és viselkedés betartása minden esetben

	és az alkoholfogyasztással való visszaélés veszélyei	
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A fáradtság leküzdésének megértése és az ahhoz szükséges cselekvések megtétele	<p>A szükséges pihenés biztosításának fontossága</p> <p>Az alvás, az ütemtervek és a napi ritmus fáradásra gyakorolt hatásai</p> <p>A fizikai stressztényezők tengerészekre gyakorolt hatásai</p> <p>A környezeti stressztényezők hatásai a hajón és a hajón kívül, ezek hatásai a tengerészekre</p> <p>Az ütemtervek változtatásainak hatásai a tengerészek kimerülésére</p>	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	A kifáradás kezelését szolgáló gyakorlatokat betartják és megfelelő eljárásokat alkalmaznak mindenkor

A-VI/2. szakasz

Képesítési bizonyítványok kiadására vonatkozó kötelező minimumkövetelmények túlélési vízi járművek, mentőcsónakok és gyorsjáratú mentőcsónakok személyzete számára

JÁRTASSÁG A TÚLÉLÉSI VÍZI JÁRMŰVEK ÉS MENTŐCSÓNAKOK KEZELÉSÉBEN A GYORSJÁRATÚ MENTŐCSÓNAKOK KIVÉTELÉVEL

Alkalmassági követelmény

1 Minden jelöltnek, aki jártassági bizonyítványt kíván szerezni túlélési járművek és mentőcsónakok - kivéve a gyors készenléti mentőcsónakokat - kezelésében, bizonyítania kell alkalmasságát az A-VI/2-1 táblázat 1. oszlopában felsorolt feladatok, kötelezettségek és felelőségek ellátására.

2 Az A-VI/2-1 táblázat 2. oszlopában felsorolt tárgykörökben elért tudásszintnek kielégítőnek kell lennie ahhoz, hogy a jelöltet alkalmassá tegye túlélési jármű, vagy mentőcsónak vízre tételére és abban az irányítás átvételére vészhelyzet esetén.

3 A szükséges szintű elméleti ismeretek, megértés és jártasság megszerzését célzó képzés és gyakorlat során figyelembe kell venni a Szabályzat B részében szereplő útmutatást.

4 A képesítésre pályázó jelöltnek az előírt alkalmassági követelmények elérését a következő módon kell igazolnia:

- .1 az alkalmasság bizonyítása az A-VI/2-1 táblázat 1. oszlopában felsorolt feladatok, kötelezettségek és felelőségek ellátására, összhangban az

alkalmasság igazolásának módjával és értékelési kritériumaival, amelyeket a táblázat 3. és 4. oszlopa tartalmaz; továbbá

- .2 vizsga, vagy egy jóváhagyott képzési program részeként folyamatos kiértékelés az A-VI/2-1. táblázat 2. oszlopában meghatározott ismeretanyagból.

5 A túlélési jármű és mentőcsónakok, a gyors készenléti mentőcsónakok kivételével, kezelésében képesítést nyert tengerészek kötelesek minden öt évben bizonyítani, hogy fenntartották alkalmasságuk előírt színvonalát az A-VI/2-1. táblázat 1. oszlopában felsorolt feladatok, kötelezettségek és felelőségek teljesítésében.

6 Az Egyezményt aláíró felek elfogadhatják fedélzeti képzést és tapasztalatszerzést az A-VI/2-1. táblázat alábbi területeken előírt szükséges jártassági követelményeinek fenntartásaként:

- .1 túlélő jármű vagy mentőcsónak irányításának átvétele és vízretételt követően::

- .1.1 a túlélő jármű jelzéseinek értelmezése a befogadóképesség szerinti személyek számának megállapítására;
- .1.2 megfelelő parancsok adása az életmentő jármű vízretételére, és az abba történő beszállásra, a hajótól való eltávolodásra, valamint a túlélő jármű kezelésében, és az abból történő személyek kiszállítására;
- .1.3 a túlélő jármű előkészítése és biztonságos vízretétele, és a hajó oldalától való gyors eltávolodás;
- .1.4 a túlélő jármű és mentőcsónakok biztonságos visszavétele a hajóra;

- .2 túlélők és a túlélőjármű irányítása a hajóelhagyást követően:

- .2.1 evezés és mentőcsónak irányítása irányítástájéolóval;
- .2.2 a túlélő járművek egyéni felszerelési tételeinek használata, pirotechnikai eszközök kivételével; és
- .2.3 készülékek összeállítása a helyzetmeghatározás elősegítésére;

- .3 helyzetmeghatározó készülékek használata, ideértve a kommunikációs és jelzőkészülékeket:

- .3.1 a túlélőjárművek hordozható rádióberendezéseinek használata;

- .4 elsősegélynyújtás a túlélők számára.

JÁRTASSÁG A GYORS KÉSZENLÉTI MENTŐCSÓNÁKOK KEZELÉSÉBEN

Alkalmassági követelmények

7 Minden jelöltnek, aki jártassági bizonyítványt kíván szerezni gyors készenléti mentőcsónakok kezelésében bizonyítania kell alkalmasságát az A-VI/2-2 táblázat 1. oszlopában felsorolt feladatok, kötelezettségek és felelőségek ellátására

8 Az A-VI/2-2 táblázat 2. oszlopában felsorolt tárgykörökben elért tudásszintnek kielégítőnek kell lennie ahhoz, hogy a jelöltet alkalmassá tegye gyors készenléti mentőcsónak vízre tételére és abban az irányítás átvételére vészhelyzet esetén.

9 A szükséges szintű elméleti ismeretek, megértés és jártasság megszerzését célzó képzés és gyakorlat során figyelembe kell venni a Szabályzat B részében szereplő útmutatást.

10 A képesítésre pályázó jelöltnek az előírt alkalmassági követelmények elérését a következő módon kell igazolnia:

- .1 alkalmasság bizonyítása az A-VI/2-2 táblázat 1. oszlopában felsorolt feladatok, kötelezettségek és felelőségek teljesítésére, alkalmasság bemutatási módszerek és értékelési szempontok szerint, és
- .2 vizsga, vagy folyamatos értékelés a jóváhagyott képzési program részeként az A-VI/2-2. táblázat 2. oszlopában foglalt ismeretanyagból.

11 A 10. szakasz szerint a gyors készenléti mentőcsónakok kezelésében képesítést nyert tengerészek kötelesek minden öt évben bizonyítani, hogy az A-VI/2-2. táblázat 1. oszlopában felsorolt feladatok, kötelezettségek és felelőségek teljesítéséhez fenntartották az előírt alkalmassági követelményeket.

12 Az Egyezményt aláíró felek elfogadhatják a hajón folytatott képzést és szerzett tapasztalatot az A-VI/2-2. táblázatban a szükséges alkalmassági követelmény fenntartásához az alábbi területeken:

- .1 A gyors készenléti mentőcsónak irányításának átvétele és vízrebocsátást követően:
 - .1.1 a gyors készenléti mentőcsónak vízrebocsátásának és hajóra történő visszavételének irányítása;
 - .1.2 gyors mentőcsónak kezelése az uralkodó időjárási és tengeri feltételek mellett;
 - .1.3 kommunikációs és jelzőeszközök használata a gyors mentőcsónak és egy helikopter, illetve egy hajó között;
 - .1.4 a fedélzeti vészhelyzeti berendezés használata; és
 - .1.5 felkutatási útvonalak bejárása, figyelembe véve a környezeti tényezőket.

A-VI/2-1 táblázat

Az alkalmasság minimális követelményeinek előírása túlélési járművek és mentőcsónakok kezelésében, kivéve a gyors készenléti mentőcsónakokat

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Túlélési jármű, vagy mentőcsónak irányításának átvétele a vízrebocsátás folyamán és azt követően	<p>Túlélési járművek és mentőcsónakok szerkezete és felszerelése, a felszerelés egyes tételei</p> <p>A túlélési járművek és mentőcsónakok sajátos jellemzői és berendezései</p> <p>A túlélési járművek és mentőcsónakok vízre bocsátására szolgáló különböző típusú berendezések</p> <p>Túlélési jármű vízre bocsátásának módszerei viharos tengeren</p> <p>Túlélési jármű hajóra való visszavételének módszerei</p> <p>A hajó elhagyása utáni teendők</p> <p>Mentőcsónakok vízre bocsátásának és visszavételének módszerei viharos tengeren</p> <p>A terhelés alatti kioldókészülékekhez kapcsolódó veszélyek</p> <p>A karbantartási eljárások ismerete</p>	<p>Alkalmasság értékelése készségek gyakorlati bemutatása alapján:</p> <p>.1 a felfordult mentőtutaj felállítása mentőmellény viselése mellett</p> <p>.2 a túlélő jármű jelzéseinek értelmezése az engedélyezett szállítható létszám megállapítására</p> <p>.3 helyes utasítások adása a túlélési jármű vízrebocsátására és az abba való beszállásra, a hajótól való eltávolodásra és a jármű kezelésére, valamint személyek kiszállítására a túlélési járműből</p> <p>.4 a túlélő jármű előkészítése, biztonságos vízretétele, a hajó oldalától való gyors eltávolodás, és a terhelés nélküli, és terhelés alatti kioldókészülékek működtetése</p> <p>.5 a túlélési járművek és mentőcsónakok biztonságos visszavétele a hajóra, ide értve a terhelés nélküli és terhelés alatti kioldó készülékek megfelelő állapotának helyreállítását</p>	<p>A túlélési jármű előkészítése, a beszállás és a vízrebocsátás megfelel a berendezés által megengedettnek és lehetővé teszi a túlélési jármű biztonságos eltávolodását a hajótól</p> <p>A hajó elhagyására szolgáló kezdeti cselekvések minimálisra csökkentik a túlélőket fenyegető veszélyeke</p> <p>A túlélési járművek és mentőcsónakok visszavétele a hajóra megfelel a berendezés által megengedettnek</p> <p>A berendezést a gyártók kioldási és helyreállítási utasításai szerint működtetik</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Túlélési jármű, vagy mentőcsónak irányításának átvétele a vízrebocsátás folyamán és azt követően <i>(folytatás)</i>		használat: felfújható mentőtutaj és nyitott vagy zárt mentőcsónak beépített hajtóművel, vagy jóváhagyott	

		szimulátoros képzés, ahol alkalmazható	
Túlélési jármű motorjának működtetése	Túlélési jármű motorjának és tartozékainak indítási és üzemeltetési módszerei a tüzoltó berendezés használatával együtt, amennyiben azzal fel van szerelve	Nyitott, vagy zárt mentőcsónak beépített motorjának elindítására és működtetésére való képesség gyakorlati bemutatásának kiértékelése	A meghajtás működik és rendelkezésre áll a manőverezés igényeinek megfelelően
Túlélőkkel való bánás és túlélési jármű kezelése a hajó elhagyása után	Túlélési jármű kezelése viharos tengeren Vontatókötel, úszóhorgony és az összes egyéb felszerelés használata Az étel és a víz adagolása túlélési járműben A túlélési jármű maximális észlelhetőségére és felderítésére szolgáló teendők Helikopteres mentés módszerei A hypothermia (kihülés) hatásai és azok megelőzése; védőtakarók és öltözékek használata, beleértve a merülési öltözéket és a hővédő eszközöket Mentőcsónakok és motoros mentőcsónak használata mentőtutajok összerendezésére és a tengerben lévő túlélők és személyek kimentésére Partafutás túlélési járművel	Alkalmasság értékelése készségek gyakorlati bemutatása alapján: .1 evezés és csónak kormányzása, kormányzás tájolóra .2 a túlélési jármű felszereléséből az egyes eszközök használata .3 eszközök felszerelése a felderítés elősegítése érdekében	A túlélés igazgatása megfelel az uralkodó körülményeknek és feltételeknek

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A túlélési jármű felderítésére szolgáló eszközök használata, beleértve a kommunikációs- és jelzőkészülékeket valamint a pirotechnikai	A túlélési járműveken használt rádiós életmentő eszközök, beleértve a műholdas EPIRB bójákat és a SART transzpondert Pirotechnikai	Alkalmasság értékelése készségek gyakorlati bemutatása alapján: .1 a túlélési jármű hordozható rádió-készülékének a használata	A kommunikációs- és jelzőeszközök használata és kiválasztása megfelel az uralkodó körülményeknek és feltételeknek

eszközöket	vészhelyzetjelző eszközök	.2 jelzőfelszerelés használata, beleértve a pirotechnikai eszközöket	
Elsősegély nyújtása a túlélőknek	Az elsősegélynyújtó készlet használata és újraélesztési technikák alkalmazása A sérült személyek kezelése, beleértve a vérzés és a sokk ellenőrzését	A hajó elhagyása közben és azt követően sérült személyek kezelésére, valamint az elsősegély készlet használatára és az újraélesztési technikák alkalmazására való képesség gyakorlati bemutatásának kiértékelése	A sérülés feltehető okának, természetének és mértékének, vagy körülményeinek azonosítása azonnali és pontos A kezelési tevékenységek elsőbbsége és sorozata minimálisra csökkent bármely veszélyt, amely az életet fenyegeti

A-VI/2-2 táblázat

Az alkalmasság minimális követelményeinek előírása a gyors késznelési mentőcsónakok kezelésében

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Gyors késznelési mentőcsónak szerkezetének, karbantartásának, javításának és felszerelésének megértése	Gyors késznelési mentőcsónakok szerkezete és felszerelése, a felszerelés egyes tételei A felfűjt gyors késznelési mentőcsónakok karbantartásának, szükségjavításának és a légkamrák szabályos felfűjtésének és leeresztésének ismerete	Alkalmasság értékelése gyakorlati oktatás alapján	A rutin karbantartás és a szükségjavítások végrehajtásának módszere Gyors mentőcsónakok részegységeinek és szükséges berendezéseinek beazonosítása.
Az általánosan felszerelt vízrebocsátó berendezés és készülék irányításának átvétele vízre bocsátáskor és visszavételkor	A gyors késznelési mentőcsónak vízrebocsátó berendezésének és készülékének készülségi értékelése azonnali vízrebocsátás és üzemeltetés szempontjából A csörlő, fékek, leeresztő készülékek, kikötőkötelek működésének és korlátainak megértése Biztonsági óvintézkedések gyors késznelési mentőcsónakok vízrebocsátásánál és visszaemelésénél Gyors késznelési	Gyors késznelési mentőcsónak biztonságos vízre tételének és visszavételének képességére vonatkozó gyakorlati bemutatóból származó bizonyíték értékelése, a felszerelt berendezés alkalmazásával	Képesség a vízrebocsátó berendezés előkészítésére és irányításának átvételére gyors késznelési mentőcsónak vízre bocsátása és visszavétele alatt

	mentőcsónak kezelése az uralkodó és kedvezőtlen időjárási feltételek és tengerállapot esetén		
Az általánosan felszerelt gyors készenléti mentőcsónak irányításának átvétele vízretétel és visszavétel alatt	<p>A gyors készenléti mentőcsónakok és kapcsolódó berendezések azonnali vízretételhez és üzemeltetéshez való készségének értékelése</p> <p>Biztonsági óvintézkedések gyors készenléti mentőcsónakok vízrebocsátásánál és visszaemelésénél</p> <p>Gyors készenléti mentőcsónak kezelése az uralkodó és kedvezőtlen időjárási feltételek és tengerállapot esetén</p>	Egy gyors készenléti mentőcsónak biztonságos vízretételének és visszavételének gyakorlati jártasságának bemutatása a felszerelt berendezés alkalmazásával, a bemutató értékelése	Képesség egy gyors készenléti mentőcsónak irányításának átvételére vízretételkor, illetve visszavételkor

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Gyors készenléti mentőcsónak irányításának átvétele vízretétel után	<p>Gyors készenléti csónakok sajátos jellemzői, eszközei és korlátai</p> <p>Felborult gyors készenléti mentőcsónak visszafordítási eljárása</p> <p>A gyors készenléti mentőcsónak kezelése az uralkodó és kedvezőtlen időjárási feltételek és tengerállapot esetén</p> <p>A gyors készenléti mentőcsónakok navigációs és biztonsági felszerelése</p> <p>Felkutatási módok és a végrehajtásukat befolyásoló környezeti tényezők</p>	<p>Alkalmasság értékelése készségek gyakorlati bemutatása alapján:</p> <p>.1 felborult gyors mentőcsónak visszafordítása</p> <p>.2 gyors készenléti mentőcsónak kezelése az uralkodó időjárási feltételek és tengerállapot esetén</p> <p>.3 úszás speciális öltözékben</p> <p>.4 a kommunikációs- és a jelzőberendezés használata a gyors készenléti mentőcsónak és egy helikopter, valamint a hajó között</p> <p>.5 gyors készenléti mentőcsónak szükséghelyzeti felszerelésének használata</p> <p>.6 egy balesetet szenvedett személy kimentése a vízből és</p>	A gyors készenléti mentőcsónak kezelésének bemutatása a berendezés korlátain belül az uralkodó időjárási feltételek mellett

		átszállítása mentőhelikopterre, vagy a hajóra, vagy egy biztonságos helyre .7 felkutatási módszerek bemutatása, figyelembe véve a környezeti tényezőket	
A gyors készenléti mentőcsónak motorjának működtetése	Gyors készenléti mentőcsónak motorjának és tartozékainak indítási és működtetési módszere	Gyors készenléti mentőcsónak motorjának indítására és működtetésére való képesség gyakorlati bemutatásának kiértékelése	A motor elindul és a működtetése megfelel a manőverezés követelményeinek

A-VI/3. szakasz

Emelt szintű tűzoltásra vonatkozóan megállapított minimális képzés

Alkalmassági követelmény

1 A-VI/3. Tűzoltási műveletek irányítására kijelölt személynek emelt szintű képzésben szerzett ismeretekről kell tanúbizonyságot tennie, különös tekintettel a szervezésre, a taktikákra és az irányításra, és bizonyítaniuk kell alkalmasságukat az A-VI/3 táblázat 1. oszlopában felsorolt feladatok, kötelezettségek és felelőségek tekintetében

2 Az A-VI/3 táblázat 2. oszlopában felsorolt tárgykörökben elért tudásszintnek és megértésnek kielégítőnek kell lennie a tűzoltási műveletek hatékony irányításához a hajón

3 A szükséges szintű elméleti ismeretek, megértés és jártasság megszerzését célzó képzés és gyakorlat során figyelembe kell venni a Szabályzat B részében szereplő útmutatást.

4 A képesítésre pályázó jelöltnek igazolnia kell, hogy az alkalmasság igazolásának, illetve az alkalmasság értékelésének az A-III/3 táblázat 3. és 4. oszlopában foglalt módja, illetve kritériuma szerint a megkövetelt alkalmassági követelményszintet elérte.

5 Az emeltszintű tűzoltásra a 4. szakasz szerint kiképzett tengerészek kötelesek minden öt évben bizonyítani, hogy fenntartották a szükséges jártassági színvonalat az A-VI/3. táblázatában 1. oszlopában felsorolt feladatok, kötelezettségek és felelőségek teljesítésére.

6 Az aláíró felek elfogadhatják a hajón szerzett képzést és tapasztalatot az A-VI/3. táblázatban előírt képességi színvonal fenntartásához az alábbi területeken:

- .1 Tűzoltási műveletek irányítása a hajókon;
 - .1.1 tűzoltási eljárások tengeren és kikötőben, különös hangsúlyt helyezve a szervezésre, a taktikára és az irányításra;
 - .1.2 kommunikáció és koordináció a tűzoltási műveletek alatt;
 - .1.3 szellőztetés vezérlése, ideértve a füstelszívást;
 - .1.4 üzemanyag és elektromos rendszerek vezérlése;

- .1.5 tűzoltási eljárások kockázatai (száraz lepárlás, kémiai reakciók, kazán belobbanás, tüzek);
- .1.6 tűzvédelmi óvintézkedések, és az anyagok tárolásával és kezelésével kapcsolatos kockázatok;
- .1.7 sérült személyek kezelése és irányítása; és
- .1.8 eljárások a parti tűzoltókkal folytatandó egyeztetésre.

A-VI/3 táblázat

Az alkalmasság minimális követelményeinek specifikációja az emelt szintű tűzoltásban

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Tűzoltási műveletek irányítása a hajón	<p>Tűzoltási eljárások tengeren és kikötőben, különös tekintettel a szervezésre, taktikákra és a parancsnoklásra</p> <p>Víz használata a tűzoltásra, hatásai a hajó stabilitására, óvintézkedések és kárenyhítő eljárások</p> <p>Kommunikáció és koordináció a tűzoltási műveletek közben</p> <p>Szellőzés szabályozás, beleértve a füsteltávolító berendezést</p> <p>Az üzemanyag ellátó és az elektromos rendszer ellenőrzése</p> <p>A tűzoltási eljárások veszélyei (száraz lepárlás, kémiai reakciók, kazán füstcső kigyulladás, stb.)</p> <p>Tűzoltás veszélyes áruk esetén</p> <p>Anyagok (pl. festékek, stb.) tárolásával és kezelésével kapcsolatos tűz elleni óvintézkedések és tűzveszély</p> <p>Sérült személyek kezelése és felügyelete</p>	Jóváhagyott és valóság-hű kiképzési körülmények között végzett gyakorlatok és oktatás (pl. szimulált hajófedélzeti feltételek) és, amennyiben lehetséges és célszerű, sötétben	<p>A tűz megfékezésére tett intézkedések az esemény teljes és pontos kiértékelésén alapulnak, felhasználva az összes elérhető információforrást</p> <p>A cselekvéssorozat fontossági sorrendje és időzítése megfelel az esemény összes követelményének és minimalizálja a hajó tényleges és potenciális károsodását, a személyi sérüléseket és a hajó működőképességének csökkenését</p> <p>Az információk továbbítása gyors, pontos, teljes és érthető</p> <p>A tűzelhárítási tevékenységek közben a személyi biztonságot mindenkor védelmezik</p>

	Együttműködési eljárások a parti tűzoltósággal		
Tűzoltó brigádok szervezése és betanítása	Riadótervek készítése Tűzoltó brigádok összeállítása és a személyi feladatok szétosztása Stratégiák és taktikák a tűzoltásra a hajó különböző részeiben	Jóváhagyott és valóság-hű kiképzési körülmények között végzett gyakorlatok és oktatás például szimulált hajófedélzeti körülmények	A tűzoltó brigádok összetétele és szervezete biztosítja a vészhelyzeti terveknek és eljárásoknak a gyors és hatékony megvalósítását

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Tűzjelző- és tűzoltó rendszerek és berendezések felülvizsgálata és karbantartása	Tűzjelző rendszerek; beépített tűzoltó rendszerek; hordozható és mobil tűzoltó berendezések, beleértve a felszereléseket, szivattyúkat valamint a személyi- és hajómentő eszközöket, az életmentő eszközöket, a személyi védőeszközöket és a kommunikációs berendezéseket A törvényileg szabályozott és az osztályozási szemlék előírásai	Célszerű gyakorlatok a jóváhagyott berendezések és rendszerek felhasználásával valóságos kiképzési környezetben	Az összes tűzjelző- és tűzoltó rendszer valamint berendezés hatékony működését mindenkor fenntartják, összhangban az üzemeltetési előírásokkal és jogszabályi követelményekkel
A tüzesetek kivizsgálása és azokról jelentések összeállítása	A tüzesetek okának kiértékelése	Célszerű gyakorlatok valóságos kiképzési környezetben	A tűz okát azonosítják és az ellenintézkedések hatékonyságát kiértékelik

A-VI/4. szakasz

Elsősegélynyújtásra és az egészségügyi ápolás feladatainak ellátására vonatkozó minimális követelmények

Hajón történő elsősegélynyújtására kijelölt tengerészek alkalmasságára vonatkozó követelmények

1 Elsősegély hajón történő nyújtására kijelölt tengerészeknek tanúbizonyságot kell adnia alkalmasságáról az A-VI/4-1 táblázat 1. oszlopában felsorolt feladatok, kötelezettségek és felelőségek tekintetében.

2 Az A-VI/4-1 táblázat 2. oszlopában felsorolt tárgykörökben elért tudásszintnek kielégítőnek kell lennie ahhoz, hogy a kijelölt tengerészt képessé tegye azonnali, hatékony intézkedések megtételére a hajón valószínűsíthetően bekövetkező balesetek, vagy betegségek esetén.

3 A VI/4. szabály 1. pontjának rendelkezései szerinti képesítés megszerzésére pályázóknak bizonyítaniuk kell, hogy az előírt alkalmassági követelményeket elérték, összhangban azokkal az alkalmasság kiértékelésére szolgáló bizonyítási módszerekkel és értékelési kritériumokkal, amelyeket az A-VI/4-1 táblázat 3. és 4. oszlopa tartalmaz.

Egészségügyi ápolás feladatainak ellátására kijelölt személy alkalmasságára vonatkozóan meghatározott követelmények

4 Egészségügyi ápolás feladatainak ellátására kijelölt személynek tanúbizonytságot kell adnia az A-VI/4-2 táblázat 1. oszlopában felsorolt feladatok, kötelezettségek és felelőségek tekintetében meglévő alkalmasságáról.

5 A VI/4 szabály 2 pontjának rendelkezései szerinti bizonyítvány megszerzésére pályázóknak bizonyítaniuk kell, hogy az előírt alkalmassági követelményeket elérték, összhangban az alkalmasság kiértékelésére szolgáló bizonyítási módszerekkel és értékelési kritériumokkal, amelyeket az A-VI/4-2 táblázat 3. és 4. oszlopa tartalmaz.

6 A VI/4. szabály 2. pontjának rendelkezései szerinti képesítés megszerzésére pályázóknak bizonyítaniuk kell, hogy az előírt alkalmassági követelményeket elérték, összhangban azokkal az alkalmasság kiértékelésére szolgáló bizonyítási módszerekkel és értékelési kritériumokkal, amelyeket az A-VI/4-2 táblázat 3. és 4. oszlopa tartalmaz.

A-VI/4-1 táblázat

A jártasság minimális követelményeinek specifikációja az elsősegélynyújtásban

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Azonnali elsősegély alkalmazása baleset, vagy betegség bekövetkeztekor	<p>Elsősegélynyújtó készlet</p> <p>Az emberi test felépítése és funkciói</p> <p>Toxikológiai veszélyek a hajón, beleértve az <i>Orvosi elsősegély nyújtási útmutató a veszélyes árukkal kapcsolatos balesetekre (MFAG)</i> használatát, vagy az annak megfelelő nemzeti kiadvány használatát</p> <p>Baleseti sérült, vagy beteg megvizsgálása</p> <p>Gerincsérülések</p> <p>Égések, forrázások, hő- és hideghatások</p> <p>Törések, ficamok és izomsérülések</p>	Alkalmasság értékelése gyakorlati oktatás alapján	<p>A sérülések feltehető okának, jellegének és mértékének a megállapítása gyors, teljes és összhangban van az alkalmazott elsősegély nyújtási gyakorlattal</p> <p>A saját és mások sérülésének a veszélye mindenkor minimálisra csökkentett</p> <p>A sérültek és a betegek tüneteinek kezelése megfelelő, összhangban van az jóváhagyott elsősegély nyújtási gyakorlattal és nemzetközi útmutatókkal</p>

	Kimentett személyek orvosi ellátása		
	Rádiós orvosi tanácsadás		
	Gyógyszertan Fertőtlenítés		
	Szív megállás, vízbefúlás, fulladás		

A-VI/4-2 táblázat

Minimális jártassági követelmények előírása egészségügyi ápolásban

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Egészségügyi ápolás nyújtása a hajón maradó betegeknek és sérülteknek	<p>Baleseti sérültek kezelése, beleértve az alábbiakat::</p> <p>.1 fej- és gerincsérülések</p> <p>.2 fül-, orr-, torok- és szemsérülések</p> <p>.3 külső és belső vérzés</p> <p>.4 égések, forrázások és fagyások,</p> <p>.5 törések, ficamok és izomsérülések</p> <p>.6 sebek, sebek behegedése és fertőzése</p> <p>.7 fájdalomcsökkentés</p> <p>.8 seb összevarrási és összekapcsolási technikák</p> <p>.9 akut hasi tünetek kezelése</p> <p>.10 kisebb sebészeti kezelések</p> <p>.11 kötözés és pólyázás</p> <p>A betegápolás szempontjai::</p> <p>.1 általános alapelvek</p> <p>.2 betegápolási műveletek</p> <p>Betegségek, beleértve::</p>	<p>Gyakorlati oktatás és bemutatás során megszerzett készségek kiértékelése</p> <p>Ahol az megvalósítható, jóváhagyott gyakorlati tapasztalatszerzés kórházban, vagy hasonló intézményben</p>	<p>A tünetek azonosítása a klinikai vizsgálati elveken és körleírason alapul</p> <p>A fertőzés és a járványok megelőzése teljes és hatékony</p> <p>A fertőzés és a járványok megelőzése teljes és hatékony</p> <p>A személyi hozzáállás nyugodt, magabiztos és megnyugtató</p> <p>A sérülés, vagy állapot kezelése megfelelő és összhangban van az elfogadott orvosi gyakorlattal és az idevágó nemzeti és nemzetközi orvosi útmutatókkal</p> <p>A gyógyszerek adagolása és alkalmazása, valamint a gyógykezelés megegyezik a gyártói ajánlásokkal és az elfogadott orvosi gyakorlattal</p> <p>A beteg állapotában bekövetkező változások jelentőségét azonnal felismerik</p>

	.1 az orvosi kezelésre szoruló állapotokat és orvosi szükséghelyzeteket .2 a szexuális úton terjedő betegségeke .3 a trópusi és fertőző megbetegedéseket		
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Egészségügyi ápolás nyújtása a hajón maradó betegeknek és sérülteknek (folytatás)	Alkohol és kábítószer fogyasztással való visszaélés Fogápolás Nőgyógyászat, terhesség és gyermekszülés Kimentett személyek orvosi ellátása Haláleset a tengeren Higiénia Betegségek megelőzése, beleértve: .1 a fertőtlenítést, a rovarirtást és a patkánymentesítést .2 a védőoltásokat Feljegyzések vezetése és a megfelelő előírások kiadványainak rendelkezésre állása .1 orvosi feljegyzések vezetése .2 nemzetközi és nemzeti tengerészeti orvosi előírások		
Részvétel a hajók számára nyújtott orvosi segítségnyújtás koordinált eljárásaiban	Külső segítségnyújtás, beleértve: .1 rádiós orvosi tanácsadást .2 a betegek és a sérültek szállítását,		A klinikai kivizsgálási eljárások teljeseek és megfelelnek az elfogadott rendelkezéseknek A betegek elszállításának módszere és előkészületei összhangban vannak az

	beleértve a helikopteres szállítást		jóváhagyott eljárásokkal, és úgy tervezték meg, hogy az a betegek maximális jóllétét szolgálja
	.3 a megbetegedett tengerészek orvosi ellátását, amely magában foglalja a kikötői egészségügyi hatóságokkal, vagy járóbeteg rendelőkkel való együttműködést		A rádiós orvosi tanácsadás kérésére szolgáló eljárások összhangban vannak a lefektetett gyakorlattal és ajánlásokkal

A-VI/5. szakasz

Képesítési bizonyítványok kiadására vonatkozó kötelező minimumkövetelmények hajóvédelmi tisztek számára

Alkalmassági követelmény

1 Hajóvédelmi tiszti alkalmassági képesítésért pályázó minden jelöltnek be kell mutatnia alkalmasságát az A-VI/5. táblázat 1. oszlopában felsorolt feladatok, köteleességek és felelőségek teljesítésére.

2 Az A-VI/5. táblázatában felsorolt tudásszintje legyen elegendő ahhoz, hogy a jelölt képes legyen a kijelölt hajóvédelmi tiszti beosztás ellátására.

3 Az elméleti tudás, megértés és jártasság szükséges szintjének eléréséhez a képzés és a tapasztalat vegye figyelembe a jelen szabályzat B-VI/5. táblázat 5. szakaszába foglalt útmutatást is.

4 Minden képesítési jelölt köteles tanúbizonyságot adni arról, hogy elérte az alkalmasság szükséges szintjét az A-VI/5. táblázat 3. és 4. táblázatában foglaltak alapján az alkalmasság bizonyításának módszerei és értékelésének szempontjai szerint.

A-VI/5 táblázat

Hajóvédelmi tisztek alkalmasságának minimális követelmény előírásai

1. oszlop Alkalmasság	2. oszlop Ismeret, megértés és jártasság	3. oszlop Az alkalmasság igazolásának módja	4. oszlop Az alkalmasság értékelésének kritériumai
Egy hajóvédelmi terv fenntartása és megvalósításának felügyelete	A nemzetközi tengeri biztonságpolitika, valamint a Kormányok, társaságok és kijelölt személyek felelőségeinek ismerete, a kalózkodással és fegyveres rablással összefüggő elemekre is kiterjedően Egy hajó biztonsági terv céljának és alkotóelemeinek,	Jóváhagyott képzés során megszerzett alkalmasság értékelése vagy vizsgáztatás	Az eljárások és a megtett lépések összhangban vannak a hajók és kikötői létesítmények védelmére vonatkozó nemzetközi szabályzatban (ISPS-szabályzat – International Ship and Port facility Security), valamint az 1974. évi, Életbiztonság a tengeren tárgyú, módosított nemzetközi egyezményben (SOLAS – Safety Of Life At Sea)

	<p>valamint eljárásainak és nyilvántartások vezetésének ismerete, ideértve azokat is, amelyek kapcsolódhatnak a kalózkodáshoz és fegyveres rabláshoz</p> <p>Egy hajó biztonsági terve végrehajtása során alkalmazandó eljárások ismerete, és biztonsági események jelentése</p> <p>Tengeri biztonsági szintek, és következményi biztonsági intézkedések és eljárások ismerete hajókon és a kikötői létesítmények környezetében</p> <p>Belső auditok, helyszíni ellenőrzések követelményeinek és eljárásainak ismerete, a hajó biztonsági tervében előírt biztonsági tevékenységek irányítása és felügyelete</p> <p>A vállalati védelmi tisztnak történő jelentéstétel követelményei és eljárások ismerete mindennemű hiányosságról és eltérésekről, amelyet a belső auditok, időszakos felülvizsgálatok és biztonsági ellenőrzések során tár fel</p>		<p>rögzített alapelvekkel</p> <p>A biztonsággal kapcsolatos jogszabályi előírások helyes felismerése</p> <p>Az eljárások olyan készségi szintet érnek el, amellyel reagálni lehet a tengeri biztonsági szintek változásaira</p> <p>A hajóbiztonsági tiszt felelősségi területén belül adott közlések világosak és azokat megértették</p>
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1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Egy hajóvédelmi terv fenntartása és megvalósításának felügyelete <i>(folytatás)</i>	<p>A hajó biztonsági tervének módosítására alkalmazott módszerek és eljárások ismerete</p> <p>Biztonsággal kapcsolatos készenléti tervek és eljárások ismerete a biztonsági fenyegetésekre vagy biztonság</p>		

	<p>megszegésére való reagáláshoz, ideértve a hajó/kikötő kapcsolat kritikus műveletei fenntartására vonatkozó rendelkezéseket, a kalózkodással és fegyveres rablással esetleg összefüggő elemekre is kiterjedően</p> <p>A tengeri biztonsággal kapcsolatos - a kalózkodással és fegyveres rablással is összefüggő – kifejezések és meghatározások munkavégzéshez szükséges szintű ismerete</p>		
Biztonsági kockázat, fenyegetés és sebezhetőség felmérése	<p>A kockázatfelmérési és értékelési eszközök ismerete</p> <p>Biztonsági értékelési dokumentáció ismerete, ideértve a Biztonsági Nyilatkozatot</p> <p>A biztonsági intézkedések kijátszására a kalózkodók és a fegyveres rablók által is alkalmazott technikák ismerete</p> <p>Olyan tudás, amely képessé teszi diszkriminációmentes alapon a potenciális biztonsági kockázatokat jelentő személyek felismerését</p> <p>Fegyverek, veszélyes anyagok és eszközök felismerésének képessége, az általuk okozott károk ismerete</p> <p>Szükség szerint a tömeg kezelését és irányítását célzó technikák ismerete</p>	<p>Jóváhagyott képzésből, vagy jóváhagyott tapasztalatból vizsga alapján szerzett bizonyítás értékelése, ideértve az alábbiakra irányuló képesség gyakorlati bemutatását:</p> <p>.1 motozás lefolytatása</p> <p>.2 behatolásmentes vizsgálatok lefolytatása</p>	<p>Az eljárások és a megtett lépések összhangban vannak a hajók és kikötői létesítmények védelmére vonatkozó nemzetközi szabályzatban (ISPS-szabályzat – International Ship and Port facility Security), valamint az 1974. évi, Életbiztonság a tengeren tárgyú, módosított nemzetközi egyezményben (SOLAS – Safety Of Life At Sea) rögzített alapelvekkel</p> <p>Az eljárások biztosítják a felkészültséget a tengeri biztonsági szintek változásaira történő reagálásra</p> <p>A hajóbiztonsági tiszt felelősségi területén belül adott közlések világosak és azokat megértették</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Biztonsági kockázat, fenyegetés és sebezhetőség felmérése	Érzékeny biztonsági információ és biztonsággal kapcsolatos		

(folytatás)	<p>kommunikáció kezelésének ismerete</p> <p>Kutatások végrehajtásának és koordinálásának ismerete</p> <p>A fizikai kutatások módszereinek ismerete behatolásmentes vizsgálatok</p>		
<p>A hajó rendszeres ellenőrzésének lefolytatása annak biztosítására, hogy a megfelelő biztonsági intézkedések megvalósultak és naprakészek</p>	<p>A tiltott területek kijelölésére és ellenőrzésére vonatkozó követelmények ismerete</p> <p>A hajóra és a hajófedélzet tiltott területeire történő bejutás ellenőrzésével kapcsolatos ismeretek</p> <p>A fedélzeti és a hajó körüli területek hatékony ellenőrzése módszereinek ismerete</p> <p>A rakomány és a hajó készletei kezelésével összefüggő biztonsági szempontok ismerete, más hajószemélyzet és az érintett kikötői létesítmény biztonsági tisztjeivel együtt</p> <p>A behajózás és a partraszállás, valamint a feljutás ellenőrzése módszereinek ismerete miközben személyek tartózkodnak a fedélzeten, és ezek hatásai</p>	<p>Jóváhagyott képzés során megszerzett alkalmasság értékelése vagy vizsgáztatás</p>	<p>Az eljárások és cselekvések összhangban vannak az ISPS szabályzat, valamint a SOLAS, 1974 által megállapított elvekkel, a módosítások szerint</p> <p>Az eljárások biztosítják a felkészültséget a tengeri biztonsági szintek változásaira történő reagálásra</p> <p>A hajóbiztonsági tiszt felelősségi területén belül adott közlések világosak és azokat megértették</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
<p>Annak biztosítása, hogy az esetleges biztonsági berendezések és rendszerek megfelelően működnek, bevizsgáltak és kalibráltak</p>	<p>A biztonsági berendezések és rendszerek különböző típusainak, azok korlátainak ismerete, ideértve azokat, amelyek felhasználhatók kalózkodó és fegyveres rablók támadása esetén</p> <p>A hajó biztonsági riasztó rendszereinek</p>	<p>Jóváhagyott képzés során megszerzett alkalmasság értékelése vagy vizsgáztatás</p>	<p>Az eljárások és a megtett lépések összhangban vannak a hajók és kikötői létesítmények védelmére vonatkozó nemzetközi szabályzatban (ISPS- szabályzat – International Ship and Port facility Security), valamint az 1974. évi, Életbiztonság a tengeren tárgyú, módosított nemzetközi</p>

	<p>használatával kapcsolatos eljárások, utasítások és iránymutatások ismerete</p> <p>A biztonsági rendszerek és berendezések bevizsgálásával, kalibrálásával és karbantartásával kapcsolatos módszerek ismeretek, különösen tengeri úton</p>		<p>egyezményben (SOLAS – Safety Of Life At Sea) rögzített alapelvekkel</p>
<p>Biztonsági tudatosság és éberség ösztönzése</p>	<p>A képzés, gyakorlat és gyakorlás követelményeinek ismerete a vonatkozó egyezmények, szabályzatok és IMO közlemények alapján, ideértve a kalózkodás és a fegyveres rablás elleni témákban kiadottakat is</p> <p>A biztonsági tudatosság és éberség erősítését szolgáló módszerek ismerete a hajón</p> <p>A gyakorlatok és gyakorlások hatékonysága értékelését szolgáló módszerek ismerete</p>	<p>Jóváhagyott képzés során megszerzett alkalmasság értékelése vagy vizsgáztatás</p>	<p>Az eljárások és a megtett lépések összhangban vannak a hajók és kikötői létesítmények védelmére vonatkozó nemzetközi szabályzatban (ISPS-szabályzat – International Ship and Port facility Security), valamint az 1974. évi, Életbiztonság a tengeren tárgyú, módosított nemzetközi egyezményben (SOLAS – Safety Of Life At Sea) rögzített alapelvekkel</p> <p>A hajóbiztonsági tiszt felelősségi területén belül adott közlések világosak és azokat megértették</p>

A-VI/6. szakasz

Az összes tengerész biztonsággal kapcsolatos képzésére és oktatására vonatkozó kötelező minimumkövetelmények

A biztonsággal kapcsolatos ismertető képzésre vonatkozó alkalmassági követelmények

1 Mielőtt megkapnák beosztásukat a hajón, a tengerjáró hajón alkalmazott vagy foglalkoztatott minden személy, az utasok kivételével, akik kötelesek betartani az ISPS szabályzat rendelkezéseit, biztonsággal kapcsolatos ismertető képzésben kell, hogy részesüljenek, figyelembe véve a B. részben megadott iránymutatást is, hogy képesek legyenek az alábbiakra:

- .1 biztonsági esemény bejelentése, ideértve a kalózkodást, vagy fegyveres rablást, ennek fenyegetését, vagy a támadás végrehajtása;
- .2 a követendő eljárások ismerete, amikor felismernek egy biztonsági fenyegetést; és
- .3 részvétel biztonsággal kapcsolatos vészhelyzeti és készségi eljárásokban.

2 A tengerjáró hajón foglalkoztatott vagy alkalmazott, és kijelölt biztonsági feladatokkal megbízott tengerészek, az ilyen feladatokra való kirendelés előtt, biztonsággal összefüggő ismertető képzésben vesznek részt, kijelölt feladataik és felelősségi körükben, figyelembe véve a B. részben megadott iránymutatást is.

3 A biztonsággal kapcsolatos ismertető képzést a hajóvédelmi tiszt vagy egy hasonló módon kvalifikált személy folytassa le.

Biztonság-tudatossági képzés alkalmassági követelménye

4 A hajón bármilyen beosztásban alkalmazott, vagy foglalkoztatott olyan tengerész, aki a kijelölt biztonsági feladatok nélkül képezi a hajó legénységének részét, és a hajó tevékenysége révén meg kell, hogy feleljen az ISPS szabályzat rendelkezéseinek, bármilyen fedélzeti beosztásba való kinevezés előtt köteles:

- .1 részt venni megfelelő jóváhagyott képzésben vagy oktatásban az A-VI/6-1. táblázatban rögzített biztonság-tudatossági területen;
- .2 köteles tanúbizonyságát adni, hogy az A-VI/6-1. táblázat 1. oszlopában felsorolt feladatok, kötelezettségek és felelőségek teljesítéséhez szükséges alkalmasság előírt követelményt teljesítette;
 - .2.1 bizonyítva alkalmasságát az A-VI/6-1. táblázat 3. és 4. oszlopában meghatározott módszerek és alkalmasságértékelési szempontok alapján; és
 - .2.2 vizsgáztatással vagy folyamatos értékeléssel egy jóváhagyott képzési program részeként az A-VI/6-1. táblázat 2. oszlopában felsorolt témákban.

Átmeneti rendelkezések

5 2014. január 1-jéig azok a tengerészek, akik jóváhagyott tengeri szolgálatot kezdtek meg a jelen szakasz hatálybalépési napját megelőzően, legyenek képesek bizonyítani azt, hogy a 4. szakasz követelményeit teljesítik az alábbiakkal:

- .1 jóváhagyott tengeri szolgálat hajózó személyként, azt megelőző három év során összesen legalább hat hónapon keresztül; vagy
- .2 olyan biztonsági beosztások betöltése, amelyeket egyenértékűnek tekintenek az 5.1. szakaszban előírt tengeri szolgálattal; vagy
- .3 egy jóváhagyott teszt teljesítése, vagy
- .4 jóváhagyott képzés sikeres teljesítése.

Tengerészek alkalmassági követelményei meghatározott biztonsági kötelezettségek esetén

6 Minden biztonsági feladattal megbízott tengerész, ideértve a kalózkodás vagy fegyveres rablás elleni tevékenységeket, köteles bizonyítani alkalmasságát az A-VI/6-2. táblázat 1. oszlopában felsorolt feladatok, kötelezettségek és felelőségek teljesítésére..

7 Az A-VI/6-2. táblázat 2. oszlopában foglalt tárgyak ismeretének szintje elegendő legyen arra, hogy minden jelölt képes legyen a hajón a kijelölt biztonsági feladatok teljesítésére, ideértve a kalózkodás és fegyveres rablás elleni tevékenységgel

kapcsolatosakat.

8 A képesítésre pályázó jelöltnek az előírt alkalmassági követelmények elérését a következő módon kell igazolnia:

- .1 Az A-VI/6-2. táblázat 1. oszlopában felsorolt feladatok, köteleességek és felelősségek teljesítéséhez az alkalmasság bizonyítása az adott táblázat 3. és 4. oszlopaiban felsorolt képességek bizonyítására alkalmas módszerek és értékelési szempontok szerint; és
- .2 az A-VI/6-2. táblázat 2. oszlopában meghatározott ismeretanyagra kiterjedő vizsga vagy folyamatos értékelés egy jóváhagyott képzési program részeként.

Átmeneti rendelkezések

9 2014. január 1-ig, azok a tengerészek, akik a jelen szakasz hatálybalépési napját megelőzően kezdtek meg egy jóváhagyott tengeri szolgálatot meghatározott biztonsági feladatokkal, kötelesek bizonyítani alkalmasságukat az A-VI/6-2. táblázat 1. oszlopában felsorolt feladatok, köteleességek és felelősségek teljesítésére az alábbiak szerint:

- .1 jóváhagyott tengeri szolgálat hajószemélyzet részeként meghatározott biztonsági feladatokkal, legalább összesen hat hónapos időszakban a megelőző három év során; vagy
- .2 olyan biztonsági beosztások betöltése, amelyet egyenértékűnek tekintenek a 9.1. szakaszban meghatározott tengeri szolgálattal; vagy
- .3 egy jóváhagyott teszt teljesítése, vagy
- .4 a jóváhagyott képzés sikeres teljesítése.

A-VI/6-1 táblázat

Biztonsági tudatosság területén szerzett jártasság minimális követelményének előírása

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Hozzájárulás a tengeri biztonság javításához az emelt szintű tudatosság révén	A tengeri biztonsággal kapcsolatos - a kalózkodással és fegyveres rablással is összefüggő – fejezések és meghatározások munkavégzéshez szükséges szintű ismerete A nemzetközi tengeri biztonságpolitika alapismerete és a kormányok, társaságok, személyek felelősségi köre	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	A fokozott tengeri biztonsággal kapcsolatos követelmények helyes meghatározása

	<p>Tengeri biztonsági szintek alapismerete és ezek hatása a biztonsági intézkedésekre, eljárásokra, hajókon és kikötői létesítményekben</p> <p>Biztonsági jelentési eljárások alapismerete</p> <p>Biztonsággal kapcsolatos vészhelyzeti tervek alapismerete</p>		
Biztonsági fenyegetések felismerése	<p>A biztonsági intézkedések kikerülésére alkalmazott módszerek alapismerete</p> <p>A potenciális biztonsági fenyegetések felismerését biztosító alapismeretek, ideértve a kalózkodással és fegyveres rablással kapcsolatos esetleges elemeket is</p> <p>A fegyverek, veszélyes anyagok és készülékek felismerését biztosító alapismeretek, valamint az általuk esetleg okozható kár ismerete</p> <p>A biztonsággal kapcsolatos információ és kommunikáció kezelésének alapismerete</p>	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	A tengeri biztonságot ért fenyegetések helyes beazonosítása

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A biztonsági tudatosság és éberség fenntartásának szükségessége és módszereinek megértése	Képzés, gyakorlatok és gyakorlási követelmények alapismerete a hatályos egyezmények, szabályzatok és IMO közlemények alapján, ideértve a kalózkodás és fegyveres rablás ellenes témájakat is	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	A fokozott tengeri biztonsággal kapcsolatos követelmények helyes meghatározása

A-VI/6-2 táblázat
Biztonsági feladatokkal megbízott tengerészek minimális alkalmassági követelményeinek előírása

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Egy hajó biztonsági tervében meghatározott feltételek megőrzése	<p>A tengeri biztonsággal kapcsolatos - a kalózkodással és fegyveres rablással is összefüggő – fejezések és meghatározások munkavégzéshez szükséges szintű ismerete</p> <p>A nemzetközi tengeri biztonságpolitika, valamint Kormányok, társaságok és személyek felelősségének ismerete, ideértve a kalózkodással és fegyveres rablással összefüggő elemek munkaszintű ismeretét</p> <p>Tengeri biztonsági szintek, és azok hatásának ismerete a hajók, valamint kikötői létesítmények biztonsági intézkedéseire és eljárásaira</p> <p>Biztonságjelentési eljárások ismerete</p> <p>A gyakorlatokra és gyakorlásokra vonatkozó eljárások és követelmények ismerete a hatályos egyezmények, szabályzatok és IMO közlemények alapján, ideértve a kalózkodással és fegyveres rablással összefüggőket</p> <p>Az ellenőrzések és felmérések, valamint egy hajó védelmi tervében előírt biztonsági tevékenységek ellenőrzési és vizsgálati eljárásainak ismerete</p>	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	<p>Az eljárások és a megtett lépések összhangban vannak a hajók és kikötői létesítmények védelmére vonatkozó nemzetközi szabályzatban (ISPS-szabályzat – International Ship and Port facility Security), valamint az 1974. évi, Életbiztonság a tengeren tárgyú, módosított nemzetközi egyezményben (SOLAS – Safety Of Life At Sea) rögzített alapelvekkel</p> <p>A biztonsággal kapcsolatos jogszabályi előírások helyes felismerése</p> <p>A felelősségi körön belül a kommunikáció világos és jól érthető</p>

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
Egy hajó biztonsági tervében meghatározott feltételek megőrzése (folytatás)	A biztonsággal kapcsolatos vészhelyzeti tervek, és a biztonsági fenyegetésekre, vagy a biztonság megszegésére reagáló eljárások ismerete, ideértve a hajó/kikötő kapcsolódás kritikus műveletei fenntartására vonatkozó rendelkezéseket, valamint azokat is, amelyek a kalózkodással és fegyveres rablással lehetnek kapcsolatban		
A biztonsági kockázatok és fenyegetések felismerése	<p>Biztonsági dokumentációk ismerete, ideértve a Biztonsági Nyilatkozatot</p> <p>A biztonsági intézkedések kijátszására a kalózok és a fegyveres rablók által is alkalmazott technikák ismerete</p> <p>A potenciális biztonsági fenyegetések felismerését biztosító tudás</p> <p>Fegyverek, veszélyes anyagok és eszközök felismerésének képessége, az általuk okozott károk ismerete</p> <p>Szükség szerint a tömeg kezelését és irányítását célzó technikák ismerete</p> <p>Biztonsággal kapcsolatos információ, és biztonsággal kapcsolatos kommunikáció kezelésének ismerete</p> <p>A fizikai kutatások módszereinek ismerete behatolásmentes vizsgálatok</p>	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	Az eljárások és a megtett lépések összhangban vannak a hajók és kikötői létesítmények védelmére vonatkozó nemzetközi szabályzatban (ISPS-szabályzat – International Ship and Port facility Security), valamint az 1974. évi, Életbiztonság a tengeren tárgyú, módosított nemzetközi egyezményben (SOLAS – Safety Of Life At Sea) rögzített alapelvekkel

1. oszlop	2. oszlop	3. oszlop	4. oszlop
Alkalmasság	Ismeret, megértés és jártasság	Az alkalmasság igazolásának módja	Az alkalmasság értékelésének kritériumai
A hajó rendszeres biztonsági ellenőrzésének lefolytatása	<p>Korlátozott területek megfigyelési módszereinek ismerete</p> <p>A hajóra és a hajófedélzet tiltott területeire történő bejutás ellenőrzésével kapcsolatos ismeretek</p> <p>A fedélzeti és a hajó körüli területek hatékony ellenőrzése módszereinek ismerete</p> <p>A rakomány és a hajó készleteivel kapcsolatos ellenőrzési módszerek ismerete</p> <p>A behajózás és a partraszállás, valamint a feljutás ellenőrzése módszereinek ismerete miközben személyek tartózkodnak a fedélzeten, és ezek hatásai</p>	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	Az eljárások és intézkedések összhangban vannak az ISPS Szabályzat és a módosított SOLAS Egyezmény által meghatározott elvekkel
A biztonsági berendezések és esetleges rendszerek megfelelő használata	<p>A különböző típusú biztonsági berendezések és rendszerek általános ismerete, ideértve azokat, amelyeket fel lehet használni kalózkodás és fegyveres rablók támadása esetén, e rendszerek korlátaival együtt</p> <p>A biztonsági rendszerek és berendezések vizsgálati, kalibrálási és karbantartási igényeinek ismerete, különösen a nyílt tengeren</p>	Jóváhagyott oktatás vagy jóváhagyott tanfolyami részvétel során megszerzett alkalmasság értékelése	<p>A berendezések és rendszerek üzemeltetését a jóváhagyott berendezésüzemeltetési utasítások szerint végzik, figyelembe véve a berendezések és rendszerek korlátait is.</p> <p>Az eljárások és a megtett lépések összhangban vannak a hajók és kikötői létesítmények védelmére vonatkozó nemzetközi szabályzatban (ISPS-szabályzat – International Ship and Port facility Security), valamint az 1974. évi, Életbiztonság a tengeren tárgyú, módosított nemzetközi egyezményben (SOLAS – Safety Of Life At Sea) rögzített alapelvekkel</p>

VII. FEJEZET

Az alternatív (kettős) képesítésekre vonatkozó követelmények

A-VII/1. szakasz

Az alternatív képesítési bizonyítványok kiadásának alapelvei

1 Szolgálatvezetői szintű képesítésnek az Egyezményhez csatolt Melléklet VII. fejezetében foglalt rendelkezések szerinti megszerzéséhez a jelölteknek jóváhagyott képzésben kell részesülnie és meg kell felelnie a meghatározott beosztásokra az A-II/1, illetve az A-III/1 táblázatban előírt alkalmassági követelménynek. Az A-II/1 és az A-III/1 táblázatban feltüntetett feladatok is elláthatók, amennyiben a jelölt kiegészítő oktatásban és képzésben részesül és megfelel az ezekben a táblázatokban az egyes beosztásokra előírt alkalmassági követelményeknek.

2 500 BT vagy annál nagyobb hajón parancsnoki beosztás betöltéséhez vezetői szintű képesítés elnyeréséhez a jelöltnek, illetve annak a személynek akire a hajó parancsnoki beosztása a parancsnoki beosztást betöltő személy alkalmatlanná válása esetén át fog szállni, az A-II/1 táblázat szerinti alkalmassági követelménynek való megfelelésen túlmenően jóváhagyott oktatásban kell részesülnie és meg kell felelnie az A-II/2 táblázatban foglalt feladatok tekintetében előírt alkalmassági követelménynek. A III. fejezet táblázataiban foglalt beosztásokra akkor terjeszthető ki a képesítés, amennyiben a jelölt kiegészítő oktatásban és képzésben részesül és megfelel az ezekben a táblázatokban az egyes beosztásokra előírt alkalmassági követelményeknek

3 A 750 kW vagy annál nagyobb főgépteljesítményű hajón a hajó gépüzeméért felelős vezetői szintű képesítés elnyeréséhez a jelöltnek, illetve annak a személynek, akire ez a felelősség a hajó gépüzeméért felelős beosztást betöltő személy alkalmatlanná válása esetén át fog szállani, az A-III/1 táblázat szerinti alkalmassági követelménynek való megfelelésen túlmenően, jóváhagyott képzésben kell részesülnie és meg kell felelnie az A-III/2 táblázatban foglalt feladatok tekintetében meghatározott alkalmassági követelménynek. A II. fejezet táblázataiban foglalt feladatok ellátására akkor terjeszthető ki a képesítés, amennyiben a jelölt kiegészítő oktatásban és képzésben részesül és megfelel az ezekben a táblázatokban az egyes beosztásokra előírt alkalmassági követelményeknek

4 Minden beosztotti képesítési szintre jelölt:

- .1 navigációs vagy gépüzemi területen köteles elvégezni a megfelelő képzést, és teljesíteni az A-II/4. vagy A-III/4. táblázatokban előírt funkcióhoz az alkalmassági követelményeket. Az A-III/4., illetve A-II/4. táblázatban jelölt funkciókra is kiterjeszthető a képesítés azzal a feltétellel, hogy a jelölt értelemszerűen további vonatkozó képzésben vesz részt, és teljesíti az adott beosztásokra vonatkozóan a táblázatokban előírt képességi követelményeket;
- .2 ezen túlmenően, legénységi beosztottként köteles az A-II/4. táblázatban előírt alkalmassági követelmény teljesítésén túlmenően elvégezni a megfelelő képzést és teljesíteni a képesítési követelményeket az A-II/5. táblázatban előírt összes funkcióra. Az A-III/4. vagy A-III/5. táblázatban előírt funkciókra is kiterjeszthető a képesítés, azzal, hogy a jelöltnek teljesíteni kell, értelemszerűen, a további megfelelő képzést és teljesítenie kell az érintett

beosztásra (beosztásokra) a megfelelő táblázatban előírt alkalmassági követelményt; és

- .3 beosztotti állományú tengerészgépészként az A-III/4. táblázatban előírt alkalmassági követelmények teljesítésén túlmenően, kötelese az A-III/5. táblázatban előírt összes funkcióhoz teljesíteni a vonatkozó képzést, és a képesítési követelményeket. Az A-II/4. vagy A-II/5. táblázatban előírt funkciókra is kiterjeszhető a képesítés, feltéve, hogy a jelölt értelemszerűen teljesíti az érintett beosztásra (beosztásokra) a megfelelő táblázatban előírt alkalmassági követelményt.

A-VII/2. szakasz

Tengerészek képesítési bizonyítványa

1 A VII/1 szabály 1.3 pontjában foglalt követelményeknek megfelelően, A VII. fejezet rendelkezései alapján képesítésre jelöltek az A-II/1, illetve az A-III/1 táblázatban előírt funkciókra beosztotti szinten kötelesek:

- .1 rendelkezni legalább egy 12 hónap hajón eltöltött jóváhagyott szolgálattal, amikor a szolgáltatnak magában kell foglalnia legalább hat havi, a géptérben képesített géptiszt irányításával eltöltött beosztást és - ahol ez szükséges - legalább hat havi, a parancsnoki hídon képesített navigációs őrszolgálatért felelős tiszt irányítása alatt eltöltött beosztást; és
- .2 elvégezni a hajón ennek a szolgáltatnak az ideje alatt az A-II/1 és az A-III/1 szakaszok követelményei szerinti jóváhagyott képzést, amelyet a gyakorlati időt igazoló vizsgakönyvben is fel kell tüntetni.

2 A VII. fejezet szerinti vezetői szintű képesítésnek az A-II/2, illetve az A-III/2 táblázatban feltüntetett feladatkörökre való kiterjesztéséhez a jelöltnek az alábbi, hajón eltöltött jóváhagyott szolgálatot kell teljesítenie, melyet az érvényesítésben is fel kell tüntetni:

- .1 *azon a személyeknek, akik hajóparancsnoki, illetve gépjárművezetői beosztást nem töltenek be, 12 havi szolgálatot kell teljesíteniük a III/2 vagy III/3 szabály szerinti őrszolgálatért felelős tiszti beosztásban, illetve a navigációs őrszolgálati vezető szintű feladatellátáshoz a parancsnoki hídon töltött legalább 12 havi felelős tiszti beosztásban töltött őrszolgálat teljesítése a követelmény;*
- .2 *hajóparancsnoki, illetve gépjárművezetői beosztást betölteni kívánó jelöltnek legalább 48 havi szolgálati időt kell teljesítenie képesített tisztként, ideértve az e szakasz 2.1 pontjában foglalt és az érvényesítésben feltüntetett feladatok ellátását is, amelyből 24 hónapot az A-II/1 táblázatban, illetve 24 hónapot az A-III/1 és az A-III/2 táblázatban meghatározott feladatok ellátásával kell eltölteni.*

3 A VII/1. szabály 1.3. szakaszában foglalt követelmények szerint a VII. fejezet rendelkezései alapján képesítést megszerezni kívánó jelölt az A-II/4. és A-III/4. táblázatokban előírt funkciókhoz beosztotti szinten az alábbiakat kell, hogy teljesítsék:

- .1 jóváhagyott szolgálat hajón, amelyből legkevesebb 12 hónap tapasztalat az alábbi összetételben:.
 - .1.1 nem kevesebb, mint 6 hónap navigációs őrszolgálati beosztásban, és
 - .1.2 nem kevesebb, mint 6 hónap géptéri beosztásban; vagy
- .2 különleges képzés, akár tengerre szállás előtt, akár hajón, amelyben legkevesebb 4 hónap hajón eltöltött, jóváhagyott szolgálat szerepeljen az alábbi összetételben:
 - .2.1 nem kevesebb, mint 2 hónap navigációs őrszolgálati beosztásokkal kapcsolatban; és
 - .2.2 nem kevesebb, mint 2 hónap géptéri beosztásokkal kapcsolatban;
- .3 a 3.1. vagy 3.2. szakaszban megkövetelt tengeri szolgálat, képzés és tapasztalat megfelelően minősített tiszt vagy legénységi állományú beosztott közvetlen felügyelete alatt történjen.

A VII/1. szabály 1.3. szakaszában foglalt követelményei szerint a VII. fejezet rendelkezései alapján az A-II/5. és az A-III/5. táblázatokban meghatározott funkciókhoz beosztotti szintre való képesítésre jelöltek kötelesek, miközben minősítettek egy őrszolgálati vagy géptéri szolgálati beosztotti munkára, teljesíteni az A-II/5. és A-III/5. szakaszokban előírt alkalmassági követelményeket, és rendelkezzenek az alábbiakkal:

- .1 jóváhagyott szolgálat hajón, legalább 30 hónapon át, amely az alábbiakból áll:
 - .1.1 legalább 18 hónap fedélzeti őrszolgálati legénységi beosztásban, és
 - .1.2 legalább 12 hónap beosztotti géptéri szolgálatban; vagy
- .2 jóváhagyott képzési program, és legalább 18 hónap jóváhagyott szolgálat hajón, amely az alábbiakból áll:.
 - .2.1 legalább 12 hónap őrszolgálati beosztásokban; és
 - .2.2 legalább 6 hónap géptéri beosztásokban; vagy
- .3 jóváhagyott különleges integrált fedélzeti, illetve géptéri őrszolgálati képzési program, amely legalább 12 hónap jóváhagyott szolgálatot tartalmaz hajón integrált fedélzeti és géptéri őrszolgálatban, az alábbi összetételben:
 - .3.1 legalább 6 hónap fedélzeti legénységi beosztásban; és
 - .3.2 legalább 6 hónap géptéri legénységi beosztásban.

A-VII/3. szakasz

Egyéb képzési bizonyítványok kiadásának alapelvei

(Nincsenek rendelkezések)

VIII. FEJEZET**Őrszolgálat ellátására vonatkozó követelmények****A-VIII/1. szakasz**

Szolgálatra való alkalmasság

1 A hatóságok vegyék figyelembe a tengerészek fáradtsága miatt jelentkező veszélyeket, különösen amikor egy hajó biztonságával vagy biztonságos üzemeltetésével kapcsolatos beosztásokról van szó.

2 Őrszolgálat ellátásáért felelős tisztnek, illetve őrszolgálatban beosztott személy részére, akik biztonsággal, szennyezés megakadályozásával és biztonsági feladatokkal vannak megbízva, legalább az alábbi pihenőidőt kell biztosítani.

- .1 minimálisan 10 óra pihenőidő, bármely 24 órás időszakban; és
- .2 77 óra, bármely 7 napos időszakban.

3 Őrszolgálat ellátásáért felelős tisztnek, illetve őrszolgálatban beosztott személy részére, akik biztonsággal, szennyezés megakadályozásával és biztonsági feladatokkal vannak megbízva, legalább az alábbi pihenőidőt kell biztosítani, és a két egymást követő pihenési időszak közötti időtartam ne haladja meg a 14 órát.

4 A 2. és 3. szakaszokban megállapított pihenési időszakokra vonatkozó követelményeket nem szükséges betartani vészhelyzetben, vagy bármely más kiemelt fontosságú műveleti feltételek esetén. A riadókat, a tűzoltási és mentőcsónak gyakorlatokat, valamint a nemzeti jogszabályok és rendeletek, illetve nemzetközi egyezmények által előírt gyakorlatokat oly módon kell lefolytatni, ami minimálisra csökkenti a pihenési időszakok zavarását, és nem eredményez fáradtságot.

5 A hatóságok követeljék meg, hogy az őrszolgálati beosztásról szóló tájékoztatót könnyen megközelíthető helyen függesszék ki. Az őrszolgálati beosztásokat szabványosított formátumban kell elkészíteni a hajó munkanyelvén, vagy munkanyelvein, illetve angol nyelven.

6 Amikor egy tengerész ügyeletet tart, például, amikor a géptér felügyelet nélküli, a tengerész számára megfelelő ellentételező pihenőidőszakot kell biztosítani, amennyiben a normál pihenési időszakot ügyeleti munkára való behívás zavarja meg.

7 Az igazgatóságok követeljék meg, hogy a tengerészek napi pihenőidejének nyilvántartását szabványos formátumban vezessék a hajó munkanyelvén, vagy munkanyelvein, és angol nyelven, és ez tegye lehetővé a jelen szakasz rendelkezéseinek való megfelelés figyelemmel kísérését és ellenőrzését. A tengerészek kapjanak egy példányt a rájuk vonatkozó feljegyzésekből, amelyet a parancsnok vagy a parancsnok által

meghatalmazott személy, illetve a tengerész ír alá.

8 Ennek a fejezetnek egyetlen rendelkezését sem lehet úgy tekinteni, hogy az korlátozná egy hajó parancsnokának jogát arra, hogy egy tengerésztől megkövetelje bármilyen munkaidő teljesítését, amely szükséges a hajó, a fedélzeten tartózkodó személyek vagy a rakomány közvetlen biztonságáért, illetve más hajóknak, illetve tengeren bajba jutott személyeknek segítségnyújtás céljából. Ennek megfelelően a parancsnok felfüggesztheti a pihenőidő beosztást, és elrendelheti, hogy egy tengerész bármilyen szükséges számú órában teljesítse feladatát, amíg a rendes helyzet helyre nem áll, amint a normál helyzet helyreállt, amilyen gyorsan csak lehetséges, a parancsnok köteles biztosítani, hogy a tervezett pihenőidő alatt esetleg munkát végző tengerészek megfelelő pihenőidőt kapjanak.

9 Az Egyezményhez csatlakozott Felek engedélyezhetnek eltéréseket a 2.2. és 3. pont fenti szakaszokban előírt pihenőidőszakoktól, feltéve, hogy a pihenési idő nem kevesebb mint 70 óra bármely 7 napos időszakban.

A 2.2. szakaszban rögzített heti pihenőidőtől való eltérést két egymást követő hétnél hosszabb ideig nem szabad megengedni. A hajón a két kivételes időszak közötti időtartam nem lehet hosszabb, mint a kivételes időszak kétszerese.

A 2.1. szakaszban rögzített pihenőidő nem osztható fel háromnál több időszakra, amelynek egyike legalább 6 óra hosszúságú legyen, és a másik két időszak egyike sem lehet kevesebb, mint egy óra. Az egymást követő pihenési időszakok közötti időtartam nem haladhatja meg a 14 órát. A kivételes időszakok időtartama nem haladhatja meg a két 24 órás időszakot bármely 7 napos időszak alatt. Amennyire lehetséges, a kivételek vegyék figyelembe a B-VIII/1. szakaszban a kifáradás megakadályozására vonatkozó iránymutatást.

10 Az alkohollal való visszaélés megakadályozása céljából minden egyes Igazgatóság állapítson meg egy max. 0,05% véralkoholszintnél nem nagyobb határt (BAC), vagy 0,25 mg/liter alkohol a lélegzetben, vagy olyan mennyiségű alkohol, amely ilyen alkoholkoncentrációt eredményez parancsnokok, tiszték és más tengerészek esetében, miközben meghatározott biztonsági és tengeri környezetvédelmi feladatokat látnak el.

A-VIII/2. szakasz

Az őrszolgálat ellátásának szervezése és alapelvei

1. RÉSZ - KÉPESÍTÉS

1 A navigációs őrszolgálat ellátásáért felelős tiszt rendelkezék megfelelő képesítéssel a II., illetve a VII. fejezetben a navigációs vagy a fedélzeten teljesítendő feladatoknak megfelelően.

2 A géptéri őrszolgálat ellátásáért felelős géptiszt rendelkezék megfelelő képesítéssel a III., illetve a VII. fejezetben a géptéri őrszolgálatra vonatkozóan meghatározott követelményekre figyelemmel.

2. RÉSZ – AZ ÚT TERVEZÉSE

Általános követelmények

3 A megteendő utat, az összes vonatkozó információ figyelembevételével, előre meg kell tervezni, a bármely plottolt menetirányt pedig az út megkezdése előtt ellenőrizni kell.

4 A gépüzemvezetőnek a parancsnokkal konzultálva előre meg kell állapítania a megteendő út szükségleteit, figyelembe véve az üzemanyag-, víz-, kenőanyag-, vegyianyag-, fogyóanyag- és tartalékalkatrész-, szerszám-, készlet- és egyéb szükségleteket.

Tervezés az út kezdete előtt

5 Útra indulást megelőzően a hajóparancsnok köteles az indulási és az első érkezési kikötő közötti utat a kellő és megfelelő, a megteendő úthoz szükséges, pontos, teljes és az állandó, illetve előre feltételezhető és a hajó biztonságára kiható navigációs korlátozásokat és veszélyeket tartalmazó térképeknek és navigációs segédleteknek a használatával tervezni.

A tervezett út ellenőrzése és plottolása

6 Az úti terv ellenőrzését követően, az útra vonatkozó információkra figyelemmel a tervezett utat az úti térképeken jelölni kell és az így előkészített úti térképeknek elérhetőnek kell lennie a navigációs őrszolgálatért felelős szolgálatos tiszt számára, aki a térképeken bejelölt utat a gyakorlatban való használatát megelőzően köteles ellenőrizni.

Eltérés a tervezett úttól

7 Amennyiben a célkikötő a hajóút során kerül megváltoztatásra, illetve a hajónak a tervezett útvonaltól egyéb okok miatt kell eltérnie, a megváltozott útvonalat még azelőtt kell kidolgozni, mielőtt a hajó az eredetileg tervezett útvonaltól lényegesen eltérne.

3 RÉSZ – AZ ŐRSZOLGÁLAT ELLÁTÁSÁNAK ÁLTALÁNOS SZABÁLYAI

8 Az őrszolgálatokat az alábbi híd és gépüzem erőforrásgazdálkodási elvek alapján kell megszervezni:

- .1 a helyzetnek megfelelően kell biztosítani az őrszolgálati személyzet számára a megfelelő feltételeket;
- .2 az őrszolgálati személyzet megbízásakor figyelembe kell venni az egyes személyek képesítésében vagy alkalmasságában meglévő esetleges korlátozásokat;
- .3 biztosítani kell az őrszolgálati személyzet számára egyéni szerepük, felelősségük, illetve a csapat szerepének megértését;
- .4 a parancsnok, a gépüzemvezető, és az őrszolgálatok felelős tisztje köteles a megfelelő őrszolgálatot biztosítani, a leghatékonyabban kihasználva a rendelkezésre álló erőforrásokat, mint például információ, berendezések/eszközök és egyéb személyzet;

- .5 az őrszolgálatos személyzet értse meg az eszközök/berendezések funkcióit, működését, rendelkezzen ismeretekkel azok kezelésére;
- .6 az őrszolgálat tagjai értsék meg az információt és legyenek képesek az egyes állomásoktól/eszközöktől/berendezésektől érkező információra reagálni;
- .7 az őrszolgálat minden tagja megfelelően ossza meg az állomásoktól/készülékektől/berendezésektől érkező információt;
- .8 az őrszolgálat tagjai megfelelő kommunikációcserét tartsanak fenn bármely helyzetben; és
- .9 az őrszolgálat tagjai kötelesek értesíteni a parancsnokot/gépüzemvezetőt/őrszolgálati vezető tisztet minden habozás nélkül, amikor bármilyen kétségük merül fel a tekintetben, hogy milyen intézkedést kell hozniuk a biztonság érdekében.

4. rész – ŐRSZOLGÁLAT ELLÁTÁSÁRA A TENGEREN

Az őrszolgálat általános elvei

9 A részes Felek hívják fel a társaságok, parancsnokok, gépüzemvezetők, és őrszolgálatot adó személyek figyelmét a következő elvekre, amelyeket be kell tartani annak érdekében, hogy mindig biztonságos őrszolgálat legyen tartható.

10 Minden hajó parancsnokának biztosítania kell a biztonságos menetüzemi navigációs őrszolgálat kellő megszervezését. A parancsnok általános irányításával a navigációs őrszolgálat ellátásáért felelős tisztek felelnek a szolgálatuk alatt a biztonságos hajóvezetésért, különös figyelmet fordítva az összeütközés és a zátonyrafutás elkerülésére vonatkozó intézkedésekre.

11 Minden hajó gépüzemvezetőjének a parancsnokkal konzultálva biztosítania kell a biztonságos gépüzemi őrszolgálat kellő megszervezését

A tengeri környezet védelme

12 A hajóparancsnoknak, a tiszteknek és a beosztottaknak tudatában kell lenniük a tengeri környezet a hajó üzeme közben, illetve vészhelyzetben bekövetkező szennyezése komoly következményeinek és meg kell tenniük az összes lehetséges elővigyázatossági intézkedést az ilyen szennyezés megelőzésére, különösen azokban az esetekben, amikor ezt a vonatkozó nemzetközi és kikötői szabályok előírják.

4-1. rész – A menetüzemi navigációs őrszolgálat ellátásának alapelvei

13 A navigációs őrszolgálat ellátásáért felelős tiszt a parancsnok képviselője és folyamatos felelősséget visel a hajó biztonságáért valamint a tengeren való összeütközések megelőzésére vonatkozó nemzetközi szabályokról szóló 1972. évi egyezményhez csatolt szabályok megtartásáért.

Figyelőszolgálat

14 A tengeren való összeütközések megelőzésére vonatkozó nemzetközi szabályokról szóló 1972. évi módosított egyezményhez csatolt szabályok 5. szabályának megfelelően folyamatosan kellő figyelőszolgálatot kell biztosítani az alábbiakra figyelemmel:

- .1 az éberség folyamatos fenntartása a látás és a hallás útján történő észlelésre alapozottan, valamint a hajó és környezete állapotában bekövetkező változások vonatkozásában rendelkezésre álló eszközökkel;
- .2 az általános helyzetnek, továbbá az összeütközés és a zátonyra futás veszélyének, valamint más navigációs veszélynek minden oldalú folyamatos értékelése; és
- .3 veszélyhelyzetben lévő hajók vagy légi járművek, hajótörést szenvedett személyek, elsüllyedt hajók, hajóroncsok és egyéb hajózási veszélyek észlelése

15 A figyelőnek lehetősége legyen teljes figyelmét a kellő megfigyelésre fordítania; nem vállalhat magára más feladatot és nem ruházható rá más feladat, amely zavarhatná feladata ellátásában.

16 A figyelő és a kormányos matróz kötelezettségei eltérőek; a kormánynál álló kormányos matróz nem tekinthető figyelőnek; ez a rendelkezés nem vonatkozik a kishajókra, azzal a feltétellel, hogy a kormányos matróz helyéről teljes körben akadálytalan a kilátás és éjszaka a láthatóság nem romlik és a kellő figyelést egyéb zavaró tényező nem akadályozza. Nappal a navigációs őrszolgálatért felelős tiszt egyetlen figyelő maradhat, azzal a feltétellel, hogy minden ilyen esetben

- .1 a körülményeket gondosan mérlegelték és kétséget kizáróan megállapították, hogy azok biztonságosak;
- .2 teljes mértékben figyelembe vették az összes vonatkozó tényezőt, beleértve, de nem ezekre korlátozódva, a következőket:
 - időjárási viszonyok;
 - láthatóság;
 - forgalomsűrűség;
 - a navigációs veszélyek közelsége; és
 - a forgalomválasztási rendszerekben és azok közelében való hajózáskor szükséges fokozott figyelem; és
- .3 az őrszolgálat haladéktalan megerősítése azokban az esetekben, amikor ezt a megváltozott helyzet megköveteli.

17 Annak megállapításakor, hogy a menetüzemi navigációs őrszolgálat összetétele elegendő a folyamatos figyelésre, a parancsnoknak figyelembe kell vennie az összes vonatkozó tényezőt, beleértve a szabályzat ezen szakaszában foglaltakat, továbbá az alábbi tényezőket:

- .1 látási viszonyok, időjárási viszonyok és tengerállapot;

- .2 forgalomsűrűség és a hajó közlekedésének körzetében folyó egyéb tevékenység;
- .3 a forgalomelválasztási rendszerekben, vagy más menetirányító rendszerekben, valamint azok közelében való hajózáskor szükséges fokozott figyelem;
- .4 a hajó funkcióinak jellege, a közvetlen üzemeltetés követelmények és a várható hajóműveletek által okozott járulékos munkaterhelés;
- .5 a személyzet bármely olyan tagjának a megfelelő kötelezettségek ellátására való alkalmassága, aki szükség esetén bevonható az őrszolgálatba;
- .6 a tisztek és a beosztottak szakmai alkalmasságának ismerete és erről való folyamatos megbizonyosodás;
- .7 mindegyik navigációs őrszolgálatért felelős tiszt tapasztaltsága és részéről a hajó berendezéseinek, a cselekvési rend és a hajó műveletképességének ismerete;
- .8 a hajón folyó tevékenységek, ideértve a rádió-hírközlési feladatok ellátását, a parancsnoki hídi őrszolgálat részére esetlegesen szükségessé váló haladéktalan segítségnyújtásra;
- .9 a parancsnoki hídon lévő vezérlő készülékek és szervek üzemi állapota, beleértve a figyelmeztető-vészjelző rendszereket;
- .10 a kormány és a hajócsavar vezérlése és a hajó műveletképességi jellemzői;
- .11 a hajó méretei és kilátás a hajó kormányzásának helyéről;
- .12 a parancsnoki híd kialakításának ismerete, abban a tekintetben, amennyiben a kialakítás a szolgálatban lévő akadályozhatja a környezet látás és hallás útján történő megfigyelésében; és
- .13 bármely egyéb, az őrszolgálat megszervezésére és a kötelezettségek ellátására való alkalmasságra vonatkozó, a Szervezet által elfogadott követelmény, eljárás vagy útmutató.

Őrszolgálat ellátásának megszervezése

18 A parancsnoki hídon őrszolgálatot teljesítők létszámának megállapításánál, amelyben a megfelelő képesítéssel rendelkező beosztottak vehetnek részt, egyebek mellett a következő tényezőket kell figyelembe venni:

- .1 az őrszolgálatos személyzet folyamatos jelenléte a parancsnoki hídon;
- .2 az őrszolgálatos személyzet folyamatos jelenléte a parancsnoki hídon;
- .3 azoknak a navigációs veszélyeknek a közelsége, amelyek a navigációs őrszolgálatért felelős tiszt részéről járulékos navigációs beavatkozást igényelhetnek;

- .4 a navigációs eszközök, mint például az EGDIS, radar, vagy elektronikus helyzetmeghatározó készülékek, és bármely más berendezés használata és üzemkész állapota, amelyek befolyásolhatják a hajó biztonságos közlekedését;
- .5 robotkormány megléte a hajón;
- .6 ahol rádiókommunikációs feladatokat hajtanak végre;
- .7 a felügyelet nélküli gépterek parancsnoki hídra kivezetett vezérlőszervei, jelzései és indikátora, azok használatának rendje és korlátai; és
- .8 a menetüzemi navigációs őrszolgálat bármely olyan szokatlan kötelezettsége, amelyek a különleges üzemeltetési viszonyokból adódhatnak.

Őrszolgálat átvétele

19 A szolgálatos fedélzeti tiszt a szolgálatot a váltó fedélzeti tisztnek nem adhatja át, amennyiben megalapozottan feltételezheti, hogy az utóbbi nem képes hatékonyan ellátni az őrszolgálattal összefüggő kötelezettségeit; erről a parancsnokot értesíteni kell.

20 A szolgálatba lépő fedélzeti tisztnek meg kell győződnie arról, hogy az őrszolgálat teljes személyzete képes teljesíteni kötelezettségeit, többek között, hogy alkalmazkodott az éjszakai figyeléshez. A szolgálatba lépő fedélzeti tiszt mindaddig nem veheti át az őrszolgálatot, ameddig látása teljes mértékben nem alkalmazkodott a látási viszonyokhoz.

21 A szolgálatba lépő fedélzeti tisztnek az őrszolgálat átvétele előtt meg kell bizonyosodniuk a hajó számított és valóságos helyzetpontjáról, a megadott útvonal, menetirány és menetsebesség tartásáról, ellenőrizniük kell a felügyelet nélküli gépterek vezérlőszerveit és figyelembe kell venniük bármely, a szolgálatuk ideje alatt várható navigációs veszélyt.

- 22 A szolgálatba lépő fedélzeti tisztnek személyesen meg kell bizonyosodniuk:
- .1 felügyelet nélküli gépterek parancsnoki hídra kivezetett vezérlőszervei, jelzései és indikátora, azok használatának rendje és korlátai; és
 - .2 a hajó helyzetpontjáról, menetirányáról, menetsebességéről és merüléséről;
 - .3 a domináns és előre kiszámolt árapályról, az áramlatokról, az időjárási viszonyokról, a látási viszonyokról és az ezeknek a tényezőknek a menetirányra és a menetsebességre gyakorolt hatásáról
 - .4 a főgépeknek a hajóműveletekre való használatának rendjéről, amennyiben a főgépeket a parancsnoki hídról vezérlik; és

- .5 a navigációs helyzetről, beleértve, de nem ezekre korlátozódva, a következőket
 - .5.1 a teljes navigációs berendezés és az olyan biztonsági berendezések üzemi állapota, amelyeket használnak vagy esetlegesen használni fognak a szolgálat ideje alatt;
 - .5.2 a pörgettyűs és mágneses tájoló hibái;
 - .5.3 a látótávolságon belül lévő vagy ismeretesen a közelben tartózkodó hajók és azok mozgása;
 - .5.4 az őrszolgálat alatt várhatóan előforduló állapotok és veszélyek; és
 - .5.5 az oldalirányú dőlés, a trimm, a víz sűrűségének és a hajó leülésének hatása a hajó gerince alatti szabad vízmélységre.

23 Amennyiben a szolgálat átadásának ideje alatt hajóműveletet vagy a valamely veszély elkerülése végett más egyéb műveletet hajtanak végre, a szolgálat átadását addig az ideig el kell halasztani, ameddig ezt a műveletet teljesen be nem fejezték

A navigációs őrszolgálat ellátása menetben

- 24 A navigációs őrszolgálatért felelős tiszt köteles
- .1 szolgálatát a parancsnoki hídon ellátni;
 - .2 semmilyen körülmények között a parancsnoki hidat kellő helyettesítés nélkül el nem hagyni
 - .3 a hajó biztonságos közlekedéséért a felelősséget tovább viselni, függetlenül attól, hogy a parancsnok a hídon tartózkodik, mindaddig, amíg vele külön nem közlik, hogy a parancsnok az ilyen felelősséget átveszi és ezt kölcsönösen mindketten meg nem értették

25 Szolgálatának ideje alatt a megadott útvonalon való hajózás biztosítására a navigációs őrszolgálatért felelős tiszt köteles elegendően sűrű időközönként ellenőrizni a hajó menetirányát, helyzetpontját és menetsebességét, felhasználva ehhez bármely rendelkezésre álló navigációs eszközt

26 A navigációs őrszolgálatért felelős tiszt köteles teljes mértékben ismerni a teljes navigációs berendezés és a biztonságos hajózáshoz szükséges berendezések elrendezését és működését, továbbá ismernie és fegyelembé venni azok üzemeltetési korlátait

27 A navigációs őrszolgálatért felelős tiszt nem vállalhat magára és reá nem bízhatnak a hajó biztonságos közlekedésében zavaró bármely más kötelezettséget.

28 A radar használata során a navigációs őrszolgálatért felelős tiszt köteles figyelembe venni a radarhasználat tekintetében a hatályos, A tengeren való összeütközések megelőzésére vonatkozó 1972. évi módosított nemzetközi szabályokban foglalt rendelkezések folyamatos megtartását.

29 Szükség esetén az őrszolgálatért felelős tisztnek határozottan kell használnia a kormányt, a gépeket és a hangjelző eszközöket. Ugyanakkor a főgép forgási sebességének tervezett módosításairól kellő időben figyelmeztetést kell adnia, amennyiben ez lehetséges, illetve az alkalmazott eljárásoknak megfelelően hatékonyan kell használnia a főgépnek a parancsnoki hídon vezérlőeszközeit a felügyelet nélküli géptér esetében.

30 A navigációs őrszolgálatért felelős tisztek kötelesek ismerni hajójuk kormányképességi jellemzőit, beleértve a megállításhoz szükséges út hosszát, és figyelembe venni, hogy más hajók eltérő kormányképességi jellemzőkkel rendelkeznek

31 A szolgálat ideje alatt foganatosított, a hajó közlekedésére vonatkozó összes cselekményt kellő módon rögzíteni kell.

32 Különösen fontos, hogy bármely időben az őrszolgálatért felelős tiszt biztosítsa a kellő figyelmet. Azokon a hajókon, ahol a térképszoba elkülönül a kormányállástól, a navigációs őrszolgálatért felelős tiszt szükség esetén rövid időre a szükséges navigációs feladatok ellátására bemehet a térképszobába, de ezt megelőzően meg kell bizonyosodnia arról, hogy ez biztonságos és hogy távolléte alatt a kellő figyelmet biztosított.

33 A hajó navigációs berendezésnek működését a hajó tengeren tartózkodása alatt olyan sűrűn kell ellenőrizni, amennyire ez gyakorlatilag célszerű, többek között amikor olyan veszélyek fellépése várható, amelyek kihathatnak a hajó biztonságos közlekedésére. Szükség esetén az ilyen ellenőrzéseket is rögzíteni kell. Az ilyen ellenőrzéseket a kikötőbe való befutás előtt és a kikötőből való kifutás előtt is el kell végezni.

34 A navigációs őrszolgálatért felelős tiszt köteles rendszeres ellenőrzést végezni, hogy biztosítsa:

- .1 A hajó helyes menetirányban tartását a kormányos matróz vagy a robotkormány által;
- .2 a mágneses főtájéoló korrekcióinak megállapítását legalább a szolgálat ideje alatt egyszer, és amennyiben ez lehetséges, a menetirány minden jelentős megváltoztatását követően; a pörgettyűs és a mágneses főtájéoló gyakori összevetését és az ismétlő tájéoló és a főtájéoló összehangoltságát;
- .3 az automatikus kormányvezérlés manuális vizsgálatát legalább egyszer, minden őrszolgálatban;
- .4 a menet- és jelzőfények, továbbá az egyéb navigációs eszközök normál működését;

- .5 a rádióberendezés helyes működését az e szakasz 86. pontjában foglaltaknak megfelelően; és
- .6 a felügyelet nélküli gépterek vezérlőszerveinek, figyelmeztető-vészjelzésének és indikátorainak rendeltetésszerű működését.
- 35 A navigációs őrszolgálatért felelős tiszt köteles figyelembe venni az életbiztonság a tengeren tárgyú 1974. évi nemzetközi egyezmény (SOLAS Egyezmény) hatályos rendelkezései állandó megtartásának szükségességét. A navigációs őrszolgálatért felelős tiszt köteles figyelembe venni:
- .1 a kormányosmatróz hívása és a kézi kormányvezérlésre való átállás kellő időben való végrehajtásának szükségességét, hogy biztonságosan kerüljenek ki a potenciálisan veszélyes szituációból; és
- .2 hogy a hajó robotkormányval való kormányzásakor különös veszéllyel jár a veszélyes helyzet olyan pontig való kifejlődését megengedni, amikor a navigációs őrszolgálatért felelős tiszt segítségért már nem folyamodhat és a figyelést extrém intézkedés miatt meg kell szakítania
- 36 A navigációs őrszolgálatért felelős tisztek kötelesek alaposan ismerni a hajón felszerelt rádiónavigációs eszközök használatát, beleértve azok lehetőségeit és korlátait, és szükség esetén minden ilyen eszközt használniuk kell, továbbá szem előtt kell tartaniuk, hogy a mélységmérő fontos navigációs eszköz.
- 37 A navigációs őrszolgálatért felelős tiszt köteles a radart a látási viszonyok romlása, illetve várható romlása esetén minden alkalommal használni és folyamatosan a nagy forgalmú hajózási körzetekben, figyelemmel a radar korlátaira.
- 38 A navigációs őrszolgálatért felelős tiszt köteles biztosítani, hogy a radar használt távolsági skáláit elegendő gyakorisággal kapcsolják át azért, hogy a fontos jeleket a lehető legkorábban észleljék. Emlékeztetni szükséges, hogy a kisméretű, illetve a gyenge tükrözésű tárgyakról visszaverődő jelek esetleg nem észlelhetők.
- 39 A radar használatakor a navigációs őrszolgálatért felelős tiszt köteles a megfelelő távolsági skálát megválasztani, figyelni a radarképet és kellő időben megkezdeni a céltárgyak menetirányának meghatározását, illetve mozgásuk rendszeres elemzését.
- 40 A navigációs őrszolgálatért felelős tiszt köteles haladéktalanul értesíteni a parancsnokot:
- .1 a látási viszonyok romlása, illetve várható romlása esetén;
- .2 ha a hajók forgalma vagy egyes hajók mozgása veszélyt jelent;
- .3 ha a megadott menetirány tartása nehézségbe ütközik;
- .4 ha a kiszámított időpontban a part, a hajózási jel vagy a várható vízmélység nem jelentkezik;

- .5 ha a kiszámított időpontban a part, a hajózási jel vagy a várható vízmélység nem jelentkezik; ha váratlanul megjelenik a part, a hajózási jel vagy változik a vízmélység;
- .6 a gépek, a főüzem távvezérlő szerveinek, a kormányhajtás vagy valamilyen fontos navigációs berendezés, figyelmeztető-vészjelzés vagy indikátor meghibásodása esetén;
- .7 a rádióberendezés működésképtelensége esetén
- .8 viharos időben, ha fennáll az esetleges sérülés veszélye;
- .9 amikor a hajó útján navigációs veszélyek jelentkeznek, mint jég vagy hajóroncsok; és
- .10 bármilyen más vészhelyzetben, illetve ha valamiben kétség merül fel.

41 Függetlenül a parancsnoknak a fentebb felsorolt esetekben való értesítésére vonatkozó követelménytől, a navigációs őrszolgálatért felelős tiszt köteles ezen túlmenően - amennyiben ezt a körülmények igénylik - határozottan intézkedni a hajó biztonsága érdekében.

42 A navigációs őrszolgálatért felelős tiszt köteles az őrszolgálatos személyzetnek megadni mindazon szükséges utasításokat és információkat megadni, amelyek biztosítják az őrszolgálat ellátását, beleértve a kellő figyelést.

Az őrszolgálat ellátása különböző körülmények között és különböző körzetekben

Hajózás jó időjárásnál

43 A navigációs őrszolgálatért felelős tiszt köteles a tájolórol gyakran és pontosan meghatározni a közeledő hajók menetirányszögét azért, hogy kellő időben megállapítható legyen az összeütközés veszélye és figyelemmel kell lennie arra, hogy az ilyen veszély még a menetirányszög észrevétlen változásánál is bekövetkezhet, különösen a rendkívül nagy hajó vagy vontatott kötelék megközelítésekor, illetve hajó kis távolságra való megközelítésekor. A navigációs őrszolgálatért felelős tiszt köteles továbbá a tengeren való összeütközések megelőzésére vonatkozó módosított 1972. évi nemzetközi szabályok vonatkozó rendelkezései szerinti kellő idejű és helyes intézkedéseket megtenni, majd ellenőrizni, hogy ezek az intézkedések a kívánatos eredménnyel jártak.

44 Navigációs őrszolgálatért felelős tiszt mindig, amikor lehetséges köteles jó időjárás esetén is gyakorolni a radar használatát.

Korlátozott látási viszonyok

45 A látási viszonyok romlása vagy várható romlása esetén a navigációs őrszolgálatért felelős tiszt legelső kötelessége, hogy eleget tegyen a hatályos a tengeren való összeütközések megelőzésére vonatkozó módosított, 1972. évi nemzetközi szabályok rendelkezéseinek, különös tekintettel a ködjelzések adására, a mérsékelt sebességgel való haladásra és a gépek azonnali műveletkézségére. Ezen túlmenően a navigációs

őrszolgálatért felelős tiszt köteles:

- .1 értesíteni a parancsnokot;
- .2 figyelőt állítani;
- .3 bekapcsolni a menetfényeket; és
- .4 bekapcsolni és használni a radart.

Hajóvezetés sötét napszakban

46 A parancsnok és a navigációs őrszolgálatért felelős tiszt a figyelés megszervezése során köteles kellő módon figyelembe venni a parancsnoki híd berendezéseit és a használatra rendelkezésre álló navigációs eszközöket, azok korlátait, továbbá az alkalmazott eljárásokat és elővigyázatossági intézkedéseket.

Part menti és nagy forgalmú vizek

47 Az ezekben a körzetekben a rendelkezésre álló legnagyobb léptékű és a legfrissebb információk alapján korrigált térképeket kell használni.

A helyzetpont meghatározását rövid időközönként - és amennyiben a körülmények ezt lehetővé teszik - egynél több módszerrel kell végezni.

Az ECDIS használatakor a megfelelő használati kódú (léptékű) elektronikus navigációs térképeket kell használni, és a hajó helyzetét megfelelő időszakonként független helyzetmeghatározó módszerrel kell ellenőrizni.

48 A navigációs őrszolgálatért felelős tiszt köteles pontosan felismerni az összes hajózási jelet.

Hajózás révkalauzzal a fedélzeten

49 A révkalauznak a fedélzeten való jelenléte nem menti fel a parancsnokot és a navigációs őrszolgálatért felelős tisztet a hajó biztonságával összefüggő feladatai és kötelezettségei alól. A parancsnoknak és a révkalauznak ki kell cserélniük a helyi hajózási viszonyokra és a hajó jellemzőire vonatkozó információikat. A parancsnok és/vagy a navigációs őrszolgálatért felelős tiszt köteles a révkalauzzal szoros együttműködésben dolgozni és figyelmesen ügyelni a hajó helyzetére és mozgására.

50 Amennyiben kétség merül fel a révkalauz cselekedetei és szándékai tekintetében, a navigációs őrszolgálatért felelős tiszt köteles a révkalauztól magyarázatot kérni, ha pedig a kétség ezt követően is fennáll, erről haladéktalanul értesíteni a parancsnokot és megtenni minden szükséges intézkedést mindaddig, míg az meg nem érkezik.

Horgonyzás

51 Amennyiben a parancsnok ezt szükségesnek ítéli, a folyamatos menetüzemi őrszolgálatot a horgonyon állás ideje alatt is ellátják. Amikor a hajó horgonyon áll, a navigációs őrszolgálatért felelős tiszt köteles

- .1 a lehető leggyorsabban meghatározni a hajó helyzetpontját és azt a megfelelő térképre felvinni;
- .2 figyelemmel a körülményekre, elegendő gyakorisággal kell ellenőrizni a hajózási jelek és a könnyen felismerhető parti tárgyak irányszögének meghatározásával, hogy a hajó biztonságosan áll-e a horgonyon;
- .3 biztosítani a hatékony figyelést;
- .4 biztosítani a hajó rendszeres bejárását;
- .5 megfigyelni a meteorológiai viszonyokat, az árapályt és a tenger állapotát;
- .6 amennyiben észleli, hogy a hajó vonszolja a horgonyt, értesíteni a parancsnokot és megtenni a szükséges intézkedéseket;
- .7 biztosítani a parancsnok utasításainak megfelelően a főgépek és az egyéb gépek készenlétét;
- .8 a látási viszonyok romlása esetén értesíteni a parancsnokot;
- .9 gondoskodni a megfelelő fények és jelek kihelyezéséről és a megfelelő hangjelzések adásáról az összes vonatkozó előírás szerint; és
- .10 megtenni a hajóról való környezetszennyezés megelőzésére vonatkozó intézkedéseket és megtartani a környezetszennyezés megelőzésére vonatkozó szabályokat

4-2. rész – A géptéri őrszolgálat ellátásának alapelvei

52 . Az ennek a szakasznak a 4-2, 5-2 és 5-4 részében használt *géptéri őrszolgálat* kifejezés az őrszolgálatot ellátó személyt vagy személyek csoportját, illetve a tisztikarhoz tartozó személy felelősségének időszakát jelenti, amelynek tartama alatt jelenléte a géptérben szükséges lehet vagy nem szükséges

53 *Az őrszolgálatért felelős géptiszt* a gépüzemvezető képviselője és folyamatosan viseli a fő felelősséget a hajó biztonságára kiható gépek megbízható és hatékony működéséért és azok karbantartásáért, továbbá felel mindazon gépek és berendezések megvizsgálásáért, üzemeltetéséért és ellenőrzéséért, amennyiben ez szükséges, amelyekért az őrszolgálat felelős.

Őrszolgálat ellátásának megszervezése

54 A géptéri őrszolgálat létszáma elegendő legyen a hajó üzemére kiható összes gép biztonságos működéséhez úgy automatikus, mind kézi vezérlési üzemmódban, feleljen meg a domináló körülményeknek és feltételeknek.

55 A géptéri őrszolgálat létszámának megállapításánál, amelyben a megfelelő képesítéssel rendelkező beosztottak vehetnek részt, egyebek mellett a következő tényezőket kell figyelembe venni

- .1 a hajó típusa, a gépek típusa és állapota;
- .2 a hajó biztonságos üzemére kiható összes gép működésének folyamatos és kellő figyelése
- .3 bármilyen különleges, és olyan körülményektől függő üzemmódja, mint az időjárási viszonyok, jégviszonyok, vízszennyezés, kisvíz, vészhelyzet, sérülések elhárítása és a szennyezés leküzdése
- .4 a gépszemélyzet képesítése és tapasztaltsága;
- .5 az emberi élet védelme, a hajó, a rakomány és a kikötő biztonsága, továbbá a környezet védelme;
- .6 a nemzetközi, nemzeti és helyi szabályok megtartása; és
- .7 a hajó normális üzemének biztosítása.

Órszolgálat átvétele

56 A szolgálatos géptiszt a szolgálatot a váltó géptisztnek nem adhatja át, amennyiben megalapozottan feltételezheti, hogy az utóbbi nem képes hatékonyan ellátni az órsgálatallal összefüggő kötelezettségeit; erről a parancsnokot értesíteni kell.

57 A szolgálatba lépő géptisztnek meg kell győződnie arról, hogy az órsgálat teljes személyzete képes teljesíteni kötelezettségeit.

58 A szolgálatba lépő géptiszteknek meg kell bizonyosodniuk legalább az alábbiakról:

- .1 a gépüzemvezetőnek a hajó rendszereinek és gépeinek üzemeltetésére vonatkozó rendelkezéseiről és egyéb különleges utasításairól;
- .2 a gépekkel és rendszerekkel kapcsolatos munkák jellegéről, az ezeken a munkákon foglalkoztatott személyzetről és a potenciális veszélyekről;
- .3 a medersori árkokban, ballaszt-, ülepítő, készlet-, szennyvíztartályokban lévő víz, illetve maradványok szintje és - ahol ez alkalmas - állapota, továbbá tartalmuk felhasználására vagy eltávolítására vonatkozó különleges követelmények;
- .4 a készlet-, ülepítő, napi- és más üzemanyag tárolására szolgáló tartályban lévő üzemanyag szintjéről;
- .5 a szaniter rendszerekből való kidobásra vonatkozó bármely különleges követelmény;
- .6 a különféle fő- és segédrendszerek, beleértve a villamos energia elosztó rendszert, állapotáról és üzemmódjáról;

- .7 az ellenőrző és vezérlőpult, és ahol ilyen van, a kézi vezérlésű berendezés, állapotáról;
- .8 az automatikus kazánvezérlő és védelmi rendszerek állapotáról és üzemmódjáról, ahol ilyenek vannak, mint a lángmegszakadás elleni védelem, a vízszint határértékeinek védelmi rendszere, égésvezérlési rendszer, tüzelőanyag adagoló rendszer és a gőzkazánok üzemeltetésével összefüggő egyéb berendezések
- .9 a kedvezőtlen időjárás, a jégviszonyok, a vízszennyezés vagy kisvíz okozta bármely potenciálisan kedvezőtlen üzemeltetési körülményekről;
- .10 bármely, a berendezés meghibásodása vagy a hajó kedvezőtlen üzemeltetési körülményei miatt szükséges speciális üzemmódokról;
- .11 a beosztott gépszemélyzetnek a reájuk bízott kötelezettségekről szóló beszámolóiról;
- .12 a tűzvédelmi eszközök rendelkezésre állásáról; és
- .13 a gépnapló vezetésének helyzetéről.

A géptéri őrszolgálat ellátása

59 Az őrszolgálatért felelős géptiszt köteles biztosítani, hogy az őrszolgálat ellátása a megszabott rendben valósuljon meg, és hogy irányításával a géptéri őrszolgálat beosztott tagjai elősegítsék a fő- és segédüzem biztonságos és hatékony működését.

60 Az őrszolgálatért felelős géptiszt köteles a géptéri munkákért a felelősséget mindaddig viselni, függetlenül attól, hogy a gépüzemvezető a géptérben tartózkodik vagy sem, amíg vele külön nem közlik, hogy a gépüzemvezető a felelősséget átveszi és ezt kölcsönösen meg nem értették.

61 A géptéri őrszolgálat minden tagjának ismernie kell az őrszolgálattal összefüggő kötelezettségeit. Ezen túlmenően az őrszolgálat minden tagjának ismernie kell hajója tekintetében a következőket:

- .1 a hajó belső hírközlő hálózatának megfelelő rendszereinek használata;
- .2 menekülési utak a géptérben;
- .3 and a géptérben használt figyelmeztető-vészjelző rendszerek és azok megkülönböztetni tudása, különös figyelmet fordítva a tűzoltó anyagok bejuttatásának jelzésére; és
- .4 a tűzoltó berendezések és a kárelhárító felszerelés darabszáma, helye és típusa a géptérben, továbbá azok használata és a különböző megtartandó elővigyázatossági intézkedések

62 Figyelmet kell fordítani minden nem megfelelően működő gépre, azokra amelyek várhatóan rendellenesen működnek, vagy különleges szervizmunkát igényelnek, a már foganatosított esetleges intézkedésekkel együtt. Szükség esetén terveket kell kidolgozni minden további cselekvésre.

63 Amikor a géptér felügyelet alatt áll, az őrszolgálatért felelős géptiszt minden időpontban álljon készen a főgép vezérlésére, figyelemmel a forgásirány és sebesség változtatásának szükségességére.

64 Amikor a géptér az ideiglenesen felügyelet nélküli állapotában van, a géptéri őrszolgálatért felelős kijelölt géptiszt köteles haladéktalanul rendelkezésre állni, és hívásra a géptérbe menni.

65 A parancsnoki hídról adott valamennyi parancsot haladéktalanul végre kell hajtani. A főgép forgásirányának és sebességének változásait regisztrálni kell, kivéve azokat az eseteket, amikor az Igazgatás úgy véli, hogy a hajó méretei és jellemzői folytán az ilyen regisztrálás nem célszerű. Az őrszolgálatért felelős géptiszt köteles biztosítani, hogy a főgépek vezérlőszerveinél ott legyenek az őrszolgálat tagjai, ha azt kézzel vezérlik, a hajó műveletezése idején és a "stand by" (készenléti) helyzetben.

66 Kellő figyelmet kell fordítani az összes gépi berendezése karbantartására és támogatására, ideértve a mechanikus, villamos, elektronikus, hidraulikus és pneumatikus rendszereket, azok vezérlő készülékeit és kapcsolódó biztonsági berendezéseit, az összes háztartási szolgáltatási rendszer berendezését, valamint a készletek és pótalkatrész-felhasználás nyilvántartását.

67 A gépüzemvezetőnek biztosítania kell, hogy az őrszolgálatért felelős géptiszt részére rendelkezésre álljon minden információ a tervszerű megelőző karbantartással és javítással, az úszóképesség biztosításával, illetve az őrszolgálat alatt végzendő javítási munkákkal összefüggő kérdésekben. Az őrszolgálatért felelős géptiszt felel az őrszolgálat kezelésében lévő összes olyan gép kikapcsolásáért, átkapcsolásáért és szabályozásáért, amelyeken munkát végeznek és köteles az ilyen munkákról feljegyzést készíteni.

68 Amikor a gépteret készenlétkébe helyezik, az őrszolgálatért felelős géptiszt köteles az összes olyan gépet és berendezést készenlétkébe helyezni, amelyeket a hajó műveletezése során használhatnak, és elegendő villamos energiatartalékot biztosítani a kormányhajtás és egyéb fogyasztók táplálásához.

69 Az őrszolgálatért felelős géptisztek nem vállalhatnak magukra és reájuk nem bízhatnak a fő- és segédüzemi berendezések kezelésében zavaró bármely más kötelezettséget. Azoknak folyamatosan ügyelniük kell a főüzem és a segédrendszerek működésére az őrszolgálatból való leváltásukig és időszakonként meg kell vizsgálniuk azokat a gépeket, amelyekért felelnek. Ugyancsak biztosítaniuk kell a géptéri helyiségek és a kormánygéptér kellő bejárását abból a célból, hogy észleljék a berendezések meghibásodását és törését és közölgjék ezt, valamint biztosítsák a folyamatos szabályozást, a berendezések kellő állapotban tartását és egyéb szükségességek céljából.

70 Az őrszolgálatért felelős géptisztek kötelesek megkövetelni, hogy az őrszolgálatos személyzet tájékoztassa őket azokról a potenciális veszélyekről, amelyek kedvezőtlenül hathatnak a gépekre és veszélyeztetik a személyek és a hajó biztonságát.

71 Az őrszolgálatért felelős géptiszt köteles biztosítani a géptéri őrszolgálat felügyeletét és megszervezni a géptéri őrszolgálat kötelezettségeit ellátni képtelenné vált tagjának leváltását. A géptéri őrszolgálat nem hagyhatja felügyelet nélkül a gépteret oly módon, amely meggátolná a géptér berendezéseinek vagy fojtószelepeinek kézi működtetését.

72 Az őrszolgálatért felelős géptiszt köteles megtenni a szükséges intézkedéseket a berendezés törése, tűz, elárasztás, lékesedés, ütközés, zátonyra futás és egyéb okok miatt előállt sérülés következményeinek mérséklésére

73 A szolgálat átadása előtt az őrszolgálatért felelős géptiszt köteles meggyőződni arról, hogy az őrszolgálat ideje alatt a fő- és segédgépek üzemeltetésével összefüggő eseményeket a naplóba megfelelően bevezessék.

74 Az őrszolgálatért felelős géptiszt köteles segíteni bármely, a karbantartásért felelős géptisztnek a megelőző karbantartási munkák, az úszóképesség biztosítása és a javítások során. Az ilyen munkáknak magukban kell foglalniuk, de erre nem korlátozódva, a következőket:

- .1 annak a gépnek a leválasztása és áthidalása, amelyiken munkát fognak végezni;
- .2 a berendezés üzemben maradó részének beszabályozása a karbantartás ideje alatti megfelelő és biztonságos működés érdekében;
- .3 a váltó géptiszteknek való segítségnyújtás és a naplózás érdekében a munkába vett berendezésre, a foglalkoztatott személyzetre, az alkalmazott elővigyázatossági intézkedésekre és az intézkedéseket elrendelő személyre vonatkozó adatoknak a gépnaplóba vagy más dokumentumba való bejegyzése, és
- .4 a megjavított gépek és berendezések szükség szerinti ellenőrzése és üzembe helyezése.

75 Az őrszolgálatért felelős géptiszt köteles biztosítani, hogy az őrszolgálat bármely karbantartást végző beosztott tagja segédkezni tudjon a gépek kézi vezérlésében az automatizálási eszközök meghibásodása esetén.

76 . Az őrszolgálatért felelős géptiszt köteles figyelembe venni, hogy a hajó sebességének a géphiba miatti csökkenése és a kormányképesség elvesztése veszélyeztetheti a hajó biztonságát és a tengeri életvédelmet. A géptéri tüzeseteket és bármely olyan elkerülhetetlen intézkedést, amely a hajó sebességének csökkenéséhez, a kormányberendezés működőképességének közvetlen veszélyeztetéséhez, a főgép leállításához vagy a villamos energiaellátás valamely változásához, illetve a biztonság hasonló veszélyeztetéséhez vezethet, a parancsnoki hidra haladéktalanul jelenteni kell. Ezt a jelentést lehetőség szerint a hajó sebességének megváltozása előtt kell megtenni, hogy a parancsnoki hídnak a lehető legtöbb idő álljon rendelkezésére a potenciális tengeri havaria megelőzésére irányuló intézkedések megtételére

77 Az őrszolgálatért felelős géptiszt köteles haladéktalanul értesíteni a gépüzemvezetőt a következő esetekben.

- .1 a gép törése vagy valamilyen olyan üzemzavara esetén, amely veszélyezteti a hajó biztonságát;
- .2 bármely olyan üzemzavar esetén, amely vélhetően töréshez, illetve a fő- és segédgépek, az ellenőrző és szabályozó rendszerek üzemzavarához vezethet; és
- .3 bármely vészhelyzet esetén, illetve ha kétség merül fel annak tekintetében, hogy milyen döntést kell hozni vagy milyen intézkedést kell tenni.

78 A gépüzemvezetőnek a fentebb felsorolt esetekben való haladéktalan értesítésén túl, az őrszolgálatért felelős géptiszt köteles, ha ezt a körülmények megkövetelik, határozott intézkedéseket tenni a hajó, a gépek és a személyzet biztonsága érdekében.

79 Az őrszolgálatért felelős géptiszt köteles a szolgálatos személyzetnek megadni mindazon utasítást és információt, amely biztosítja az őrszolgálat biztonságos ellátását. A gépek olyan karbantartási munkáinak, amelyeket az őrszolgálat biztonságos ellátása során egyszeri feladatként kell végezni, az őrszolgálat ellátási rendjének elválaszthatatlan részét kell képezniük. A villamos, mechanikai, hidraulikai pneumatikai, illetve az alkalmazott elektronikai berendezéseknek a javítását magában foglaló részleges javításokat az egész hajón az őrszolgálatért felelős géptiszt és a gépüzemvezető tudtával kell végezni. Ezeket a munkákat naplóban rögzíteni kell.

Az őrszolgálat ellátása különböző körülmények között és különböző körzetekben

Korlátozott látási viszonyok

80 Az őrszolgálatért felelős géptiszt köteles biztosítani a hangjelek adásához az állandó levegő-, illetve gőznyomást, továbbá haladéktalanul végrehajtani a parancsnoki hídról a sebesség vagy mozgásirány változtatására adott parancsokat, és ezen túlmenően köteles biztosítani, hogy a műveletezéshez használt segédgépek teljes készenlétben legyenek.

Hajózás partmenti vizeken és nagy forgalmú körzetekben

81 Az őrszolgálatért felelős géptiszt, amint értesítést kap arról, hogy a hajó nagy forgalmú körzetben van, köteles biztosítani, hogy a hajó műveletezésével kapcsolatos összes gép haladéktalanul átkapcsolható legyen a kézi vezérlésre. Az őrszolgálatért felelős géptiszt köteles továbbá biztosítani, hogy kellő villamos energiatartalék álljon rendelkezésre a kormánygép és a műveletezéshez szükséges egyéb igények kielégítésére. A vész kormányhajtás és más segédberendezések legyenek készenlétben az azonnali használatra.

Horgonyzás

82 A nem védett helyen való horgonyzásnál a gépüzemvezetőnek konzultálnia kell a parancsnokkal arról, kell vagy nem kell menetüzemi géptéri őrszolgálatot ellátni.

83 Amikor a hajó nyílt elő kikötőben vagy egyéb helyen ténylegesen tengeri körülmények között áll horgonyon, az őrszolgálatért felelős géptiszt köteles biztosítani:

- .1 a kellő őrszolgálat ellátását;
- .2 az összes működésben és készenlétben lévő gép időszakos ellenőrzését;
- .3 a fő- és segédgépek készenlétben tartását a parancsnoki hídról kapott parancsoknak megfelelően;
- .4 intézkedéseket tenni a környezetnek a hajóról történő szennyezés elleni védelmére és a vonatkozó szennyezés megelőzési szabályok megtartására; és
- .5 az összes úszóképességet biztosító és tűzvédelmi rendszer készenlétét.

4-3. rész – A rádiós őrszolgálat ellátásának alapelvei

Általános rendelkezések

84 Fel kell hívni a hajóüzemeltető társaságok, hajóparancsnokok és rádiós szolgálatot ellátó személyzet figyelmét a hajó tengeren való tartózkodásának ideje alatt a biztonsághoz szükséges kellő rádiószolgálat ellátását biztosító következő rendelkezések végrehajtására. A szabályzat alkalmazása során figyelemmel kell lenni a Rádió Szabályzatra is.

Őrszolgálat ellátásának megszervezése

85 A rádiós őrszolgálat megszervezésénél a tengeri hajó parancsnoka köteles:

- .1 biztosítani, hogy a rádiós őrszolgálat ellátása feleljen meg a Rádió Szabályzat és a SOLAS Egyezmény rendelkezéseinek;
- .2 biztosítani, hogy a rádiós őrszolgálat alapvető kötelezettségeire ne hassanak kedvezőtlenül a hajó biztonságos közlekedésével és a tengerhajózás biztonságával nem összefüggő rádióforgalmazások; és
- .3 figyelembe venni a hajón felszerelt rádióberendezést és annak üzemállapotát.

A rádiós őrszolgálat ellátása

86 Az őrszolgálatért felelős rádiókezelő köteles:

- .1 biztosítani az őrszolgálat ellátását a Rádiószabályzat és a SOLAS Egyezmény által előírt frekvenciákon; és
- .2 az őrszolgálat ideje alatt rendszeresen ellenőrizni a rádióberendezés és energiaforrásai működését a parancsnoknak jelenteni a berendezés bármely észlelt meghibásodását.

87 A Rádiószabályzatnak és a SOLAS Egyezménynek a rádiótávíró, illetve rádiónapló vezetésére vonatkozó rendelkezéseit meg kell tartani.

88 A rádióforgalmazásra vonatkozó bejegyzéseknek a Rádió Szabályzat és a SOLAS Egyezmény követelményei szerinti vezetése annak a rádiókezelőnek a kötelessége, akire a vészhelyzet estére a rádiókapcsolatért viselt főfelelősséget ruházták. Bejegyezni a következő eseményeket kell, feltüntetve azok időpontját:

- .1 a vészhelyzeti rádióforgalmazás rövid kifejtése, azok sürgőssége és biztonsági céljai
- .2 a rádiós szolgálatra vonatkozó fontosabb események;
- .3 ahol ez szükséges, a hajó helyzetpontja naponta legalább egyszer; és
- .4 a rádió berendezés állapotának rövid kifejtése, beleértve annak energiaforrásait.

89 A rádióforgalmazásra vonatkozó feljegyzéseket azon a helyen kell tárolni, ahonnan vészhelyzetben a rádiókapcsolat folyik és azoknak hozzáférhetőeknek kell lenniük:

- .1 ellenőrzés céljából a parancsnok részére; és
- .2 ellenőrzés céljából a hajózási hatóság bármely meghatalmazott tisztviselője részére és az Egyezmény X. cikke szerinti ellenőrzést végző bármely kellő módon felhatalmazott tisztviselő részére.

5. RÉSZ – AZ ŐRSZOLGÁLAT ELLÁTÁSA KIKÖTŐBEN

Az őrszolgálat ellátására vonatkozó általános szabályok

Általános rendelkezések

90 Minden szokásos kikötői körülmények között biztonságosan kikötött vagy biztonságosan horgonyon álló hajó parancsnoka a biztonság érdekében köteles megfelelő és hatékony őrszolgálatot szervezni. Különleges követelmények a különleges fő- és segédüzemi berendezéstípusoknál, továbbá veszélyes, mérgező vagy gyúlékony anyagokat vagy speciális rakományféléseket szállító hajóknál válhatnak szükségessé.

Őrszolgálat ellátásának megszervezése

91 A fedélzeti őrszolgálatot, amikor a hajó kikötőben tartózkodik, úgy kell megszervezni, hogy folyamatosan:

- .1 biztosított legyen az emberi élet védelme, a hajó, a kikötő és a környezet biztonsága, továbbá a rakodási műveletekkel kapcsolatos összes gép biztonságos üzemeltetése;

- .2 megtartsák a nemzetközi, nemzeti és helyi szabályokat; és
- .3 fenntartsák a hajó normális rendjét és tevékenységét.

92 A hajó parancsnoka köteles az állás körülményeitől, a hajó típusától és az őrszolgálatot ellátók kötelezettségei jellegétől függően meghatározni a fedélzeti őrszolgálat létszámát és időtartamát.

93 Amennyiben a parancsnok ezt szükségesnek ítéli, a fedélzeti őrszolgálatért felelős személyként a tisztikar képesített tagját jelöli ki.

94 A szükséges felszerelést úgy kell elhelyezni, hogy az biztosítsa az őrszolgálat kellő ellátását.

95 A gépüzemvezető a parancsnokkal konzultálva köteles biztosítani, hogy a géptéri őrszolgálat megszervezése feleljen meg a kikötői őrszolgálat biztonságos ellátása követelményeinek. A géptéri őrszolgálat - amelynek létszámába beletartozhatnak a gépszemélyzet megfelelő beosztottjai - létszámának megállapításánál, többek között, a következő tényezőket kell figyelembe venni:

- .1 a 3000 kW és annál nagyobb főgépteljesítményű hajókon mindenkor kell lennie géptéri őrszolgálatért felelős géptisztnek;
- .2 a 3000 kW-nál kisebb főgépteljesítményű hajókon a parancsnok megítélése alapján és a gépüzemvezetővel konzultálva a géptéri őrszolgálatért felelős géptiszt kihagyható; és
- .3 Az őrszolgálatért felelős géptisztek nem vállalhatnak magukra és reájuk nem bízhatnak a hajó gépeinek felügyeletében zavaró bármely más kötelezettséget.

Őrszolgálat átvétele

96 A navigációs őrszolgálatért felelős tisztnek, illetve a géptéri őrszolgálatért felelős géptisztek a szolgálatot a váltó tisztnek nem adhatják át, amennyiben megalapozottan feltételezhetik, hogy az utóbbi nem képes hatékonyan ellátni az őrszolgálattal összefüggő kötelezettségeit; erről a parancsnokot, illetve a gépüzemvezetőt értesíteniük kell. A szolgálatba lépő tisztnek meg kell győződnie arról, hogy az őrszolgálat teljes személyzete képes hatékonyan teljesíteni kötelezettségeit,

97 Amennyiben a szolgálat átadásának ideje alatt fontos műveletet hajtanak végre, azt a szolgálatot átadó tisztnek kell befejeznie, kivéve, ha a parancsnok, illetve a gépüzemvezető eltérő utasítást adott

5-1. rész – A fedélzeti őrszolgálat átvétele

98 A fedélzeti őrszolgálat átvétele előtt a szolgálatba lépő őrszolgálatért felelős tisztet a szolgálatos tiszt köteles tájékoztatni az alábbiak tekintetében:

- .1 a partfalnál lévő vízmélység, a hajó merülése, a nagy és kisvíz szintje és ideje; a kikötőkötelek állapota, a horgonyok helyzete és a kieresztett

horgonylánc mennyisége, továbbá a hajó biztonsága szempontjából az álláskor fontos egyéb sajátosságok; a főgépek állapota és azok veszélyhelyzetben való használatának lehetőségei;

- .2 a hajón végzendő munkák; a hajóba rakott, illetve a hajón maradó rakomány és a hajó kirakása utáni bármilyen maradvány jellege, mennyisége és elhelyezése;
- .3 vízszint a medersori árkokban és a ballaszttartályokban;
- .4 a hajón kihelyezett jelek és fények, illetve az adandó hangjelzések;
- .5 a személyzet hajón tartózkodni köteles tagjainak száma és a hajón tartózkodó idegen személyek;
- .6 a tűzvédelmi eszközök állapota;
- .7 bármely különleges kikötői előírás;
- .8 az őrszolgálatra vonatkozó utasítások és a parancsnok speciális rendelkezései;
- .9 a veszélyhelyzet és segélykérés esetére a hajó és a parti személyzet - beleértve a kikötőhatóságokat - közötti hírközlési vonalak;
- .10 bármely egyéb, a hajó, a személyzet, a rakomány biztonsága, illetve a környezet szennyezés elleni védelme tekintetében fontos körülmény; és
- .11 az illetékes hatóságoknak a hajó által okozott bármely környezetszennyezésről való értesítésénél követendő eljárás.

99 A fedélzeti őrszolgálat átvétele előtt a szolgálatba lépő tisztek kötelesek meggyőződni arról, hogy:

- .1 a kikötőköteleket és a horgonyláncot kellő módon rögzítették;
- .2 a megfelelő jeleket és fényeket kihelyezték, illetve a hangjelzéseket adják;
- .3 a biztonsági intézkedéseket és a tűzvédelmi előírásokat teljesítik;
- .4 and ismerik azoknak a veszélyes áruknak a természetét, amelyeket be- vagy kiraknak, továbbá a kiömlés vagy tűz esetén fogatosítandó intézkedéseket; és
- .5 nincs semmilyen, a hajót fenyegető külső körülmény és a saját hajójuk nem jelent veszélyt másokra.

5-2. rész – A gépzemzeti őrszolgálat átvétele

100 A gépzemzeti őrszolgálatba lépő tisztet a szolgálatos tiszt köteles az alábbiakról tájékoztatni:

- .1 az ezen a napon érvényes őrszolgálati rendelkezések, a hajó üzemeltetésére, a hajó gépeinek, illetve vezérlő rendszereinek karbantartására és javítására vonatkozó különleges utasítások
- .2 a gépeken és rendszereken a hajón végzett összes munka jellege, az ezeken a munkákon foglalkoztatott személyzet és a potenciális veszélyek;
- .3 a medersori árkokban, ballaszt-, ülepítő, készlet-, szennyvíztartályokban lévő víz, illetve maradványok szintje és - ahol ez alkalmas - állapota, továbbá tartalmuk felhasználására vagy eltávolítására vonatkozó különleges követelmények;
- .4 a szaniter rendszerekből való kidobásra vonatkozó bármely különleges követelmény
- .5 a hordozható tűzoltó felszerelések, a beépített tűzoltó berendezések és a tűzészlelő rendszerek állapota és készenléti foka;
- .6 a hajón végzendő javítási munkákra kijelölt személyzet, annak munkavégzési helye és javítási feladatai, továbbá bármely más kijelölt személyek és a személyzet szükséges összetétele;
- .7 a hajóról bármely szennyező folyadék lefejtésére vonatkozó kikötői előírás, tűzvédelmi és készenléti követelmények, különösen az esetleges rossz időjárási körülmények között;
- .8 a veszélyhelyzet és segélykérés esetére a hajó és a parti személyzet - beleértve a kikötőhatóságokat - közötti hírközlési vonalak;
- .9 bármely egyéb, a hajó, a személyzet, a rakomány biztonsága, illetve a környezet szennyezés elleni védelme tekintetében fontos körülmény; és
- .10 az illetékes hatóságoknak a hajó által okozott bármely környezetszennyezésről való értesítésénél követendő eljárás.

101 A váltó géptisztek a géptéri őrszolgálat átvétele előtt kötelesek meggyőződni arról, hogy a szolgálatos géptisztól a fentiek szerinti teljes információt megkapták és kötelesek:

- .1 ismerni a működő és potenciális energia-, hő- és fényforrásokat és azok elosztását;
- .2 ismerni a hajó üzemanyag-, kenőanyag- és vízkészleteit és azok állapotát; és
- .3 készen állni arra, hogy a hajót és gépeit, amennyire ez lehetséges, a teljes készenléthez, illetve a vészhelyzetben megkövetelt állapotba helyezze..

5-3. rész – A fedélzeti őrszolgálat ellátása

- 102 Az őrszolgálatért felelős tiszt köteles:
- .1 meghatározott időközönként a hajót bejárni;
 - .2 különös figyelmet fordítani:
 - .2.1 a járó, a horgonylánc és a kikötőkötelek állapotára és rögzítésére, különösen az árapály változásakor és nagy szintkülönbségű helyeken és, amennyiben ez szükséges, intézkednie kell azok normális állapotba hozására,
 - .2.2 a merülésre, a gerinc alatti vízmélységre és a hajónak a rakodási műveletek és a ballasztolás közbeni veszélyes oldalirányú dőlését és trimmjét kizáró általános állapotára,
 - .2.3 az időjárási viszonyokra és a tengerállapotra;
 - .2.4 az összes biztonsági és tűzvédelmi előírás megtartására,
 - .2.5 a medersori árkokban és a tartályokban lévő víz szintjére,
 - .2.6 a hajón lévő emberekre és azok tartózkodási helyére, különösen a távolabbi és zárt helyiségekben tartózkodókra; és
 - .2.7 a jelek és fények viselésére és szükség esetén a hangjelzések adására;
 - .3 rossz időjárásnál és viharjelzés esetén megtenni a hajó, a rajta tartózkodó személyek és a rakomány védelméhez szükséges intézkedéseket;
 - .4 megtenni minden intézkedést a környezet hajóról való szennyezésének megelőzésére;
 - .5 a hajó biztonságát fenyegető veszélyhelyzetben riadót elrendelni, értesíteni a parancsnokot, megtenni minden lehetséges intézkedést a hajó, a rajta tartózkodó személyek és a rakomány károsodásának elkerülése végett és, amennyiben ez szükséges, segítséget kérni a kikötőhatóságoktól, illetve a közelben tartózkodó hajóktól;
 - .6 ismerni a hajó stabilitását azzal, hogy tűz esetén értesíteni lehessen a tűzvédelmi hatóságokat arról a körülbelüli vízmennyiségről, amelyet a hajó veszélyeztetése nélkül a hajóra lehet adni
 - .7 felkínálni a segítséget a bajba jutott hajóknak és személyeknek;
 - .8 megtenni a szükséges elővigyázatossági intézkedéseket a vészhelyzetben, illetve a hajócsavarok forgatásakor bekövetkező sérülések elkerülésére; és

- .9 a megfelelő naplóba a hajót érintő összes fontos eseményt bejegyezni.

5-4. rész – A gépzemzeti szolgálat ellátása

103 A gépzemzeti őrszolgálatért felelős tiszt köteles különös figyelmet fordítani:

- .1 a veszélyes körülményekre és azok megelőzésére vonatkozó összes rendelkezés, különleges eljárás és előírás végrehajtására a felelőssége alá tartozó valamennyi részlegben;
- .2 az üzemben lévő gép, fődarab és rendszer ellenőrző- mérő berendezésére;
- .3 a helyi hatóságok által a környezetszennyezés megelőzésére megállapított módszerekre és eljárásokra; és
- .4 a medersori árkok állapotára.

104 : A gépzemzeti őrszolgálatért felelős tiszt köteles:

- .1 vészhelyzetben riadót elrendelni, amikor megítélésük szerint ez szükséges, és megtenni minden lehetséges intézkedést a hajó, a rajta tartózkodó személyek és a rakomány károsodásának elkerülése végett;
- .2 ismerni a navigációs őrszolgálatért felelős tiszt igényeit a be- vagy kirakodáshoz szükséges berendezések tekintetében és a ballaszt-, illetve a hajó stabilitásának biztosításához szükséges egyéb rendszerek tekintetében felmerülő járulékos követelményeket;
- .3 a hajót gyakran bejárni a berendezések esetleges meghibásodásának vagy törésének felfedése érdekében és haladéktalanul intézkedni azok kiküszöbölése iránt a hajó, a rakodási műveletek, a kikötő és a környezet biztonsága érdekében;
- .4 biztosítani felelősségének határain belül a hajó különféle villamos, elektronikai, hidraulikai, pneumatikai és mechanikai berendezései havariájának vagy sérülésének megelőzéséhez szükséges intézkedések megtételét; és
- .5 biztosítani a hajó gépeinek működésével, beállításával vagy javításával összefüggő összes fontosabb esemény feljegyzését.

5-5. rész – A kikötői őrszolgálat ellátása veszélyes árut szállító hajókon

Általános rendelkezések

105 A veszélyes árut, beleértve a robbanásveszélyes, gyúlékony, mérgező, egészség-, illetve környezetkárosító anyagokat, szállító hajó parancsnoka köteles biztosítani az őrszolgálat biztonságos ellátását. A veszélyes árut ömlesztve vagy ömlesztve szállító hajókon ez a megfelelő képesítésű tiszt vagy tiszt, és szükség esetén, beosztottak

folyamatos jelenlétével érhető el, még akkor is, ha a hajó biztonságosan ki van kötve vagy a kikötőben biztonságosan horgonyon áll

106 A veszélyes árukat nem ömlesztve szállító hajókon a parancsnok köteles teljes mértékben figyelembe venni a veszélyes áruk természetét, mennyiségét, csomagolását és elhelyezését, továbbá a hajó, a környező vízterület és part körülményeit.

5-6. rész – Rakomány őrszolgálat ellátása

107 A rakományműveletek tervezéséért és lefolytatásáért felelős tisztek kötelesek biztosítani, hogy az ilyen műveleteket biztonságos körülmények között hajtják végre az egyedi kockázatok ellenőrzésével, ideértve azt a helyzetet is, amikor a hajó személyzetén kívül másik is részt vesznek a műveletekben.”

A Tengerészek Képzéséről, Képesítéséről és az Őrszolgálat ellátásáról szóló (STCW) szabályzat B. részének helyébe az alábbi szöveg lép:

“B. RÉSZ

Ajánlott útmutató az STCW Egyezmény és melléklete rendelkezéseihez

Bevezetés

1 Az STCW Szabályzat jelen része ajánlott útmutatókat tartalmaz, melyek célja a segítségnyújtás az STCW Egyezményben részes Felek és mindazok számára, akik szerepet játszanak az Egyezmény intézkedéseinek megvalósításában, alkalmazásában vagy végrehajtásában, illetve az Egyezmény teljes körű és egységes érvényesítésében.

2 A javasolt intézkedések nem kötelezőek, és a megadott példák célja csak annak illusztrálása, hogy bizonyos követelményeket az Egyezményben miként lehet betartani. Azonban, általában az ajánlások az érintett ügyekben olyan megközelítést képviselnek, amelyek harmonizáltak az IMO szervezetén belüli egyeztetés során, alkalmas esetekben konzultációban a Nemzetközi Munkaügyi Szervezettel (ILO), a Nemzetközi Távközlési Unióval (ITU), és a Világegészségügyi Szervezettel (WHO).

3 A jelen részben foglalt ajánlások betartása segít a Szervezetnek abban, hogy elérje célját a bármely nemzet zászlója alatt működő hajó bármilyen nemzetiségű személyzete tekintetében a képzés gyakorlatilag elérhető legmagasabb színvonalának fenntartásában.

4 Az Egyezmény bizonyos cikkei tekintetében ebben a részben iránymutatást nyújtunk a mellékletében foglalt bizonyos szabályokra vonatkozó útmutatókon túlmenően. Ezért, a jelen rész szakaszainak számozása megfelel az Egyezmény cikkei és szabályozásai számozásának. Ugyanúgy, mint az A részben, minden egyes rész szövege felosztható a számozott szakaszokra és pontokra, azonban az ilyen számozás kizárólag arra a szövegre vonatkozik.

ÚTMUTATÓK A CIKKEK RENDELKEZÉSEIRE VONATKOZÓAN

B-I. szakasz

Útmutatók az Egyezmény alatt fennálló általános kötelezettségekhez

(Nincsenek rendelkezések)

B-II. szakasz

Meghatározásokkal és pontosításokkal kapcsolatos útmutató

1 Az Egyezmény II. cikkében foglalt meghatározások, valamint melléklete I/1. rendelkezésében foglalt meghatározások és pontosítások egyaránt vonatkoznak a jelen Szabályzat A. és B. részeiben alkalmazott kifejezésekre. A kizárólag e Szabályzat rendelkezéseire vonatkozó, az A-I/1. szakaszban található, kiegészítő meghatározások

2 A II (c) cikkben alkalmazott *képesítés* meghatározás három lehetőségre utal:

- .1 az Igazgatás bocsáthatja ki a képesítést;
- .2 az Igazgatás saját hatáskörében rendelkezik a képesítés kiadásáról; vagy
- .3 az Igazgatás egy másik Fél által kibocsátott képesítést ismerhet el az I/10. rendelkezés alapján.

B-III. szakasz

Útmutatás az Egyezmény alkalmazásával kapcsolatban

1 Miközben a II. cikk (h) pontja alapján a *halászhajó* meghatározás kizárja a halak, bálnák, fókák, rozmárok, vagy a tenger más élő erőforrásai kifogására szolgáló hajókat az Egyezmény alkalmazása alól, a halfogási tevékenységben nem alkalmazott hajók nem élvezhetnek ilyen kizárást.

2 Az Egyezmény kizárja az összes primitív fából épült hajót, ideértve a dzsunkákat is.

B-IV. szakasz

Útmutatás az információ közléséről

1 A IV. cikk (1)(b) pontjában az “ahol alkalmas” kifejezések célja, hogy magába foglalja az alábbiakat:

- .1 az egy másik Fél által kiadott képesítés elismerése; vagy
- .2 az Igazgatás saját képesítésének kiadása, ahol alkalmazható, az egy másik Fél által kiadott képesítés elismerése alapján.

B-V. szakasz

Útmutatás más szerződésekkel és értelmezésükkel kapcsolatban

Az V. cikk (1) pontban a “megállapodások” szó szándék szerint magába foglalja az Államok között a képesítések kölcsönös elismerésére korábban megállapított rendelkezéseket.

B-VI. szakasz

Útmutatás képesítésekkel kapcsolatban

Lásd a B-I/2. és B-II. szakaszokban adott útmutatást.

az Igazgatás zászlaja alatt hajókat üzemeltető társaságok számára tájékoztatásul közzé kell tenni egy szakpolitikai nyilatkozatot, és a követendő eljárások vázlatát.

B-VII. szakasz

Átmeneti rendelkezésekkel kapcsolatos útmutató

Az egy olyan beosztásban való szolgálatteljesítésre kiadott képesítések, amelyeket jelenleg egy Fél elismer megfelelő képesítésként más beosztásban való szolgálathoz, például az elsőtiszt képesítéseket elismerik a parancsnoki szolgálathoz, továbbra is érvényesként kell elfogadni ilyen szolgálathoz a VII. cikk alapján. Ez az elfogadás szintén vonatkozik a VII. cikk (2) szakasz rendelkezései alapján kibocsátott ilyen képesítésekre.

B-VIII. szakasz

Útmutató a diszpenzációkról

Az egy olyan beosztásban való szolgálatteljesítésre kiadott képesítések, amelyeket jelenleg egy Fél elismer megfelelő képesítésként más beosztásban való szolgálathoz, például az elsőtiszt képesítéseket elismerik a parancsnoki szolgálathoz, továbbra is érvényesként kell elfogadni ilyen szolgálathoz a VII. cikk alapján. Útmutatót kell adni a az Igazgatások által a diszpenzációk kiadására feljogosított tisztviselőknél. A meghozott intézkedésre vonatkozó információt a Főtitkárnak benyújtott kezdeti jelentésben kell összefoglalni az A-I/7. szakasz követelményei szerint.

B-IX. szakasz

Útmutató az ekvivalenciáról

Továbbra is elfogadhatóak a haditengerészeti képesítések és a szolgálati képesítések továbbra is kiadhatók a haditengerészek tisztjeinek az ekvivalencia szerint a IX. cikk alapján, feltéve, hogy az Egyezmény követelményei teljesülnek..

B-X. szakasz

Az ellenőrzésről szóló útmutató

(Nincs rendelkezés –lásd a B-I/4. szakaszt)

B-XI. szakasz

Útmutató a technikai együttműködés elősegítéséről

1 A Kormányok gondoskodjanak, vagy IMO-val együttműködésben intézkedjenek arról, hogy az Egyezmény követelményeinek teljesítésében nehézségekkel küszködő Államok segítséget kapjanak, amennyiben ilyen segítséget igényelnek.

2 Külön kell hangsúlyozni az olajszállító, vegyianyagszállító és cseppfolyós gázt szállító tartályhajókon, és a Ro-Ro utasszállító hajókon és egyéb személyzet megfelelő képzésének fontosságát, mivel belátható, hogy egyes esetekben a szükséges tapasztalat megszerzésére és a specializált képzési programok biztosítására korlátozottak lehetnek az eszközök, különösen a fejlődő országokban.

Vizsga adatbázis

3 Tengerészeti oktató akadémiákkal vagy olyan vizsgaközpontokkal rendelkező felek, akik több országot szolgálnak ki, és vizsgakérdésekből és válaszokból adatbázist kívánnak létrehozni, támogatásban részesülnek olyan országgal, vagy országokkal fenntartott kétoldalú együttműködés alapján, amely ország vagy országok már rendelkeznek ilyen adatbázissal.

Tengerészeti oktató szimulátorok rendelkezésre állása

4 Az IMO titkárság vezeti a tengerészeti oktató szimulátorok jegyzékét információforrásként a Felek és mások számára a tengerészek kiképzésére szolgáló különböző szimulátortípusok rendelkezésre állásáról, különösen ott, ahol nemzeti szinten az ilyen oktatólétesítmény esetleg nem áll rendelkezésre.

5 Felkérjük a Feleket, hogy nyújtsanak információt nemzeti tengerészeti oktató szimulátoraikról az IMO titkársága számára, és aktualizálják az ilyen információt minden változás esetén, vagy amikor bővítéseket hajtanak végre saját tengerészeti oktató szimulátor létesítményeikben.

Információ a technikai együttműködésről

6 A Főtitkár megkeresésével a 4 Albert Embankment, London SE1 7SR címen, Egyesült Királyság, információ kérhető a technikai tanácsadó szolgálatokról, az IMO-val társult nemzetközi oktatóintézményekhez való hozzáférésről, valamint ösztöndíjakról és más olyan technikai együttműködésről, amelyet az IMO nyújthat, vagy amelyet az IMO-n keresztül nyújthatnak.

(A XII - XVII. sz. cikkekre vonatkozóan nincs útmutató.)

ÚTMUTATÓ AZ STCW EGYEZMÉNY MELLÉKLETÉNEK RENDELKEZÉSEIHEZ

I. FEJEZET

Útmutató az általános rendelkezésekhez

B-I/1. szakasz

Meghatározásokkal és pontosításokkal kapcsolatos útmutató

1 Az Egyezmény II. cikkében foglalt meghatározások és mellékletének I/1. szabályában foglalt meghatározások és értelmezések egyaránt vonatkoznak a jelen Szabályzat A. és B. részeiben használt kifejezésekre. A kizárólag e Szabályzat rendelkezéseire vonatkozó, az A-I/1. szakaszban található, kiegészítő meghatározások

2 A VII. fejezet rendelkezései által meghatározott beosztású tisztek „kombinált képzésű tisztként”, „kettős képesítésű tisztként” jelölhetők meg, vagy más módon az Igazgatás által jóváhagyottak szerint, a jóváhagyott biztonságos állománykövetelményekben alkalmazott terminológia szerint.

3 A VII. fejezet rendelkezései szerinti beosztásokban szolgáló képesített tengerészek „kettős képesítésű tengerészeknek” jelölhetők meg, vagy az Igazgatás által jóváhagyott más módon, a vonatkozó biztonságos állománytábla követelményekben alkalmazott terminológia szerint.

B-I/2. szakasz

Útmutató bizonyítványokhoz és érvényesítésekhez

1 Amikor egy érvényesítés egy bizonyítvány formátumával integrált, amint az A-I/2. szakasz 1. pontjában szerepel, a vonatkozó információt a bizonyítványban az alábbiakban kifejtett módon kell rögzíteni, eltekintve a .2. számozású hely kihagyásától. Ellenkező esetben a bizonyítvány kiadását hitelesítő érvényesítés beírásakor az alábbi szöveget követő formában a .1-.17. számozású szakaszokban kell elkészíteni.

- .1 A kibocsátó Állam nevének beírása.
- .2 az Igazgatás által a bizonyítványhoz rendelt szám beírása.
- .3 A tengerész nevének beírása, aki számára a bizonyítványt kiállítják. A név a tengerész útlevelében, a tengerész személyazonosító igazolványában, vagy az Igazgatás által kiadott más hivatalos dokumentumokban feltüntetett névvel legyen azonos.
- .4 Ide kell beírni annak az STCW Egyezményben foglalt szabálynak, vagy szabályoknak a számát, illetve számait, amely alapján a tengerész képesítését megállapították, például:
 - .4.1 „II/1. sz. Szabály”, amennyiben a tengerész egy navigációs őrszolgálatért felelős tiszti beosztásra képesítettnek bizonyult;

- .4.2 „III/1. sz. Szabály”, amennyiben a tengerész bizonyította alkalmasságát, hogy felügyelet alatti géptérben őrszolgálatot vezető géptisztként szolgáljon vagy megbízott ügyeletes géptisztként egy időszakosan felügyelet nélküli géptérben.
- .4.3 „IV/2. sz. Szabály”, amennyiben a tengerész alkalmasnak bizonyult a rádiókezelői beosztás betöltésére;
- .4.4 „VII/1. sz. Szabály”, amennyiben a bizonyítvány egy funkcionális bizonyítvány, és bizonyítást nyert, hogy a tengerész alkalmas a Szabályzat A. részében előírt funkciók betöltésére, például a tengeri gépüzem funkciójában vezetői szinten; és
- .4.5 „III/1. és V/1. sz. Szabályok”, amennyiben alkalmasnak bizonyult, hogy felügyelt géptérben őrszolgálatot vezessen géptisztként, vagy kijelölt ügyeletes géptisztként időszakosan felügyelet nélküli géptérben tartályhajókon. (Lásd az alábbi .8 és .10 szakaszok korlátozásait).
- .5 Ide kell beírni az érvényesítés lejáratának napját. Ez a nap nem lehet később, mint annak a bizonyítványnak a lejárati napja, amennyiben ilyen van, amely vonatkozásában az érvényesítést kiadták, nem később, mint az érvényesítés kiadási napját követő öt év.
- .6 Ebbe az oszlopba kell beírni a Szabályzat A. részében meghatározott minden olyan funkciót, amelyek betöltésére a tengerész képesítést nyert. A funkciók és kapcsolódó felelősségi szintjeik a Szabályzat A. része II., III. és IV. fejezeteiben foglalt alkalmassági táblázatokban vannak előírva, és egyúttal az A. rész bevezetésében is megtalálható felsorolásuk a kényelmes hivatkozás érdekében. Amikor a fenti .4 szerint hivatkozás történik a II., III. vagy IV. fejezetben foglalt szabályokra, nem szükséges a konkrét funkciókat felsorolni.
- .7 Ebbe az oszlopba kell beírni azon beosztási szinteket, amelyekben a tengerész képesített a .6 oszlopban feltüntetett egyes funkciók teljesítésére. Ezek a szintek a Szabályzat A. rész II., III. és IV. fejezeteiben megtalálható alkalmassági táblázatokban vannak előírva, de a célszerűség kedvéért az A. rész bevezető fejezetében is megtalálhatók.
- .8 Az általános korlátozást, mint például a látásjavító lencsék viselése feladatvégzés közben, e korlátozások elnevezési oszlop felső részében feltűnően kell bejegyezni. A .6 oszlopban felsorolt funkciókra vonatkozó korlátozásokat az érintett funkció mellett a megfelelő sorba kell beírni, például:
- .8.1 „Nem érvényes tartályhajókon teljesítendő szolgálatra” – amennyiben nem kapott képesítést az V. fejezet alapján;
- .8.2 „Nem érvényes az olajtartályhajók kivételével más tartályhajókon teljesítendő szolgálatra” – amennyiben az V. fejezet alapján kizárólag olajtartályhajókon teljesítendő szolgálatra minősített;

- .8.3 „Nem érvényes olyan hajókon teljesítendő szolgálatra, ahol gőzkazánok a hajógépezet részét képezik” – amennyiben a kapcsolódó ismereteket kihagyták az STCW szabályzat rendelkezései szerint; és
- .8.4 „Csak partmenti utakon érvényes” – amennyiben a kapcsolódó ismereteket kihagyták az STCW szabályzat rendelkezései szerint.

Megjegyzés: A tonnatartalomra és főgépteljesítményre vonatkozó korlátozásokat nem kell itt feltüntetni, amennyiben azok már szerepelnek a bizonyítvány címében, és a .9 oszlopban feltüntetett beosztásban.

- .9 Az ebben az oszlopban bejegyzett beosztás, vagy beosztások azok legyenek, amelyek a II. vagy III. fejezet alapján kiadott bizonyítványok keretében az érintett STCW szabály, vagy szabályok címében vannak előírva, vagy pedig az Igazgatás vonatkozó biztonságos állománytábla követelményeiben vannak előírva, értelemszerűen.
- .10 Egy általános korlátozást, mint például a látáshelyesbítő lencsék viselésének szükségességét feladatteljesítés közben, feltűnően ennek a korlátozásokat tartalmazó oszlopnak a felső részében szintén fel kell tüntetni. A .10 oszlopban feltüntetett korlátozások egyezzenek meg a .8 oszlopban feltüntetettekkel az egyes bejegyzett beosztásokban teljesítendő funkciókhoz.
- .11 Az ebben a mezőben beírt szám a bizonyítvány száma legyen úgy, hogy a bizonyítvány és az érvényesítés ugyanazzal az egyedi hivatkozási számmal rendelkezzen a bizonyítványok és/vagy érvényesítések jegyzékében a megkereséshez, stb.
- .12 Az érvényesítés eredeti kiadási dátumát itt kell feltüntetni; a körülményektől függően a bizonyítvány kiadási napjával megegyezhet, vagy attól eltérhet.
- .13 A tisztviselő aláírása alatt nagy betűkkel kell feltüntetni annak a tisztviselőnek nevét, aki meghatalmazott az érvényesítés kiadására.
- .14 A kiadási időpont az Igazgatás nyilvántartásából vagy más módon megállapított dátum legyen.
- .15 Az érvényesítést a tengerész egy tisztviselő jelenlétében írja alá, vagy az a megfelelően kitöltött és ellenőrzött pályázati űrlapról átvezethető.
- .16 A fénykép egy szabványos fekete-fehér, vagy színes útlevel-típusú, a fejet és a vállakat ábrázoló fénykép legyen, amelyet a tengerész két példányban ad le úgy, hogy egy példányt a bizonyítványok nyilvántartásában lehet megőrizni.
- .17 Amennyiben az újraérvényesítés mezői az érvényesítési formanyomtatvány részeként kerülnek feltüntetésre (lásd az A-I/2. szakasz 1. pontját), az Igazgatás megújíthatja az érvényesítést a mező kitöltésével, miután a tengerész az I/11. szabály előírásai szerint bizonyította folyamatos jártasságát.

(Címer)

(ORSZÁG)

**BIZONYÍTVÁNY KIBOCSÁTÁSÁT IGAZOLÓ ÉRVÉNYESÍTÉS A
TENGERÉSZEK KÉPZÉSÉRŐL, KÉPESÍTÉSÉRŐL ÉS AZ ŐRSZOLGÁLAT
ELLÁTÁSÁRÓL SZÓLÓ 1978. ÉVI MÓDOSÍTOTT NEMZETKÖZI EGYEZMÉNY
RENDELKEZÉSEI ALAPJÁN**

..... 1Kormánya igazolja, hogy a 2 sz. bizonyítványt 3 számára adta ki, aki a fenti Egyezmény4 szabályának rendelkezései szerint, az esetleges korlátozásoktól függően az alkalmasságát5 időpontig – vagy amíg a jelen érvényesítés meghosszabbítása a hátoldalon feltüntetett időpontban le nem jár –, szabályosan bizonyította,:

.6 FELADATKÖR	.7 SZINT	.8 (ESETLEGES) KORLÁTOZÁSOK

Az bizonyítvány tulajdonosa az Igazgatás által kiadott biztonságos személyzeti norma előírásainak megfelelő beosztás(ok)ban láthat el szolgálatot:

.9 BEOSZTÁS	.10 (ESETLEGES) KORLÁTOZÁSOK

Az érvényesítés száma:11 kiállítva:12

(Hivatalos pecsét)

.....
A kiállításra jogosult aláírása

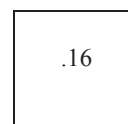
..... .13
A kiállításra jogosult neve

Szolgálatteljesítés idején a bizonyítvány eredeti példányát az Egyezmény I/2 szabályának 11. bekezdésében foglalt rendelkezésnek megfelelően a hajón kell tartani.

A bizonyítvány tulajdonosának születési ideje: 14

A bizonyítvány tulajdonosának aláírása: 15

A bizonyítvány tulajdonosának fényképe:



Az érvényesítés meghosszabbítva: -ig

(Hivatalos pecsét)

.....
a kiállításra jogosult aláírása

Az érvényesség meghosszabbításának napja 17

.....
a kiállításra jogosult neve

Az érvényesítés meghosszabbítva: -ig

(Hivatalos pecsét)

.....
a kiállításra jogosult aláírása

Az érvényesség meghosszabbításának napja 17

.....
a kiállításra jogosult neve

2 A bizonyítvány elismerését hitelesítő érvényesítés csatolandó, és részét képezi az érvényesített bizonyítványnak, vagy pedig külön dokumentumként adható ki (lásd az STCW I/2. szabály 8. pontját). Az űrlap összes bejegyzését latin betűkkel és arab számokkal kell eszközölni (lásd az STCW I/2. szabály 10. pontját). Az űrlap .1-.17 közötti számozású mezői, amelyek az alábbi szöveg után találhatóak, a fenti 1. pontban jelzett módon töltendőek ki, a következő szövegmezők kivételével:

- .2 az elismerendő bizonyítványt kibocsátó részes fél által kiadott számot kell beírni;
- .3 ahol a beírt név ugyanaz legyen, ami az elismerés alatt álló bizonyítványban megtalálható;
- .4 ahol annak a részes félnek a nevét kell beírni, aki kibocsátotta az elismerendő bizonyítványt;
- .9 ahol értelemszerűen a beírt beosztást, vagy beosztásokat kell kiválasztani a bizonyítványt elismerő hatóság vonatkozó biztonságos létszámkövetelményeiből;
- .11 ahol az érvényesítésre vonatkozó beírt szám egyedi legyen, referencia és az érvényesítések jegyzékében a keresés céljából egyaránt;
- .12 ahova az érvényesítés eredeti kiadási időpontját kell beírni.

(Címer)

(ORSZÁG)

**A TENGERÉSZEK KÉPZÉSÉRŐL, KÉPESÍTÉSÉRŐL ÉS AZ ŐRSZOLGÁLAT
ELLÁTÁSÁRÓL SZÓLÓ, MÓDOSÍTOTT 1978. ÉVI NEMZETKÖZI EGYEZMÉNY
ALAPJÁN KIADOTT BIZONYÍTVÁNY ÉRVÉNYESÍTÉSE**

..... 1 Kormánya igazolja, hogy a 2 számú bizonyítvány, amelyet 3 számára 4 Kormánya állított ki vagy Kormányának nevében állítottak ki, elismerést nyert a fenti módosított Egyezmény I/10. Szabályának rendelkezése szerint, és a jogos tulajdonosa az esetleges korlátozásoktól függően az előírt szinteken a következő feladatkört láthatja el 5 napjáig vagy ennek az érvényesítésnek a meghosszabbítása lejáratí napjáig, amint az a hátoldalon fel van tüntetve:

.6 FELADATKÖR	.7 SZINT	.8 (ESETLEGES) KORLÁTOZÁSOK

Az bizonyítvány tulajdonosa az Igazgatás által kiadott biztonságos személyzeti norma előírásainak megfelelő beosztás(ok)ban láthat el szolgálatot:

.9 BEOSZTÁS	.10 (ESETLEGES) KORLÁTOZÁSOK

A bizonyítvány száma:11 kiállítva:12

(Hivatalos pecsét)

.....
A kiállításra jogosult aláírása

..... .13
A kiállításra jogosult neve

Szolgálatteljesítés idején a bizonyítvány eredeti példányát az Egyezmény I/2 szabályának 11. bekezdésében foglalt rendelkezésnek megfelelően a hajón kell tartani.

A bizonyítvány tulajdonosának születési ideje:14

A bizonyítvány tulajdonosának aláírása:

A bizonyítvány tulajdonosának fényképe:

.16

Az érvényesítés meghosszabbítva: -ig
(Hivatalos pecsét)

.....
a kiállításra jogosult aláírása

Az érvényesség meghosszabbításának napja17

.....
a kiállításra jogosult neve

Az érvényesítés meghosszabbítva: -ig
(Hivatalos pecsét)

.....
a kiállításra jogosult aláírása

Az érvényesség meghosszabbításának napja17

.....
a kiállításra jogosult neve

3 Egy elveszett vagy megsemmisült bizonyítvány vagy érvényesítés pótlásakor a részes felek új szám alatt adják ki a pótlást, hogy elkerülhető legyen a keveredés a kicserélendő dokumentummal.

.4 Amennyiben az érvényesség meghosszabbítása iránti kérelmet egy érvényesítés lejáratí napját megelőző hat hónapon belül nyújtják be, az I/2. szabály 5., 6. és 7. pontja szerinti érvényesítés az alábbiak szerint hosszabbítható meg:

- .1 az érvényesítés érvényességi időpontjának vagy az érvényesség meghosszabbítási időpontnak 5. évfordulója; vagy
- .2 az érvényesített bizonyítvány kelte lejár, amelyik a korábbi időpont.

5 Amikor Jártassági bizonyítványt adnak ki, az legalább az alábbi információt kell, hogy tartalmazza:

- .1 a kibocsátó részes Fél és Hatóság neve;
- .2 a kibocsátó hatóság által a bizonyítványhoz megadott szám;
- .3 annak a tengerésznek a teljes neve és születési ideje, aki számára a bizonyítványt kiadták.
A név és születési időpont ugyanaz legyen, mint ami a tengerész útlevelében, vagy a tengerész személyazonosító okmányában szerepel;

- .4 A bizonyítvány címe.
Például, amennyiben a bizonyítványt a VI/3. szabály, 2. pontja szerint adják ki, a cím: „emeltszintű tűzoltás” legyen, míg ha a VI/5. szabály 1. pontja szerint adják ki, az alkalmazott cím „hajóbiztonsági tiszt” legyen.
- .5 az Egyezmény szabálya (szabályai), vagy az STCW Szabályzat szakaszának száma vagy számai, amely alapján a tengerészt alkalmasnak találták.
- .6 a bizonyítvány kiadási és lejáratási időpontja. Amennyiben a bizonyítvány hatálya korlátlan, akkor a pontosság kedvéért a lejáratási dátum előtt be kell írni „korlátlan” kifejezést;
- .7 amennyiben alkalmazható, a korlátozásokat, vagy egy általános korlátozást (mint például látásjavító lencsék viselésének szükségessége), a hajótípus korlátozása (mint például „csak 500 BT tonnatartalomnál kisebb hajókon szolgálhat”, vagy útvonal korlátozás (mint például „csak part menti utakra érvényes”);
- .8 a bizonyítványt kibocsátó meghatalmazott személy neve és aláírása;
- .9 a tengerész fényképe. A fénykép szabványos fekete-fehér vagy színes útlevél típusú legyen, amelyen látható a fej és mindkét váll;
- .10 amennyiben a bizonyítvány érvényességét meg kívánják hosszabbítani, akkor az érvényesség meghosszabbításának dátuma, az érvényesség meghosszabbítása, a meghatalmazott személy neve és aláírása; és
- .11 a kibocsátó Hatóság kapcsolattartási adatai.

B-I/2 táblázat

Az STCW Egyezmény alapján kibocsátott bizonyítványok vagy dokumentált bizonyíték jegyzéke

A következő jegyzék beazonosítja az Egyezményben leírt összes bizonyítványt, vagy dokumentálható bizonyítékot, amely alkalmassá teszi annak birtokosát, hogy bizonyos beosztásokban szolgálhasson hajókon.

A bizonyítványok az I/2. szabály követelményeinek feleljenek meg nyelv és az eredeti formában való rendelkezésre állás szempontjából.

A jegyzék hivatkozik még az érvényesítés, a nyilvántartásba vétel és az érvényesség meghosszabbítása vonatkozó szabályaira és követelményeire.

Szabályok	A bizonyítvány típusa és rövid ismertetése	A bizonyítvány elismerését tanúsító érvényesítés ¹	Regisztráció szükséges ²	Bizonyítvány érvényességének meghosszabbítása ³
II/1, II/2, II/3, III/1, III/2, III/3, III/6, IV/2, VII/2	Képesítő bizonyítvány – Parancsnokok, tisztek és GMDSS rádiókezelők számára	Igen	Igen	Igen
II/4, III/4, VII/2	Jártassági bizonyítvány – Navigációs vagy géptéri őrszolgálat adására képesített tengerészek	Nem	Igen	Nem
II/5, III/5, III/7, VII/2	Jártassági bizonyítvány – Kormányos matróz, képesített tengerészgépész, vagy elektrotechnikus tengerészek számára	Nem	Igen	Nem
V/1-1, V/1-2	Jártassági bizonyítvány, vagy egy képesítő bizonyítvány érvényesítése – olajszállító, vegyianyag-szállító vagy cseppfolyósított gázt szállító tartályhajókon szolgáló parancsnokok és tisztek számára	Igen	Igen	Igen
V/1-1, V/1-2	Jártassági bizonyítvány – Olajszállító, vegyianyag-szállító vagy cseppfolyósított gázt szállító tartályhajókon szolgáló tengerészek számára	Nem	Igen	Nem
V/2	Igazoló okmányok – Személyszállító hajókon szolgáló parancsnokok, tisztek, legénységi beosztottak, és más személyzet számára biztosított képzés	Nem	Nem	Nem ⁴
VI/1	Jártassági bizonyítvány ⁵ – Alapfokú képzés	Nem	Igen	Igen ⁶
VI/2	Jártassági bizonyítvány ⁵ – Túlélő jármű mentőcsónak és gyors készenléti csónak	Nem	Igen	Igen ⁶
VI/3	Jártassági bizonyítvány ⁵ – Emeltszintű tűzoltás	Nem	Igen	Igen ⁶
VI/4	Jártassági bizonyítvány ⁵ – Egészségügyi elsősegély és egészségügyi gondozás	Nem	Igen	Nem

Szabályok	A bizonyítvány típusa és rövid ismertetése	A bizonyítvány elismerését tanúsító érvényesítés ¹	Regisztráció szükséges ²	Bizonyítvány érvényességének meghosszabbítása ³
VI/5	Jártassági bizonyítvány – Hajóvédelmi tiszt	Nem	Igen	Nem
VI/6	Jártassági bizonyítvány ⁷ – Biztonsági tudatossági képzés, vagy biztonsági képzés meghatározott biztonsági feladatokkal rendelkező tengerészek számára	Nem	Igen	Nem

Megjegyzés:

- 1 *Egy bizonyítvány elismerését igazoló érvényesítés az I/2. szabály 7. pontja szerinti érvényesítést jelent.*
- 2 *Jegyzékbevitel szükséges, jelentése az I/2. szabály 14. pontja szerint a nyilvántartás, vagy nyilvántartások részét jelenti.*
- 3 *Egy bizonyítvány érvényességének meghosszabbítása jelenti a folytatódó szakmai alkalmasság megállapítását az I/11. szabály szerint, vagy az előírt alkalmassági követelmények folytatódó teljesítését az A-VI/1-A-VI/3 szakaszok szerint, amint alkalmazható.*
- 4 *Az V/2. szabály 3. pontja alapján azok a tengerészek, akik képzést teljesítettek „rendezetlen tömegek kezelése”, „válságkezelés és emberi viselkedés”, vagy „utasbiztonság, rakománybiztonság és a hajótest épsége” témában, öt évet meg nem haladó időszakonként kötelesek megfelelő frissítő képzést folytatni, vagy bizonyítékát nyújtani annak, hogy elérték az alkalmasság szükséges követelményeit a megelőző öt éven belül.*
- 5 *Az II/1, II/2, II/3, III/1, III/2, III/3, III/6 és VII/2 számú szabályok szerint kiadott alkalmassági bizonyítványok a jártassági követelmények között magukba foglalják az „alapképzést”, a „túlélő vízi jármű és a gyors készenléti csónak kivételével a mentőcsónak”, az „emeltszintű tűzoltás”, és „egészségügyi elsősegély” területén, ezért az említett alkalmassági bizonyítványok tulajdonosainak nem szükséges megszerezni a jártassági bizonyítványokat, a VI. fejezet említett képesítései tekintetében.*
- 6 *Az A-VI/1, A-VI/2 és A-VI/3 szakaszok szerint a tengerészek kötelesek tanúbizonytságot adni arról, hogy fenntartották a szükséges képesítési követelményeket minden öt évben.*
- 7 *Amikor a biztonsági ismeretek képzése, vagy a kijelölt biztonsági feladatok területén folytatandó képzés nem szerepel a kibocsátandó bizonyítvány által megkövetelt képesítésben.*

B-I/3. szakasz

Útmutató a part menti utakhoz

A part menti államok elfogadhatnak regionális „part menti” utakra vonatkozó határokat kétoldalú vagy többoldalú megállapodások keretében. Az ilyen megállapodások részleteit be kell jelenteni a Főtitkárnak, aki az összes ilyen részletet körözteti az összes részes félnek.

B-I/4. szakasz

Útmutatás az ellenőrzési eljárásokhoz

Bevezetés

1 Az I/4 szabály ellenőrzési eljárásainak célja, hogy a kikötői Államok által hivatalosan meghatalmazott tisztek meggyőződhessenek arról, hogy a fedélzetre vett tengerészek megfelelő hozzáértéssel rendelkeznek a hajó biztonságos és szennyezésmentes üzemeltetésének biztosítására.

2 Ez a rendelkezés elvben nem tér el attól az igénytől, hogy ellenőrizni kell a hajók szerkezeteit és berendezéseit. Valójában, ezekre az ellenőrzésekre épít, hogy biztosítsa a hajón a biztonság és szennyezés megakadályozás teljes rendszerének értékelését.

Vizsgálat

3 Az A-I/4. szakaszban jelzett vizsgálat korlátozásával a szubjektivitás, amely az összes ellenőrzési eljárás elkerülhetetlen eleme, minimálisra csökken, nem haladja meg azt, ami megfigyelhető lenne másfajta szemlék során.

4 Az I/4. szabály 1.3 szakaszában megadott egyértelmű indoklás rendszerint elegendő ahhoz, hogy az ellenőr figyelmét ráirányítsa a képzettség megfelelő területeire, amely után képzési bizonyítékokat kereshet a szóban forgó képességek területén. Amennyiben ez a bizonyíték nem felel meg, vagy nem meggyőző, a meghatalmazott tiszt kérheti a vonatkozó képesség bemutatásának megfigyelését.

5 A hajón tartózkodó ellenőr szakmai megítélésére van bízva, hogy akár az I/4. szabályban vázolt eseményt követően, akár rutinellenőrzés céljaira, hogy a hajót olyan módon kezelik, amely valószínűleg veszélyt jelent személyek, vagyontárgyak vagy a környezet számára.

B-I/5. szakasz

Útmutató a nemzeti rendelkezésekhez

(Nincsenek rendelkezések)

B-I/6. szakasz

A képzéssel és értékeléssel kapcsolatos útmutató

Az oktatók valamint a képzést felügyelő és értékelő személyek képzettsége

1 Az egyes részes Felek biztosítsák, hogy az oktatók és értékelők megfelelő képesítéssel és tapasztalattal rendelkeznek a konkrét képzési típusokhoz és szintekhez, vagy a tengerészek képesítésének értékeléséhez, az Egyezmény alapján megköveteltek szerint, a jelen fejezetben foglalt útmutatók alapján.

Szolgálat keretében teljesített képzés és értékelés

2 Minden olyan személy, aki egy tengerész szolgálat alatti képzését folytatja hajón vagy parton, melynek célja az Egyezmény alapján a képesítés megalapozása, megfelelő útmutatást kellett hogy kapjon az oktatási technikákról.

3 Bármely személy, aki egy tengerész szolgálat alatti képzésének felügyeletéért felelős, mely képzés az Egyezmény szerinti képesítés megszerzését szolgálja, rendelkezzen megfelelő ismeretekkel az oktatási technikák és képzési módszerek területén, valamint gyakorlattal.

4 Bármely személy, hajón, vagy parton, aki egy tengerész alkalmasságának szolgálat alatti értékelését folytatja, amely alapján az Egyezmény szerinti képesítést kívánja megszerezni:

- .1 rendelkezzen megfelelő útmutatással az értékelési módszerek és gyakorlat területén; és

- .2 gyakorlati értékelési tapasztalatot szerzett egy tapasztalt értékelő felügyelete alatt és az ő megaláztatására.

5 Bármely személy, aki felelős egy tengerész képzésének szolgálat közbeni értékelésének felügyeletéért, amely képzést az Egyezmény alapján a minősítés során kívánják felhasználni, rendelkezzen az értékelési rendszer, az értékelési módszer és gyakorlat teljes körű megértésével.

Távtanulás és e-tanulás alkalmazása

6 A részes Felek megengedhetik a tengerészek képzését távtanulással és e-tanulással az A-I/6 szakaszban megállapított képzési és értékelési normák szerint, és az alábbi útmutató figyelembe vételével.

Útmutató távtanulás és e-tanulás módszerével folytatott képzéshez

7 Minden részes Fél köteles biztosítani, hogy bármely távtanulási és e-tanulási program:

- .1 biztosítását a részes Fél által jóváhagyott szervezet végzi;
- .2 alkalmas a kiválasztott célkitűzésekhez és képzési feladatokhoz a tanulási tárgyak kompetenciaszintjének kielégítésére;
- .3 világos és egyértelmű utasításokat nyújt a jelöltek számára a program működésének megértéséhez
- .4 olyan képzési kimeneteket biztosít, amelyek teljesítik az összes követelményt a tárgy megalapozó ismeretanyagának és a jártasság biztosítására;
- .5 felépítése lehetővé teszi a jelölt számára, hogy szisztematikusan gondolkodhasson arról, amit tanult, önértékelés és oktató által megjelölt feladatok keretében egyaránt; és
- .6 professzionális oktatói támogatást nyújt telefonon, telefaxon vagy e-mail útján.

8 A társaságok biztosítsák azt, hogy biztonságos tanulási környezet álljon rendelkezésre és elegendő időt adjanak a jelölt számára a tanuláshoz.

9 Ahol e-tanulást alkalmaznak, a közös információs formátumok, mint például az XML (Extensible Markup Language), amely egy rugalmas módszer a formátum és az adatok megosztására a világhálón, az intraneteken és máshol, kerüljenek felhasználásra.

10 Az e-tanulási rendszert meg kell védeni a visszaéléstől és a rendszer feltörésének kísérleteitől.

Útmutató a jelölt előrehaladásának és képzési eredményeinek értékeléséhez távtanulás és e-tanulás esetén

11 Mindegyik Fél köteles biztosítani azt, hogy jóváhagyott értékelési eljárások álljanak rendelkezésre bármely távtanulási és e-tanulási programhoz, ideértve a következőket:

- .1 egyértelmű tájékoztatás a jelöltek számára a tesztek és a vizsgák lefolytatási módjáról és az eredmények bejelentésének mikéntjéről;
- .2 olyan tesztkérdések, amelyek átfogóak és megfelelően értékelik egy jelölt hozzáértését, és megfelelnek a vizsgált szintnek;
- .3 bevezetett eljárások a kérdések naprakész állapotának megőrzéséhez;
- .4 a vizsgáztatás feltételeinek és a felügyeleti eljárások lefolytatása;
- .5 a vizsgarendszer biztonsági eljárásai, a csalás megakadályozására; és
- .6 a részes Fél számára az eredmények rögzítéséhez biztonságos ellenőrzési eljárások.

Jóváhagyott képzésszolgáltatók tanfolyamok és programok jegyzéke

12 Mindegyik részes Fél biztosítsa azt, hogy a jóváhagyott képzésszolgáltatók, tanfolyamok és programok jegyzékét vagy jegyzékeit fenntartják, és kívánságra a társaságoknak és más részes Feleknek rendelkezésre bocsátják.

B-I/7. szakasz

Útmutató az információ közvetítéséhez

A felmerült nehézségek jelentése

1 A részes Feleket kérjük, hogy amikor az Egyezmény IV cikke és I/7. szabálya szerint információt közvetítenek, csatoljanak egy indexet, amely konkrétan meghatározza a szükséges információt az alábbiak szerint:

Az STCW Egyezmény IV cikke és I/7 szabálya szerint beterjesztett anyagok indexe

Az STCW Egyezmény IV. cikke	Hely
1 Törvények, rendeletek, utasítások, szabályzatok és okiratok szövege (IV(1)(a) cikk)	
2 Oktatótanfolyamok adatai (IV(1)(b) cikk)	
3 Országos vizsga- és egyéb követelmények (IV(1)(b) cikk)	

- 4 Bizonyítványminták
(IV(1)(c) cikk)

Az STCW Szabályzat A-I/7 szakaszának 1. része

Hely

- 5 Tájékoztatás a Kormánystruktúráról
(A-I/7. szakasz, 2.1. pont)
- 6 Jogi és közigazgatási intézkedések magyarázata
(A-I/7. szakasz, 2.2. pont)
- 7 Oktatási, képzési, vizsga, értékelési és minősítési politikák jegyzéke
(A-I/7. szakasz, 2.3. pont)
- 8 Tanfolyamok, képzési programok, vizsgák és értékelések összefoglalása
bizonyítványonként
(A-I/7. szakasz, 2.4. pont)
- 9 Eljárások és feltételek vázlata meghatalmazásokhoz, akkreditációkhoz és
jóváhagyásokhoz
(A-I/7. szakasz, 2.5. pont)
- 10 A megadott meghatalmazások, akkreditációk és jóváhagyások jegyzéke
(A-I/7. szakasz, 2.5. pont)
- 11 Felmentési eljárások összefoglalója
(A-I/7. szakasz, 2.6. pont)
- 12 Összehasonlítás végzése az I/11 szabály szerint (A-I/7 szakasz, 2.7. pont)
- 13 Frissítő és színvonal-emelő képzési terv engedélyezése
(A-I/7. szakasz, 2.7. pont)

Az STCW Szabályzat, A-I/7 szakasza, 2. rész, 3. pont

Hely

- 14 A IX. cikk szerint elfogadott ekvivalencia megállapodások ismertetése
(A-I/7. szakasz, 3.1. pont)
- 15 Az I/10. szabály teljesítésének biztosítására hozott intézkedések összefoglalása
(A-I/7. szakasz, 3.2. pont)
- 16 A kettős képesítéssel rendelkező tengerészeket alkalmazó hajók számára kiadott
biztonságos létszám biztosító dokumentumok mintapéldánya a VII/1 szabály szerint
(A-I/7. szakasz, 3.3. pont)

Az STCW Szabályzat, A-I/7 szakasza, 2. rész, 4. pont**Hely**

- 17 Az UI/8. szabály alapján végrehajtott független értékelések eredményeinek közzlése, kitérve a következőkre:
- .1 Feladatmegszabás az értékelők számára a független értékelés biztosítására
 - .2 Az értékelők képesítése és tapasztalat
 - .3 Az értékelés időpontja és terjedelme
 - .4 A megállapított eltérések
 - .5 Az ajánlott javító intézkedések
 - .6 Az elvégzett javító intézkedések
 - .7 A független értékelésbe bevont képzőintézmények/központok jegyzéke

Az STCW Szabályzat, A-I/7 szakasza, 2. rész, 6. pont**Hely**

- 18 A jogi és igazgatási intézkedések magyarázata (A-I/7. szakasz, 6,1. pont)
- 19 Az oktatási, képzési, vizsgáztatása, értékelési és képesítési politikák bemutatása (A-I/7. szakasz, 6,2. pont)
- 20 Tanfolyamok, képzési programok, vizsgák és értékelések összefoglalása bizonyítványonként (A-I/7. szakasz, 6,3. pont)
- 21 Frissítő és színvonalemelő képzés vázlatának jóváhagyása (A-I/7. szakasz, 6,4. pont)
- 22 Az I/11. szabály szerint lefolytatott összehasonlítás (A-I/7. szakasz, 6.5. pont)
- 2 A részes Feleket felkérjük, hogy az I/7. szabály által előírt jelentésekben utaljanak a jelen Szabályzat B. részében foglalt bármely vonatkozó útmutatóra, amelynek betartását nem tartották gyakorlatiasnak.

B-I/8. szakasz*Útmutató a minőségi szabványokhoz*

1 A minőségi szabványok alkalmazásakor az I/8. szabály és az A-I/8. szakasz rendelkezései szerint a tanúsítási rendszerének igazgatásában minden egyes részes fél vegye figyelembe a létező nemzeti vagy nemzetközi modelleket, és építse be a következő főbb elemeket:

- .1 kifejezett politika a minőségről, és az eszközök, amelyek segítségével az ilyen politika megvalósítható;

- .2 a minőségirányításhoz szükséges minőségbiztosítási rendszer, amely magába foglalja a szervezeti struktúrát a felelősségi köröket, eljárásokat, folyamatokat és erőforrásokat;
- .3 A minőségellenőrzés biztosításához szükséges eljárási technikák és tevékenységek.
- .4 Rendszeres monitoring megoldások, ideértve a belső minőségbiztosítási értékeléseket, annak szavatolására, hogy az összes meghatározott célkitűzést elérjék;
- .5 Intézkedések időszakos külső minőségértékelések lebonyolítására a következő szakaszokban leírtak szerint.

2 A nemzeti képesítési rendszerük igazgatásához az ilyen minőségi normák megállapításában az Igazgatások törekedjenek annak biztosítására, hogy az elfogadott megoldások:

- .1 kellően rugalmasak ahhoz, hogy a képesítési rendszer figyelembe vegye az ágazat változó igényeit, és hogy megkönnyítik és ösztönzik az új technológia alkalmazását;
- .2 kitérnek mindazon igazgatási ügyekre, amelyek az Egyezmény különböző rendelkezéseit érvényre juttatják, különösen az I/2-I/15. szabályokat, és más rendelkezéseket, amelyek az Igazgatás számára lehetővé teszik a szolgálati bizonyítványok és felmentések megadását, valamint a bizonyítványok visszavonását, törlését és felfüggesztését;
- .3 Lefedik az Igazgatás felelősségi körét a képzés és értékelés jóváhagyására minden szinten, az alapképzési jellegű tanfolyamoktól és a képesítési bizonyítványok megszerzését biztosító frissítő tanfolyamoktól a rövid szakképzési programokig; és
- .4 megoldásokat tartalmaznak az 1.4. szakasz szerinti belső minőségbiztosítási felülvizsgálatokra, kitérve az igazgatási eljárások átfogó önvizsgálatára minden szinten, abból a célból, hogy mérhető legyen a meghatározott célkitűzések elérése, és megalapozzák a független külső értékelést, amelyet az A-I/8. szakasz 3. pontja ír elő.

Minőségi normamodell az ismeretek, megértés, készségek és jártasság értékeléséhez

3 Az ismeretek, megértés, jártasságok és képességek értékelésének minőségi normamodellje tartalmazza e fejezet ajánlásait az általános kereteken belül, vagy

- .1 egy nemzeti oktatási és képzés akkreditációs vagy minőségi normarendszerben; vagy
- .2 a Szervezet számára elfogadható alternatív minőségi normamodellben.

- 4 A fenti minőségi normamodell tartalmazzon:
- .1 minőségpolitikát, elkötelezettséggel az oktató intézmény vagy egység részéről deklarált célkitűzései és céljai elérése mellett, és a vonatkozó akkreditáló vagy minőségi színvonalbiztosító hatóság ezt követő elismerése érdekében;
 - .2 olyan minőségirányítási funkciók, amelyek meghatározzák és megvalósítják a minőségpolitikát, a nyújtott szolgáltatás minőségét érintő munka szempontjaival kapcsolatban, ideértve az előrehaladás meghatározására szolgáló rendelkezéseket egy tanfolyamon vagy programon belül;
 - .3 értelemszerűen, a tudományos és igazgatási szervezeti felépítés, a felelősségi körök, eljárások, folyamatok és a személyzeti és felszerelés erőforrások lefedését a minőségi rendszer által;
 - .4 a tanítás, képzés, vizsgáztatási és értékelési tevékenységek minden szintjén alkalmazandó minőségellenőrző funkciók, ezek szervezése és megvalósítása, annak érdekében, hogy biztosítható legyen ezek alkalmassága a kitűzött célhoz, és a meghatározott célkitűzéseik eléréséhez;
 - .5 a belső minőségbiztosítási eljárások és felülvizsgálatok, amelyek ellenőrzik azt, hogy az intézmény vagy az oktatóegység milyen mértékig éri el működtetett programjainak céljait, és hatékonyan felügyeli az általa alkalmazott minőségellenőrzési eljárásokat; és
 - .6 megállapodások időszakos külső minőségi értékelésekre, amelyeket előír az I/8. szabály 2. pontja, és amelyeket az alábbi szakaszok ismertetnek, és amelyhez az alapot és a kiindulópontot a minőségbiztosítási felülvizsgálatok eredménye nyújtja.
- 5 Az oktatási, képzési és értékelési programok minőségi szabványainak meghatározásában az ilyen programok megvalósításáért felelős szervezetek a következőket vegyék figyelembe:
- .1 Ahol vannak rendelkezések létező nemzeti akkreditációra, vagy oktatási minőségi szabványokra, az ilyen rendelkezéseket hasznosítani kell az Egyezmény ismeretanyag és megértési követelményeit magukba foglaló tanfolyamokhoz.
A minőségi szabványokat egyaránt kell alkalmazni a tevékenység irányítási és operatív szintjein, és vegye figyelembe annak irányítási, szervezési, vállalási és értékelési módját, annak érdekében, hogy a meghatározott célkitűzések elérhetőek legyenek.
 - .2 Ahol egy konkrét készség megszerzése, vagy egy megjelölt feladat teljesítése az elsődleges cél, a minőségi normák vegyék figyelembe azt, hogy vajon erre a célra valós vagy szimulált felszerelést alkalmaznak-e, és az értékelők képesítésének és tapasztalatának megfelelőségét, a megállapított normák elérésének biztosítása érdekében.
 - .3 A belső minőségbiztosítás értékelések tartalmazzanak egy átfogó program

önértékelést, minden szinten, a meghatározott célkitűzések elérésének figyelemmel kísérésére, a minőségi normák alkalmazásával. Ezek a minőségbiztosítási felülvizsgálatok foglalkoznak a programok tervezésével, kidolgozásával, bemutatásával és értékelésével, valamint a tanítási, tanulási és kommunikációs tevékenységekkel. Ennek végeredménye képezi az A-I/8 szakasz 3. pontjában előírt független értékelés alapját.

A független értékelés

5 Minden független értékelés tartalmazza az összes minőségi tevékenység szisztematikus és független vizsgálatát, azonban ne értékelje a meghatározott célkitűzések érvényét. Az értékelő csoport feladatai:

- .1 az értékelés lefolytatása dokumentált eljárások szerint;
- .2 annak biztosítása, hogy minden egyes értékelés eredményét dokumentálják és az értékelésért felelősök tudomására hozzák; és
- .3 annak ellenőrzése, hogy időben intézkednek az esetleges hiányosságok kijavítására.

7 Az értékelés célja a minőségi színvonalra vonatkozó intézkedések hatékonyságának független értékelése minden szinten. Egy oktatási vagy képző intézmény esetében jóváhagyott tudományos akkreditációs vagy minőségi szabványosítási testületet, illetve kormány szervet kell alkalmazni. Az értékelő munkacsoportot elegendő előzetes információval kell ellátni, hogy áttekinthessék az előttük álló feladatokat. Jelentős képzési intézmény vagy program esetben a biztosítandó információra utalnak a következő tételek:

- .1 az intézmény küldetési nyilatkozata;
- .2 az alkalmazott tudományos és képzési stratégiák részletei;
- .3 szervezeti felépítés és a bizottságok és tanácsadó testületek összetételére vonatkozó információ;
- .4 információ a személyzetről és a diákokról;
- 6 az oktatási létesítmények és felszerelések ismertetése; és
- .6 az alábbi területekre vonatkozó szakpolitikák és eljárások vázlata:
 - .6.1 diákok felvétele;
 - .6.2 új tanfolyamok kidolgozása és a meglévő tanfolyamok felülvizsgálata;
 - .6.3 vizsgarendszer, ideértve a fellebbezések és ismétlések rendszerét;
 - .6.4 a személyzet felvétele, képzés, fejlesztés, értékelés és előmenetel;
 - .6.5 visszajelzés a hallgatóktól és a szakmából; és
 - .6.6 a személyzet bevonása a kutatás-fejlesztésbe.

A jelentés

8 A zárójelentés beterjesztését megelőzően az értékelő csoport munkaközi jelentést nyújtson be a vezetőségnek, kikérve észrevételeiket megállapításaikkal kapcsolatban. Az észrevételek átvételét követően az értékelők nyújtsák be végső jelentésüket, amely

- .1 tartalmazzon egy rövid háttérinformációt az intézményről vagy képzési programról;
- .2 legyen teljes, tisztességes, és pontos;
- .3 mutasson rá az intézmény erős és gyenge pontjaira;
- .4 ismertesse az alkalmazott értékelési eljárást;
- .5 térjen ki a 4. szakaszban meghatározott különböző elemekre;
- .6 jelezze, hogy milyen mértékig felelnek meg, illetve térnek el az Egyezmény követelményeitől, és azt, hogy milyen hatékonysággal biztosítják a minőségi normák a meghatározott célok és célkitűzések elérését; és
- .7 határozzák meg egyértelműen a hiányosnak talált területeket, tegyenek javaslatokat a javításra, és közöljék mindazon egyértelmű észrevételeket, amelyeket az értékelők relevánsnak tekintenek.

B-I/9. szakasz

Útmutató az egészségi követelményekkel kapcsolatban

EGÉSZSÉGÜGYI VIZSGÁLAT ÉS IGAZOLÁS

1 A részes Felek a tengerészek egészségi alkalmassági normáinak és a rendelkezések megállapításakor vegyék figyelembe a B-I/9. táblázatban meghatározott minimális fizikai képesség követelményeket, és az ebben a fejezetben megadott iránymutatást, tekintettel a tengerészek különböző feladataira.

2 Az egészségi alkalmassági normák és rendelkezések megállapítása során a részes Felek vegyék figyelembe az ILO/WHO „Írányelvek a tengerészek tengeri szolgálat előtti és időszakos egészségi alkalmassági vizsgálatainak lefolytatásáról” című kiadványban foglalt útmutatást, ideértve az esetleges későbbi verziókat, valamint minden más alkalmazható nemzetközi iránymutatást, amelyeket a Nemzetközi Munkaügyi Szervezet, a Nemzetközi Tengerészeti Szervezet, vagy a Egészségügyi Világszervezet adott ki.

3 A tengerészek egészségi alkalmassági vizsgálatát lefolytató egészségügyi praktizáló szakemberek megfelelő minősítése és tapasztalata magába foglalhat foglalkozás-egészségügyi, vagy tengerészeti egészségügyi képesítéseket, hajóorvosi szolgálatban, vagy hajós társaság orvosaként szerzett tapasztalatot, illetve az előbb említett képesítéssel vagy tapasztalattal rendelkező személy felügyelete alatt végzett munkát.

4 Az egészségi alkalmassági vizsgálatok lefolytatásának helyszíne rendelkezzen a tengerészet egészségi alkalmassági vizsgálatának lefolytatásához szükséges eszközökkel és berendezésekkel.

5 az Igazgatások gondoskodjanak arról, hogy az jóváhagyott egészségügyi gyakorló szakemberek teljes szakmai függetlenséget élvezzenek orvosi ítéletalkotásuk során, amikor egészségügyi vizsgálati eljárásokat folytatnak.

6 Az egészségi alkalmassági bizonyítványért folyamodó személyek az jóváhagyott egészségügyi gyakorló szakembernek mutassanak be megfelelő azonosító okmányt személyazonosságuk igazolására. Korábbi egészségügyi igazolásukat is adják át.

7 Minden Hatóság jogkörében áll, hogy felmentést adjon az alábbi B-I/9. táblázatban előírt bármely szabvány alól, egy olyan egészségügyi értékelés alapján, és bármely más egyéb vonatkozó információ figyelembe vételével, amely arra utal, hogy egy egyén alkalmazkodik a feltételekhez és bizonyítottan képes a hajón a meghatározott funkciók kielégítő végrehajtására.

8 Amennyire lehetséges, az egészségi alkalmassági követelmények határozzanak meg objektív szempontokat a tengeri szolgálatra való alkalmasság tekintetében, figyelembe véve a hajón rendelkezésre álló egészségügyi létesítményeket, és az egészségügyi szolgáltatásokhoz való hozzáférést. Különösen határozzák meg azokat a feltételeket, amelyek mellett a gyógyszereléssel kezelt potenciálisan életveszélyes egészségi állapottól szenvedő tengerészek engedély alapján folytathatják tengeri szolgálatukat.

9 Az egészségügyi követelmények továbbá határozzanak meg konkrét egészségügyi feltételeket, mint például a színvakság, amely eleve kizárja azt, hogy a tengerészek meghatározott beosztásokat töltsenek be a hajón.

10 A szolgálatban a minimális látóképesség követelménye mindegyik szem esetében segédeszköz nélkül legalább 0,1 legyen távollátás szempontjából.

11 Azok a személyek, akik szemüveget vagy kontaktlencsét kell, hogy használjanak a feladatok végrehajtásához, rendelkezzenek egy tartalék szemüveggel, vagy kontaktlencse készlettel, szükség szerint, a hajón célszerű módon hozzáférhetően elhelyezve. A kiadott egészségi alkalmassági igazolványon fel kell tüntetni a szükséges követelmények eléréséhez igényelt vizuális segédeszközöket.

12 A színlátás vizsgálata feleljen meg a Commission Internationale de l'Eclairage (CIE 143-2001, az esetleges későbbi verziókkal) által közzétett *Nemzetközi Ajánlás színlátási követelményekhez közlekedés területén*, vagy más egyenértékű vizsgálati módszerek előírásainak.

B-I/9 táblázat

Tengerészek minimális belépési és szolgálatközi fizikai képességének értékelése³

Hajón teljesített feladat, funkció, esemény vagy állapot ³	Kapcsolódó fizikai képesség	Az egészségügyi vizsgálószemély győződjön meg arról, hogy a jelölt ⁴
Rutinszerű mozgás: - mozgó fedélzeten - szintek között - rekeszek között <i>Megjegyzés az 1. megjegyzés erre a sorra vonatkozik</i>	Egyensúly megőrzése és ügyes mozgás Függőleges létrákon és lépcsőkön való felmászás és leereszkedés Átlépés a küszöbfalak felett (például a Merülésvonal Egyezmény előírja, hogy a küszöbfalak 600 mm magasak legyenek) Víz záró ajtók nyitása és zárása	Nincs zavar az egyensúly érzékében Semmiféle fogyatékkal vagy betegséggel nem rendelkezik, amely megakadályozná a megfelelő mozgást és fizikai tevékenységeket Segítségnyújtás nélkül képes: ⁵ - felmászni függőleges létrákon és lépcsőkön - átlépni magas párkányokon - kezelni az ajtózáró rendszereket
Rutinfeladatok a hajón - Kéziszerszámok használata - Hajó raktárkészlet mozgatása - Fej felett végzett munka - Szelepek működtetése - Állás egy négyórás őrszolgálatban - Munkavégzés zárt terekben - Reagálás riasztásokra, figyelmeztetésekre és utasításokra - Szóbeli kommunikáció <i>Az 1. megjegyzés vonatkozik erre a sorra</i>	Erő, ügyesség és kitartás mechanikus készülékek kezelésére Teher emelése, húzása és hordása (pl. 18 kg) Felfelé nyúlás Állás, gyaloglás és éberség megőrzése tartós időszakon keresztül Munkavégzés szűk helyen és áthaladás szűk nyílásokon (például a SOLAS megköveteli, hogy a rakományterek és vészkijáratok minimális nyílása 600 mm x 600 mm legyen – SOLAS 3.6.5.1. sz. szabály) Tárgyak, alakok, és jelzések vizuális megkülönböztetése Figyelmeztetések és utasítások meghallása Egyértelmű elbeszélés biztosítása	Nincs határozott károsodása vagy diagnosztizált egészségi állapota, amely csökkentené képességét, hogy a hajó biztonságos üzemeltetéséhez alapvető fontosságú rutinfeladatokat hajtson végre Következő képességgel rendelkezik: - munkavégzés felemelt karral - áll és gyalogol hosszabb időn át - belép zárt térbe - teljesíti a látási követelményeket (A-I/9. táblázat) - teljesíti a hallási követelményeket az illetékes hatóság megállapítása szerint, vagy nemzetközi útmutatások figyelembe vételével - szokásos beszélgetést folytat

Hajón teljesített feladat, funkció, esemény vagy állapot ³	Kapcsolódó fizikai képesség	Az egészségügyi vizsgálószemély győződjön meg arról, hogy a jelölt ⁴
<p>Vészhelyzeti feladatok a hajón⁶</p> <ul style="list-style-type: none"> - Menekülés - Tűzoltás - Evakuálás <p>2. megjegyzés vonatkozik erre a sorra</p>	<p>Mentőmellény vagy merülési öltözék felvétele</p> <p>Menekülés füsttel megtelt terekből</p> <p>Részvétel tűzoltási feladatokban, ideértve a légzésbiztosító készülék használatát</p> <p>Részvétel a hajóelhagyási eljárásokban</p>	<p>Nincs határozott károsodása vagy diagnosztizált egészségi állapota, amely csökkentené képességét, hogy a hajó biztonságos üzemeltetéséhez létfontosságú vészhelyzeti feladatokat elvégezze</p> <p>Következő képességgel rendelkezik:</p> <ul style="list-style-type: none"> - mentőmellény vagy merülési öltözék felvétele - mászás - hőmérsékletkülönbség érzékelése - tűzoltó-berendezések kezelése - légzésbiztosító készülék viselése (ahol ezt a feladatok részeként előírják) - kézi tűzoltókészülék kezelése - légzésbiztosító készülék viselése (ahol előírt a köteleességek részeként)

Megjegyzések:

- 1 A fenti táblázat 1. és 2. sora (a) általános hajón teljesítendő feladatokat, funkciókat, eseményeket és állapotokat ismerteti, és (b) azokat a megfelelő fizikai képességeket, amelyeket szükségesnek lehet tekinteni, egy tengerész, a személyzet más tagjai és a hajó biztonsága szempontjából, és (c) az egészségi alkalmasságot értékelő egészségügyi szakszemélyzet által alkalmazandó magas szintű követelmények; figyelembe véve a tengerészek különböző feladatait, és a hajón betöltendő beosztásokkal kapcsolatos munka természetét.
- 2 A fenti táblázat 3. sora leírja (a) a szokásos feladatokat, funkciókat, eseményeket és állapotokat a hajón, (b) azokat a megfelelő fizikai képességeket, amelyeket szükségesnek lehet tekinteni, egy tengerész, a személyzet más tagjai és a hajó biztonsága szempontjából, és (c) az egészségi alkalmasságot értékelő egészségügyi szakszemélyzet által alkalmazandó magas szintű követelmények; figyelembe véve a tengerészek különböző feladatait, és a hajón betöltendő beosztásokkal kapcsolatos munka természetét.
- 3 Ennek a táblázatnak nem célja, hogy foglalkozzon az összes lehetséges feltétellel a hajón, vagy a potenciálisan kizárást jelentő egészségi állapotokkal. A részes Felek határozzák meg a tengerészek kategóriájára vonatkozó fizikai képességeket (mint például „Fedélzeti tiszt” és „Beosztott gépész”). Megfelelően figyelembe kell venni az egyénes speciális követelményeit, és azokat, akik specializált vagy korlátozott feladatokkal rendelkeznek.
- 4 Kétség esetén az egészségügyi szakszemélyzet határozza meg mennyiségi szempontból bármely releváns fogyatékoság mértékét vagy súlyosságát objektív vizsgálatok segítségével, mindenütt, ahol megfelelő vizsgálatok állnak rendelkezésre, vagy pedig küldje a jelöltet további értékelésre.
- 5 A „segítség” kifejezés más személy igénybevételét jelenti a feladat elvégzéséhez
- 6 A „vészhelyzeti feladatok” kifejezés vonatkozik az összes szabványos vészhelyzeti reagáló helyzetre, mint például hajóelhagyás vagy tűzoltás, valamint az egyes tengerészek által követendő eljárások, személyes túlélésük biztosítása érdekében.

B-I/10. szakasz*Útmutató a bizonyítványok elismeréséhez*

1 Az STCW Egyezmény alapján lefolytatott képzés, amely nem vezet egy képesítési bizonyítvány kiadásához, és amelyről a Tengeri Biztonsági Bizottság a részes Fél által nyújtott információ alapján megállapítja, hogy az Egyezményt teljes körűen érvényre juttatja az I/7. szabály 2. pontja szerint, az Egyezmény más részes Felei elfogadhatják úgy, mintha saját vonatkozó képzési követelményeik teljesülnének.

2 A megkeresett Igazgatások dokumentált bizonyítékot adjanak ki az I/10. szabály 5. pontja szerint, hogy a kikötői állam ellenőrző hatóságai ugyanazt elfogadassák egy másik részes Fél által kibocsátott bizonyítvány érvényesítése helyett a kiadás napjától számított 3 hónapig, az alább felsorolt információ megadásával:

- .1 a tengerész neve
- .2 születés időpontja
- .3 az eredeti képesítési bizonyítvány száma
- .4 beosztás
- .5 korlátozások
- .6 az Igazgatás elérhetőségi adatai
- .7 a kiadás és lejárati időpontjai

3 Az ilyen dokumentált bizonyíték elektronikus eszközök útján is rendelkezésre bocsátható.

B-I/11. szakasz*Útmutató a bizonyítványok érvényességének meghosszabbításához*

1 Az I/11. szabály által megkövetelt tanfolyamok tartalmazzák a tengerészeti jogszabályalkotás, a technológia és vonatkozó ajánlások változásait, amelyek a tengeri életbiztonsággal és a tengeri környezet védelmével foglalkoznak.

2 A vizsga lehet írásbeli vagy szóbeli vizsga, használható szimulátor vagy más megfelelő eszköz.

3 Az A-I/11. szakasz 1. pontjában megállapított jóváhagyott tengeri szolgálatot egy megfelelően alacsonyabb tiszti rangban lehet letölteni a bizonyítványban megjelölthöz viszonyítva.

4 Amennyiben az I/11. szabály 1. pontjában hivatkozott bizonyítvány érvényességének meghosszabbítására a kérelmet a bizonyítvány lejárata előtti hat hónapon belül nyújtják be, a bizonyítvány érvényessége meghosszabbítható a bizonyítvány érvényességi időpontjának, vagy meghosszabbított érvényességi időpontjának ötödik évfordulójáig.

B-I/12. szakasz*Útmutató a szimulátorok használatához*

1 Amikor képzéshez, vagy alkalmasság értékeléséhez szimulátorokat használnak, az alábbi útmutatókat kell figyelembe venni minden ilyen képzés vagy értékelés lefolytatásához.

KÉPZÉS ÉS ÉRTÉKELÉS RADAR ÉSZLELÉSBEN ÉS PLOTTOLÁSBAN

2 A képzés és értékelés a radarészlelésben és plottolásban:

- .1 foglalja magába a radar szimulációs berendezés alkalmazását; és
- .2 az alábbi 3-7. szakaszokban megadottaknál nem engedékenyebb szabványelírásoknak feleljen meg.

3 A radarészlelés bemutatását és gyakorlását, mindenütt ahol lehetséges, élő tengerészeti radarberendezésen kell lefolytatni, ideértve a szimulátorok használatát. A plottolási gyakorlatokat lehetőleg valós időben kell lefolytatni, annak érdekében, hogy növeljék a jelöltekben a radaradatok helytelen használatából adódó kockázatok tudatosságát, és javítsák plottolási technikáikat, a radarplottolás olyan színvonaláig, amely szükséges az összeütközés elkerülését célzó műveletezés biztonságos végrehajtásához tényleges hajózási feltételek között.

*Általános rész***A teljesítményt és a pontosságot befolyásoló tényezők**

4 A radar működési elveinek alapfokú megértését kell elérni, együtt az alábbiak teljes gyakorlati ismeretével:

- .1 távolság és iránymérés, a radarkészülék jellemzői, amelyek meghatározzák a radarkép minőségét, radarantennák, polárdiagramok, a fősugáron kívül mellékirányokba sugárzott teljesítmény hatásai, a radarrendszer nem technikai leírása, ideértve a különböző radarkészülék típusoknál felmerülő jellemzők eltéréseit, teljesítmény monitorok és berendezés tényezők, amelyek befolyásolják a maximális és minimális észlelési távolságokat, és az információ pontosságát;
- .2 a Szervezet által elfogadott aktuális tengerészeti radarteljesítmény specifikáció;
- .3 a radarantenna elhelyezésének hatásai, árnyékszektorok és a csökkent érzékenység ívei, hamis visszhangok, az antennamagasság észlelési távolságokra gyakorolt hatásai, a radaregység elhelyezés és a pótberendezések mágneses tájolók közelében való elhelyezésének hatásai, ideértve a mágneses biztonsági távolságokat; és
- .4 sugárzási kockázatok és biztonsági óvintézkedések antennák és nyitott hullámvezetők közelében.

Téves információ ábrázolása, ideértve a hamis visszhangokat és a tengeri visszajelzéseket

5 A célpontészlelés korlátainak ismerete alapvető, hogy a megfigyelő értékelhesse a célpont észlelés elmulasztásának veszélyeit. A következő tényezőket kell alkalmazni:

- .1 a berendezés teljesítménynormája;
- 36 fényerő, erősítés és videoprocesszor vezérlőszervek beállítása;
- .3 radar horizont;
- .4 céltárgyak mérete, alakja, nézete és összetétele;
- .5 a hajó tengeri úton történő mozgásának hatásai;
- .6 terjedési feltételek;
- .7 meteorológiai feltételek; a tenger által okozott zaj, és az eső által okozott zaj;
- .8 zajsűrő vezérlőszerv beállítások;
- .9 árnyékszektorok; és
- .10 radarok közötti interferencia

6 Meg kell ismerni azokat a tényezőket, amelyek hibás értékeléshez vezethetnek, ideértve a hamis visszhangokat, a közeli oszlopok és nagy tornyok hatásait, folyók, és mellékágak fölött átfeszített távvezetékek hatásait, a második és későbbi pásztázáskor előforduló visszhangokat távoli célpontokról.

7 Meg kell ismerni az értékelési segédeszközöket, ideértve a sarokreflektorokat és radar irányjeladókat; szárazföldi tereptárgyak észlelését és felismerését; domborzati jellemzők hatásait; az impulzushossz és pászmaszélesség hatásait; a radar által érzékelhető és nem érzékelhető célpontokat; és azokat a tényezőket, amelyek a célpontokról visszaverődő visszhang erősségét befolyásolják.

Gyakorlat

Bemutatók összeállítása és megtartása

8 Ismereteket kell szerezni a következőkről:

- .1 különböző radarkijelzési üzemmód típusok; stabilizálatlan hajóorr-fenn relatív mozgás;
hajóorr-fenn, menetirány-fenn és észak-fenn stabilizált mozgás és valódi mozgás;

- .2 a hibák hatása a megjelenített információk pontosságára; az adótájéoló hibáinak hatása a stabilizált és valódi mozgást bemutató kijelzőkre; a naplózó hibák adásának hatásai a valódi mozgás kijelzésére, és a pontatlan kézi sebességbeállítás hatásai egy valódi mozgáskijelzőn;
- .3 módszerek a pontatlan sebességbeállítások észlelésére a valódi mozgásvezérlő szerveken; a gyenge visszhangok megjelenítésének képességét korlátozó vevőzaj hatásai; és a vevőzaj telítési hatásai; a kezelőszervek beállítása; az optimális beállítási pontokat jelző szempontok; a megfelelő beszabályozási sorrend fontossága, és a rosszul beállított vezérlőszervek hatásai; a rosszul beállítások észlelése és az alábbiak korrekciója:
 - .3.1 az észlelési távolságot befolyásoló vezérlőszervek; és
 - .3.2 a pontosságot befolyásoló vezérlőszervek;
- .4 a helytelenül beállított vezérlőszervekkel rendelkező radarberendezés használatának kockázatai; és
- .5 a gyakori rendszeres teljesítményellenőrzés szükségessége, és a teljesítmény indikátor és a radarberendezés távolsági teljesítménye közötti viszony.

Távolság és irány

- 9 Ismereteket kell szerezni az alábbiakról:
 - .1 távolságmérés módszerei; fix távolság markerek és változó távolság markerek;
 - .2 az egyes módszerek pontossága, és a különböző módszerek viszonylagos pontossága;
 - .3 a távolsági adatok megjelenítésének módjai; távolságok meghatározott szakaszonként, digitális számláló és beosztásos skála;
 - .4 iránymérési módszerek; forgó futópont átlátszó tárcsán a kijelző fölött; elektronikus iránykurzor és más módszerek;
 - .5 az irány pontossága és a parallaxis, az iránymarker elmozdulása, a középpont téves beállítása által okozott pontatlanságok;
 - .6 hogyan jelennek meg az irányadatok; beosztásos skála, és digitális pontatlanságok; és
 - .7 a távolság és irány pontosság rendszeres ellenőrzésének szükségessége, módszerek a pontatlanságok ellenőrzésére és a pontatlanságok javítására vagy figyelembe vételére.

Plottolási technikák és relatív mozgási koncepciók

10 Gyakorolni kell a kézi plottolási technikákat, ideértve a reflexiós plottolórendszerek alkalmazását, a saját hajó és más hajók közötti viszonylagos mozgás alapos megértésének céljával, ideértve az összeütközés elkerülését célzó műveletezés hatásait. Ennek az oktatásnak a kezdeti szakaszaiban egyszerű plottolási gyakorlatokat kell kidolgozni, hogy megalapozzák a plottolási geometria és a viszonylagos mozgás elveinek megértését. A képzési tanfolyam során a gyakorlatok összetettségi mértékét növelni kell, amíg a jelölt el nem sajátítja a tárgy minden elemét. A hozzáértés a legjobban úgy erősíthető, hogy a jelöltet szimulátoron, vagy más hatékony eszközök segítségével azonos idejű gyakorlatokba vonják be.

A kritikus visszhangok azonosítása

11 Alaposan meg kell érteni a következőket:

- .1 helyzet megállapítása radarral szárazföldi tereptárgyak és tengeri jelzések segítségével;
- .2 helyzet megállapításának pontossága távolsági és irányadatok segítségével;
- .3 a radar pontossága kereszt-ellenőrzésének fontossága más navigációs segédeszközökhöz viszonyítva;
- .4 távolságok és irányok gyakori rendszeres időszakonként történő rögzítésének értéke radar használatával az összeütközés elkerülésének elősegítésére.

Más hajók iránya és sebessége

12 Alaposan meg kell érteni a következőket:

- .1 különböző módszerek, amelyek segítségével más hajók iránya és sebessége megállapítható a rögzített távolságokból és irányokból, ideértve a következőket:
 - .1.1 a stabilizálatlan viszonylagos plott;
 - .1.2 a stabilizált viszonylagos plott; és
 - .1.3 a valódi plott; és
- .2 a vizuális és radarészlelések közötti kapcsolat, ideértve más hajók sebességének és irányának becsült adatainak részletességét és pontosságát, más hajók mozgásában beálló változások észlelését.

A legközelebbi keresztezési megközelítés, hajókkal való találkozás vagy előzés ideje és távolsága

- 13 Alaposan meg kell érteni a következőket
- .1 a rögzített adatok használata a következők megállapítására;
 - .1.1 a legközelebbi megközelítés távolságának és irányának mérése;
 - .1.2 a legközelebbi megközelítés ideje; és
 - .2 a gyakori, rendszeres megfigyelések fontossága.

Más hajók irányában és sebességében beállott változások észlelése

- 14 Alaposan meg kell érteni a következőket:
- .1 más hajók útirány és/vagy sebességváltozásainak hatása a kijelzőn ábrázolt útvonalakra;
 - .2 az útirány vagy sebességváltozás és az adott változás észlelése közötti késedelem; és
 - .3 a kis változások veszélyei, szemben a jelentős útirány vagy sebességváltozásokkal az észlelés mértékéhez és pontosságához viszonyítva.

A saját hajó útirányának vagy sebességének, vagy mindkettőnek változása által okozott hatások

15 A saját hajó mozgása relatív mozgáskijelzőre gyakorolt hatásainak, valamint más hajók mozgásai hatásainak és egy relatív kijelző tájolás stabilizálása előnyeinek alapos megértése.

- 16 A valódi mozgáskijelzők tekintetében alaposan meg kell érteni a következőket:
- .1 az alábbi tényezők pontatlanságainak hatásai:
 - .1.1 sebesség és menetirány beállítások; és
 - .1.2 egy stabilizált relatív mozgáskijelző vezérlését biztosító tájoló stabilizációs adatok;
 - .2 a saját hajó menetirányában, vagy sebességében, vagy mindkettőben bekövetkezett változások által a kijelzőn látható más hajók útvonalára gyakorolt hatások.
 - .3 a sebesség és az észlelések gyakorisága közötti viszony.

A tengeren való összeütközések megelőzéséről szóló, 1972. évi nemzetközi szabályok alkalmazása

17 A Tengeren való összeütközések megelőzéséről szóló módosított 1972. évi nemzetközi szabályok és a radarhasználatának viszonyának alapos megértését kell elérni, ideértve:

- .1 cselekvés az ütközés elkerülése, a nem elégséges információ alapján hozott feltételezések kockázatai, és a menetirány vagy sebesség kismértékű megváltoztatásának kockázatai;
- 2 a biztonságos sebesség előnyei radar használatkor összeütközések elkerülésére;
- .3 a sebesség viszonya a legszorosabb megközelítési távolsághoz és időhöz, valamint a különböző hajótípusok manőverezési jellemzőihez;
- .4 a radarészlelési jelentések és a radarjelentési eljárások pontos meghatározásának fontossága;
- .5 a radar használata jó időjárás esetén, képességeinek és korlátainak felmérése, a radar és vizuális megfigyelések összehasonlítása és az információ viszonylagos pontosságának értékelése;
- .6 a radar korai használatának szükségessége jó időjárás esetén éjszaka, és amikor jelzések vannak, hogy a láthatóság romolhat;
- .7 a radaron látható képek összehasonlítása a térképen szereplő tereptárgyakkal; és
- .8 a távolságskálák közötti különbségek hatásainak összehasonlítása.

KÉPZÉS ÉS ÉRTÉKELES AZ AUTOMATIKUS RADARPLOTTOLÁSI SEGÉDESZKÖZÖK MŰVELETI ALKALMAZÁSÁBAN (ARPA)

18 A képzés és értékelés az automatikus radarplottolási segédeszközök műveleti alkalmazásában (ARPA):

- .1 követelje meg a radarészlelési és plottolási képzés teljesítését, vagy kombinálja azt a képzést az alábbi 19-35. pontokban megadott képzéssel,
- .2 foglalja magába az ARPA szimulációs berendezés használatát; és
- .3 Feleljen meg az alábbi 19-35. pontokban megadottaknál nem engedékenyebb szabványoknak.

19 Amikor az ARPA képzést az 1978. évi STCW Egyezmény alapján az általános képzés részeként nyújtják, a parancsnokok, az elsőtisztek, és a navigációs őrszolgálatát felelős tisztek értsék meg az ARPA által nyújtott információ alapján végzett döntéshozásban

szerepet játszó tényezőket más navigációs adatszolgáltatásokkal együtt, hasonlóan értékelve a korszerű elektronikus navigációs rendszerek üzemelési szempontjait és rendszerhibáit, ideértve az ECDIS rendszert is. Természetét tekintve ez a képzés fokozatos felépítésű legyen, összhangban a jelölt felelősségi köreivel és a részes felek által az 1978. évi SRCW Egyezmény alapján kiadott bizonyítványokkal.

Elmélet és bemutató

Az ARPA-ra való túlzott támaszkodás lehetséges kockázatai

- 20 Annak belátása, hogy az ARPA csak egy navigációs segédeszköz, és:
- .1 hogy korláti, ideértve szenzorainak korlátait is, veszélyessé teszik az ARPA-ra való túlzott támaszkodást, különösen a figyelőszolgálat tartása tekintetében; és
 - .2 mindkor szükséges a navigációs őrszolgálat tartásakor betartandó Elvek, és a navigációs őrszolgálat tartására vonatkozó Útmutató betartása.

A fő ARPA rendszer típusok és kijelzési jellemzőik

21 Az alkalmazásban levő ARPA rendszerek fő típusainak ismerete; különböző kijelzési jellemzőik, és annak megértése, hogy mikor kell használni szárazföldi vagy tengeri stabilizálási üzemmódokat, és az Észak-felől, menetirány-felől vagy hajóorr-felől ábrázolásokat.

Az IMO teljesítményelőírásai az ARPA rendszerekre

22 Az IMO ARPA rendszerekre vonatkozó teljesítményelőírásainak ismerete, különösen a pontosságra vonatkozó szabványoké.

A rendszer teljesítményét és pontosságát befolyásoló tényezők

23 Az ARPA szenzor bemeneti teljesítmény paramétereinek ismerete – radar, tájoló és sebesség bemenő adatok, továbbá az érzékelők rendellenes működése által az ARPA adatok pontosságára gyakorolt hatások.

- 24 A következőkkel kapcsolatos ismeretek:
- .1 a radar távolság és irány megkülönböztetés és pontosság korlátai, valamint a tájoló és a sebesség bemenő adatok korlátai által az ARPA adatok pontosságára gyakorolt hatások; és
 - .2 a vektor pontosságot befolyásoló tényezők.

Követési képességek és korlátok

- 25 A következőkkel kapcsolatos ismeretek:
- .1 a célpontok automatikus befogással történő kiválasztásának szempontjai;

- .2 a célpontok kézi befogásra való helyes kiválasztásához vezető tényezők;
- .3 az „elveszett” célpontok és a célpont elhalványulásának a követésre gyakorolt hatásai; és
- .4 a „célpontcsere” kiváltó körülményei, és azok hatása a megjelenített adatokra;

Feldolgozási késedelmek

26 A feldolgozott ARPA információ megjelenítésében eredendően jelentkező késedelmek ismerete, különösen befogáskor és ismételt befogáskor, vagy amikor egy követett célpont műveletezik.

Kezelési figyelmeztetések, azok haszna és korlátai

27 Az ARPA műveleti figyelmeztetéseinek alkalmazása, előnyei és korlátainak megértése, ezek helyes beállítása, értelemszerűen, a zavaró interferencia kizárására.

Rendszerműködési próbák

28 A következőkkel kapcsolatos ismeretek:

- .1 az ARPA rendszerek rendellenes működésének vizsgálati módszerei, ideértve a funkcionális öntesztet; és
- .2 óvintézkedések meghozatala egy rendellenes működést követően.

Célpontok kézi és automatikus befogása, és ezek egyedi korlátai

29 A két befogási típus korlátainak ismerete, több célpontos forgatókönyvek esetén, és az elhomályosodó célpont befogására és célpontcsereére gyakorolt hatások.

Valódi és relatív vektorok és célpont információ, valamint veszélyzónák tipikus grafikus megjelenítése

30 A valódi és relatív vektorok alapos ismerete: a célpontok valódi menetirányainak és sebességeinek levezetése, ideértve a következőket:

- .1 a fenyegetés értékelési, az előrejelzett legszorosabb megközelítési pont és a legszorosabb megközelítési pontig az előrejelzett idő levezetése a vektorok előremutató extrapolációjából, a veszélykörzetek grafikus ábrázolásának alkalmazása;
- .2 a saját hajó és/vagy a célpontok menetirány és/vagy sebességváltozásainak az előrejelzett legszorosabb megközelítési pontra, és a legszorosabb megközelítési pontig tartó előrejelzett időre és a veszélykörzetekre gyakorolt hatások;

- .3 helytelen vektorok és veszélykörzetek hatásai; és
- .4 a valódi és relatív vektorok közötti átkapcsolás előnyei.

Információ a követett célpontok korábbi pozícióiról

31 A követett célpontok múltbeli pozíciói deriválásának ismerete, a korábbi adatok felismerése a célpontok újabb keletű manőverezésének kijelzésére és az ARPA célpontkövetés érvényessége ellenőrzési módszereként.

Gyakorlat

Bemutatók összeállítása és megtartása

- 32 Képesség a következők bemutatására:
- .1 a helyes kiinduló eljárás az ARPA információ optimális kijelzésére;
 - .2 a kijelző ábrázolás kiválasztása; stabilizált relatív mozgású kijelzések, és valódi mozgású kijelzések;
 - .3 az összes állítható radarkijelző vezérlőszervek helyes beállításának az adatok optimális megjelenítésére;
 - .4 az ARPA szükséges sebességbemenetének kiválasztása, értelemszerűen
 - .5 az ARPA plottolási vezérlőszerveinek kiválasztása, kézi/automatikus célbefogás, az adatok vektoros/grafikus kijelzése;
 - .6 a vektorok/grafikák időskálájának megválasztása;
 - .7 kizárt területek alkalmazása, amikor az ARPA automatikus célbefogást végez; és
 - .8 a radar, a tájoló, a sebesség adatérzékelők és az ARPA teljesítmény ellenőrzései.

Rendszerműködési próbák

33 Képesség a rendszerellenőrzések végrehajtására és az ARPA adatpontosságának meghatározására, ideértve a próbaműveletelési lehetőséget az alap radarképhez viszonyítva.

Információ az ARPA kijelzőről

- 34 Képesség bemutatása információ megszerzésére a kijelző relatív és valódi mozgási üzemmódjában egyaránt, ideértve a következőket
- .1 a kritikus visszhangok azonosítása;
 - .2 a célpont relatív mozgásának sebessége és relatív iránya;

- .3 a célpont legszorosabb megközelítési pontjáig tartó idő és előrejelzett távolság;
- .4 a célpontok menetirányai és sebességei;
- .5 a célpontok menetirány és sebességváltozásainak észlelése és az ilyen információ korlátai;
- .6 a saját hajó menetirányában vagy sebességében, illetve mindkettőben beálló változások hatása; és
- .7 a próbamanőver szolgáltatás működése.

A tengeren való összeütközések megelőzéséről szóló, 1972. évi nemzetközi szabályok alkalmazása

35 A potenciális ütközési helyzetek elemzése a kijelzett információból, az intézkedés elhatározása és végrehajtása a veszélyes megközelítési helyzetek elkerülésére a tengeren történő összeütközések megelőzéséről szóló 1972. évi módosított hatályos nemzetközi szabályok szerint.

KÉPZÉS ÉS ÉRTÉKELÉS AZ ELEKTRONIKUS TÉRKÉPKIJELZŐ ÉS INFORMÁCIÓS RENDSZEREK (ECDIS) MŰVELETI HASZNÁLATÁBAN

Bevezetés

36 Amikor szimulátorokat alkalmaznak képzésre vagy értékelésre, az Elektronikus Térképkijelző és Információs Rendszerek (ECDIS) műveleti használatában, a következő közbenső útmutatót kell figyelembe venni minden ilyen képzés vagy értékelés során.

37 Az ECDIS műveleti alkalmazásában a képzés és értékelés:

- .1 foglalja magába az ECDIS szimulációs berendezés használatát; és
- .2 feleljen meg az alábbi 38-65. pontokban előírtakhoz képest nem gyengébb szabványoknak.

38 azon túlmenően, hogy a módosított STCW Szabályzat A-I/12. szakaszában megállapított összes vonatkozó teljesítmény követelményt teljesíti, az ECDIS szimulációs berendezés legyen képes a navigációs berendezések és a híd műveleti vezérlőszervei szimulálására, teljesítve a Szervezet által elfogadott összes vonatkozó teljesítménykövetelményt, tartalmazza az eszközöket a mélységmérések előállításához, és

- .1 valósidejű műveleti környezetet hoz létre, ideértve a végrehajtandó navigációs és őrszolgálati feladatokhoz és az értékelendő műveletezési jártasságok szempontjából alkalmas navigációs vezérlő és kommunikációs eszközöket és berendezéseket; és

- .2 reálisan szimulálja a „saját hajó” jellemzőket nyíltvízi feltételek mellett, valamint az időjárás, ár-ápany áramlás, és áramlatok hatásait.

39 Az ECDIS bemutatókat és gyakorlatokat értelemszerűen szimulátorok használatával kell elvégezni. A kiképzési gyakorlatokat lehetőleg azonos időben kell lefolytatni annak érdekében, hogy növeljék a jelöltek szempontjából az ECDIS helytelen használatából adódó kockázatok megismerését. A gyorsított időskála csak bemutatók céljára használható.

Általános ismertető

Egy ECDIS képzési program céljai

- 40 Az ECDIS képzésben résztvevő legyen képes:
 - .1 üzemeltetni az ECDIS berendezést, használni az ECDIS navigációs funkcióit, kiválasztani és értékelni az összes vonatkozó információt, és megfelelően cselekedni rendellenes működés esetén;
 - .2 közölni a kijelzett adatok potenciális hibáit, és a szokásos értékelési hibákat; és
 - .3 megmagyarázni, hogy miért nem szabad az ECDIS-re támaszkodni, mint az egyedüli megbízható navigációs segédeszközre.

Elmélet és bemutató

41 Mivel az ECDIS biztonságos alkalmazása megköveteli az ECDIS adatokat és ábrázolási szabályait szabályozó alapelvek, valamint a megjelenített adatok potenciális hibáinak, az ECDIS-szel kapcsolatos korlátok és potenciális veszélyek megértését és ismeretét, az elméleti magyarázatra több előadást kell tartani. Amennyire lehetséges, az ilyen előadásokat ismert összefüggésekben kell tartani gyakorlati példák felhasználásával. Ezeket a szimulátorgyakorlatok során meg kell erősíteni.

42 Az ECDIS berendezés biztonságos működtetéséhez és az ECDIS-szel kapcsolatos információ felhasználásához (az ECDIS navigációs funkcióinak használata, az összes releváns információ kiválasztása és értékelése, az ECDIS ember-gép felület megismerése), az ECDIS szimulátorokon folytatott gyakorlások és képzés alkossa a tanfolyam fő tartalmi elemeit.

43 A képzési célkitűzések meghatározásához meg kell határozni a tevékenységek struktúráját. A tanulási célkitűzések részletes specifikációját kell kidolgozni e struktúra minden egyes témájához.

Szimulátor gyakorlatok

44 A gyakorlatokat egyedi ECDIS szimulátorokon vagy a teljes küldetésre képes navigációs szimulátorok alkalmazásával kell végrehajtani az ECDIS-szel együtt, hogy a jelöltek elsajátíthassák a szükséges gyakorlati képességeket. Az azonos idejű navigációs gyakorlatokhoz ajánlatos, hogy a navigációs szimulátorok az összetett navigációs helyzetet lefedjék. A gyakorlatok biztosítsák a képzést a különböző skálák, navigációs üzemmódok és

a rendelkezésre álló kijelzési módok használatában úgy, hogy a jelöltek képesek legyenek a berendezés használatát a konkrét aktuális helyzethez igazítani.

45 A gyakorlatok és forgatókönyvek megválasztását a rendelkezésre álló szimulátor létesítmények szabják meg. Amennyiben egy vagy több ECDIS munkaállomás és egy teljes küldetést lefedő szimulátor áll rendelkezésre, a munkaállomásokat főként az alapgyakorlatok végrehajtására lehet használni, az ECDIS létesítmények alkalmazásában, valamint útvonaltervezési gyakorlatokhoz, míg a teljes küldetést kezelő szimulátorokat döntően az azonos idejű útvonallelőrzési funkciókkal kapcsolatos gyakorlatokhoz lehet alkalmazni, a lehető legrealisztikusabb módon, összekapcsolva egy navigációs őrszolgálat teljes munkaterhelésével.

A gyakorlatok összetettségének foka a képzési program mentén folyamatosan növekedjen, amíg a jelölt el nem sajátítja a tantárgy minden vonatkozását.

46 A gyakorlatok a legnagyobb mértékig biztosítsák a valóság érzékelését. Ennek eléréséhez a forgatókönyveket egy elképzelt tengeri környezetben kell elhelyezni. A különböző tengeri területeken előforduló szituációkat, funkciókat és cselekvéseket a különböző tancélokhoz, egyetlen gyakorlatba lehet integrálni, és valós időben megtapasztalni.

47 A szimulátoros gyakorlatok fő célkitűzése annak biztosítása, hogy a jelöltek megértsék felelősségeiket az ECDIS műveleti alkalmazásában az összes biztonsággal összefüggő szempontból, és mélyen megismerkedjenek az alkalmazott rendszerrel és berendezéssel.

Az ECDIS rendszerek fő típusai és kijelzési jellemzőik

48 A jelölt ismerje meg az alkalmazott ECDIS rendszerek fő típusait; ezek különböző kijelzési jellemzőit; adatstruktúráját és értse meg a következőket:

- .1 a vektor és négyzetháló típusú térképek közötti különbségek;
- .2 az ECDIS és az ECS közötti különbségek;
- .3 az ECDIS és az RCDS közötti különbségek;
- .4 az ECDIS jellemzői és azok különböző megoldásai; és
- .5 a különleges célú rendszerek jellemzői (szokatlan helyzetek/vészhelyzetek)

Az ECDIS-re való túlzott támaszkodás kockázatai

49 Az ECDIS műveleti használatában a képzés foglalkozzon a következőkkel:

- .1 az ECDIS korlátai navigációs eszközként;
- .2 a rendszer rendellenes működésének potenciális kockázata;
- .3 a rendszer, illetve érzékelőinek korlátai;

- .4 a vízrajzi adatok pontatlansága; a vektor és négyzetháló típusú térképek korlátai (ECDIS kontra RCDS és ENC kontra RNC); és
- .5 az emberi tévedés potenciális kockázata.

Hangsúlyozni kell a megfelelő figyelőszolgálat tartásának szükségességét, az időszakos ellenőrzést, különösen a hajó helyzetének ellenőrzését az ECDIS-től független módszerekkel.

Az információ téves bemutatásának észlelése

50 A berendezés korlátainak ismerete és az információ téves bemutatásának észlelése alapvető az ECDIS biztonságos használatához. A következő tényezőket kell hangsúlyozni a képzés alatt:

- .1 a berendezés teljesítménynormái;
- .2 radaradatok megjelenítése egy elektronikus térképen, a radarkép és az elektronikus térkép közötti eltérés kiküszöbölése;
- .3 lehetséges vetítési eltérések az elektronikus és a papíralapú térképek között;
- .4 esetleges léptékelterések (a lépték felül- és alulértékelése) egy elektronikus térkép és eredeti léptékének megjelenítésekor;
- .5 a különböző helyzetmeghatározási referenciarendszerek alkalmazásának hatásai;
- .6 a különböző vízszintes és függőleges alapvonalak használatának hatásai;
- .7 a hajó mozgásának hatásai egy tengeri úton;
- .8 az ECDIS korlátai rácshálós térképkijelzési üzemmódban;
- .9 potenciális hibák az alábbiak kijelzésében;
 - .9.1 a saját hajó helyzete;
 - .9.2 radar adatok, valamint ARPA és AIS információ;
 - .9.3 eltérő geodéziai koordinátarendszerek; és
- .10 a kézi vagy automata adathelyesbítés eredményeinek ellenőrzése;
 - .10.1 a térképadatok, illetve radarkép összehasonlítása; és
 - .10.2 a saját hajó helyzetének ellenőrzése más, független helyzetmeghatározó rendszerek alkalmazásával.

51 Az adatok hamis kiértékelését és a kiértékelési hibák elkerülésére szolgáló megfelelő eljárást kell elmagyarázni. Hangsúlyozni kell az alábbiak következményeit:

- .1 a kijelzett kép nagyobb méretarányának figyelmen kívül hagyása;
- .2 a saját hajó helyzetének kritika nélküli elfogadása;
- .3 a kijelzési mód összekeverése;
- .4 a térkép méretarányának összekeverése;
- .5 a referenciarendszerek összekeverése;
- .6 a különböző ábrázolási módok;
- .7 a vektorstabilizálás különböző módjai;
- .8 a valódi Észak és a pörgettyűs tájoló szerinti Észak (radar) közötti különbségek;
- .9 az azonos adatreferencia-rendszer használata;
- .10 a megfelelő térkép méretarány alkalmazása;
- .11 a legalkalmasabb érzékelő alkalmazása az adott helyzet és körülmények szerint;
- .12 a biztonságos adatok helyes értékeinek bevitele:
 - .12.1 a saját hajó biztonsági kontúrja,
 - .12.2 biztonságos mélység (biztonságos víz); és
 - .12.3 események; és
- .13 az összes rendelkezésre álló adat megfelelő alkalmazása.

52 Annak belátása, hogy az RCDS kizárólag egy navigációs segédeszköz, és az RCDS üzemmódban folytatott működés során az ECDIS berendezést a legfrissebb papíralapú térképek készletével együtt kell használni:

- .1 az RCDS üzemmódban folytatott működés különbségeinek értékelése az SN.1/Circ.207/Rev.1 „Különbségek az RCDS és az ECDIS között” című körlevélben leírtak szerint; és
- .2 az ECDIS rendszert, bármely üzemmódban, a naprakész térképek megfelelő készletével együtt kell használni az oktatásban.

A rendszer teljesítményét és pontosságát befolyásoló tényezők

53 El kell érni az ECDIS elveinek alapfokú megértését a következők teljes gyakorlati ismeretanyagának elsajátításával:

- .1 az ECDIS bekapcsolása és beállítása; az adatérzékelők csatlakoztatása: műholdas és rádió navigációs rendszer vevőkészülékek, radar, pörgettyűs tájoló, sebességmérő, mélységmérő; ezeknek az érzékelő készülékeknek pontossága és határai, ideértve a mérési hibák és a hajó helyzet pontosságának, műveletezésnek, a menetirányjelző teljesítményének pontosságára gyakorolt hatásait, a tájolóhiba menetirányjelzés pontosságára gyakorolt hatása, a sekély víz hatása a sebességmérő pontossági teljesítményére, sebességmérő korrekciója által a sebességszámítás pontosságára gyakorolt hatás, a zavar (tengerállapot) hatása egy mélységmérő pontossági teljesítményére; és
- .2 az aktuális teljesítményszabványok a szervezet által elfogadott elektronikus térképkijelző és információs rendszerekhez.

Gyakorlat

A kijelző beállítása és karbantartása

54 Ismereteket és jártasságot kell elérni a következőkben:

- .1 a helyes bekapcsolási eljárás az ECDIS információ optimális kijelzésének biztosítására;
- .2 a kijelző ábrázolásának kiválasztása (szabványos kijelző, adatkijelző, minden egyéb információ egyedi megjelenítése, kívánságra);
- .3 az összes változó radar /ARPA kijelző vezérlőszervek helyes beállítása az optimális adatkijelzéshez;
- .4 az alkalmas konfiguráció kiválasztása;
- .5 az ECDIS szükséges bemenő sebesség jelének kiválasztása, alkalmas módon;
- .6 a vektorok időskálájának kiválasztása; és
- .7 a pozíció, radar/ARPA, tájoló, sebességbeviteli érzékelők és az ECDIS teljesítményellenőrzései.

Az elektronikus térképek műveleti használata

55 Ismereteket és jártasságokat kell szerezni a következőkben:

- .1 az ECDIS adatok kijelzésének fő jellemzői, és a megfelelő információ kiválasztása navigációs feladatokhoz;

- .2 a hajó biztonsága ellenőrzéséhez szükséges automatikus funkciók, mint például a helyzet, menetirány/pörgettyűs útirány, sebesség, biztonsági értékek és idő megjelenítése;
- .3 a kézi funkciók (a kurzorral, az elektronikus iránylatvonal, távolságyűrűk);
- .4 az elektronikus térkép tartalmának kiválasztása és módosítása;
- .5 léptékek alkalmazása (ideértve a túl alacsony és túl magas méretarányt);
- .6 zummolás;
- .7 a saját hajó biztonsági adatainak beállítása;
- .8 a nappali és éjszakai kijelzési mód alkalmazása;
- .9 az összes térkép szimbólum és rövidítés olvasása;
- .10 különféle kurzorok és elektronikus vonalzó használata navigációs adatok megállapításához;
- .11 különböző irányokban területek megtekintése, majd visszatérés a hajó helyzetéhez;
- .12 a szükséges terület megkeresése, földrajzi koordináták alkalmazásával,
- .13 a navigációs helyzetnek megfelelő nélkülözhetetlen adatrétegek megjelenítése;
- .14 megfelelő és egyértelmű adatok kiválasztása (helyzet, menetirány, sebesség stb.);
- .15 tengerészeti feljegyzések bevitele;
- .16 az Észak felől irányábrázolás és másfajta irányábrázolás bemutatása, és
- .17 a valódi és viszonylagos mozgási üzemmódok alkalmazása.

Útvonaltervezés

56 Ismereteket és jártasságokat kell szerezni a következőkben:

- .1 a hajó jellemzőinek betöltése az ECDIS rendszerbe;
- .2 az útvonaltervezéshez a tengeri terület kiválasztása:
 - .2.1 a tengeri úthoz szükséges vizek áttekintése, és
 - .2.2 a térkép méretarányának átváltása.

- .3 annak ellenőrzése, hogy megfelelő és frissített térképek állnak rendelkezésre;
- .4 útvonaltervezés egy kijelzőn ECDIS segítségével, a grafikus szerkesztőprogram felhasználásával, figyelembe véve a loxodróma és a főkör szerinti hajózást:
 - .4.1 az ECDIS adatbázis alkalmazása navigációs, hidrometeorológiai és egyéb adatok előállítására;
 - .4.2 a fordulási sugár és a kormány szélső helyzetek pontjainak/vonalainak figyelembe vétele a térkép méretarányában kifejezve;
 - .4.3 a veszélyes mélységek és területek megjelölése, valamint a határoló mélység körvonalak ábrázolása;
 - .4.4 áthaladási pontok bejelölése a keresztező mélységkontúrokkal és kritikus útvonalkeresztezési eltérések figyelembe vételével, valamint áthaladási pontok hozzáadásával, cseréjével és törlésével;
 - .4.5 a biztonságos sebesség figyelembe vétele;
 - .4.6 előre tervezett útvonal ellenőrzési hajózási biztonság érdekében; és
 - .4.7 riasztások és figyelmeztetések keltése;
- .5 útvonaltervezés táblázatos formájú számításokkal, ideértve a következőket:
 - .5.1 áthaladási pontok kiválasztása;
 - .5.2 az áthaladási pontok jegyzékének visszahívása;
 - .5.3 tervezési feljegyzések;
 - .5.4 egy tervezett útvonal korrekciója;
 - .5.5 egy előre tervezett útvonal ellenőrzése navigációs biztonság szempontjából;
 - .5.6 alternatív útvonaltervezés;
 - .5.7 tervezett útvonalak elmentése, útvonalak betöltése, letöltése, és törlése;
 - .5.8 grafikus másolat készítése a monitor képernyőről és egy útvonal kinyomtatása;
 - .5.9 a tervezett útvonal szerkesztése és módosítása;
 - .5.10 biztonsági értékek beállítása a hajó mérete és műveletképességi paraméterei szerint;

- .5.11 a visszaút tervezése; és
- .5.12 több útvonal összekapcsolása.

Az útvonal figyelemmel kísérése

57 Ismereteket és jártasságokat kell szerezni a következőkben:

- .1 független adatok alkalmazása a hajó helyzetének ellenőrzésére, vagy az ECDIS-en belül alternatív rendszerek alkalmazása;
- .2 az előretékintő funkció használata:
 - .2.1 térképek és méretarányuk megváltoztatása;
 - .2.2 navigációs térképek felülvizsgálata;
 - .2.3 vektoridő megválasztása;
 - .2.4 hajó helyzetének előrejelzése meghatározott időszakra;
 - .2.5 az előre tervezett útvonal megváltoztatása (útvonal módosítás);
 - .2.6 független adatok bevitele a szél hatására bekövetkező sodródás kiszámítására és az áramlatok figyelembe vételére;
 - .2.7 megfelelő reagálás a riasztásra;
 - .2.8 a geodéziai alapvonal eltérései miatt korrekciók bevitele;
 - .2.9 időmarkerek megjelenítése a hajó útvonala mentén;
 - .2.10 a hajó pozíciójának manuális bevitele; és
 - .2.11 koordináták, menetirány, iránylatok és távolságok mérése egy térképen.

A riasztás kezelése

58 Mindenfajta rendszer ismerete, és képesség azok kiértékelésére és megfelelő reagálásra, mint például navigációs érzékelők, indikátorok, adat és térképriasztások, és indikátor figyelmeztetések, ideértve a hang és vizuális riasztásjelzőrendszer átkapcsolását, az alábbi területeken:

- .1 az ECDIS adatbázisban a következő térkép hiánya;
- .2 egy biztonsági kontúr keresztezése;
- .3 az útvonalkeresztezési határok meghaladása;

- .4 eltérés a tervezett útvonaltól;
- .5 egy áthaladási pont megközelítése;
- .6 egy kritikus pont megközelítése;
- .7 az áthaladási pont számított és tényleges elérési ideje közötti eltérés;
- .8 a túl alacsony, illetve túl magas méretarányra vonatkozó információ;
- .9 egy elszigetelt hajózási veszélypont vagy veszélyterület megközelítése;
- .10 egy meghatározott területen való áthaladás;
- .11 eltérő geodéziai alapvonal kiválasztása;
- .12 más hajók megközelítése;
- .13 az őrszolgálat befejezése;
- .14 az időzítő bekapcsolása;
- .15 a rendszerteszt hibája;
- .16 az ECDIS rendszerben alkalmazott helyzetmeghatározó rendszer rendellenes működése;
- .17 a korábbi ismert helyzetből végzett helyzetmeghatározás hibája; és

Egy hajó helyzetének és mozgásparamétereinek kézi korrekciója

- 59 Ismereteket és jártasságokat kell szerezni az alábbiak kézi korrekciójában:
- .1 a hajó helyzetének megállapítása korábbi ismert pozíció alapján, amikor a műholdas és rádió navigációs rendszer vevőkészüléke ki van kapcsolva;
 - .2 a hajó helyzetének meghatározása, amikor az automatikusan megszerzett koordináták pontatlanok; és
 - .3 menetirány és sebesség értékek.

Bejegyzések a hajónaplóba

- 60 Ismereteket és jártasságokat kell szerezni a következőkben:
- .1 az út automatikus rögzítése;

- .2 a megtett út rekonstruálása, figyelembe véve a következőket:
 - .2.1 a rögzítésre használt adathordozók;
 - .2.2 a rögzítés időszakai;
 - .2.3 az alkalmazott adatbázis ellenőrzése;
- .3 az elektronikus hajónapló bejegyzéseinek megtekintése;
- .4 azonnali adatrögzítés az elektronikus hajónaplóban;
- .5 a hajóidő megváltoztatása;
- .6 további adatok bevitele;
- .7 az elektronikus hajónapló tartalmának kinyomtatása;
- .8 az automatikus rögzítési időszakok beállítása;
- .9 útatatok összetétele és jelentése; és
- .10 illesztés egy údatatrögzítő készülékhez (VDR).

Térkép frissítése

61 Ismereteket és jártasságokat kell szerezni a következőkben:

- .1 elektronikus térképek kézi frissítésének végrehajtása. Külön figyelmet kell fordítani a referencia-ellipszoid megfelelésre, és a mértékegységek megfelelésére a térképen, illetve a javítószövegben alkalmazva;
- .2 elektronikus térképek félautomata frissítésének végrehajtása az elektronikus térképformátumban elektronikus információhordozón megszerzett adatok felhasználásával; és
- .3 elektronikus térképek automatikus frissítésének végrehajtása az elektronikus adatkommunikációs vonalakon megszerzett frissítőfájlok felhasználásával.

Az olyan forgatókönyvekben, amelyeknél nem frissített adatokat használnak egy kritikus helyzet előállítására, a jelöltek végezzék el a térkép ad-hoc frissítését.

Az ECDIS rendszer műveleti alkalmazása radar/ARPA csatlakoztatásakor

62 Ismereteket és jártasságokat kell szerezni a következőkben:

- .1 az ARPA csatlakoztatása az ECDIS rendszerre;
- .2 a célpont sebességvektorainak kijelzése;

- .3 a célpont útvonalainak kijelzése;
- .4 a célpont útvonalainak archiválása;
- .5 a célpontok archiválásának megtekintése;
- .6 a radar és a térképen rögzített földrajzi jellemzők együttes ábrázolásának ellenőrzése illesztés szempontjából;
- .7 egy vagy több manőver szimulálása;
- .8 a saját hajó helyzetének helyesbitése az ARPA által rögzített referenciapont használatával; és
- .9 korrekciók az ARPA mutatója és elektronikus vonalzója használatával.

Lásd még a B-I/12. szakaszt, a szimulátorok használatára vonatkozó útmutatást (a radarral és az ARPA rendszerrel kapcsolatban), különösen a 17-19, valamint 36-38. pontokat.

Az ECDIS műveleti alkalmazása AIS csatlakoztatása esetén

- 63 Ismereteket és jártasságokat kell szerezni a következőkben:
- .1 illesztés az AIS rendszerrel;
 - .2 az AIS adatok értékelése;
 - .3 a célpont sebességvektorainak megjelenítése;
 - .4 a célpont útvonalainak megjelenítése; és
 - .5 a célpont útvonalainak archiválása.

Kezelési figyelmeztetések, azok haszna és korlátai

64 A jelöltek ismerjék meg az ECDIS üzemi figyelmeztetéseinek használatát, előnyeit és korlátait, azok helyes beállítását, értelemszerűen, a zavaró interferenciák kiszűrésére.

Rendszerműködési próbák

- 65 Ismereteket és jártasságokat kell szerezni a következőkben:
- .1 az ECDIS rendellenes működésének vizsgálati módszerei, ideértve a funkcionális öntesztet;
 - .2 óvintézkedések egy rendellenes működés után;
 - .3 megfelelő tartalékmegoldások (átvétel és navigálás a tartalékrendszer alkalmazásával).

Beszámolási gyakorlat

66 Az oktató elemezze az összes jelölt által teljesített összes gyakorlat eredményeit és nyomtassa ki azokat. A beszámoltatásra fordított idő a szimulátoros gyakorlatoknál felhasznált összidő 10-15%-át vegye igénybe.

AJÁNLOTT TELJESÍTMÉNYKÖVETELMÉNYEK A NEM-KÖTELEZŐ TÍPUSÚ SZIMULÁCIÓHOZ

67 Az alábbiakban közöljük a teljesítménykövetelményeket a képzéshez és/vagy alkalmasság értékeléséhez és jártasságok bemutatásához alkalmazott nem-kötelező szimulációs berendezésekhez. Az ilyen szimulációs formátumok a teljesség igénye nélkül az alábbi típusúak lehetnek:

- .1 navigáció és őrszolgálat;
- .2 a hajó kezelése és manőverezése;
- .3 rakománykezelés és elhelyezés;
- .4 jelentéstétel és rádióforgalmazás; és
- .5 főgép és segédberendezés üzemeltetése.

Navigáció és őrszolgálat szimulációja

68 A navigációs és őrszolgálati szimulációs berendezés, az A-I/12. szakaszban megállapított összes vonatkozó teljesítménykövetelmény kielégítésén túlmenően, legyen képes a navigációs berendezések és a hídra telepített műveleti vezérlőszervek szimulálására, amelyek teljesítik a szervezet által elfogadott összes vonatkozó teljesítményszabványt, magukba foglalják a létesítményeket a mélységmérésekhez, és:

- .1 valós idejű műveleti környezetet hoznak létre, ideértve a navigációs vezérlő- és kommunikációs eszközöket és berendezéseket, a végrehajtandó navigációs és őrszolgálati feladatok, valamint az értékelendő műveletezési jártasságok figyelembe vételével;
- .2 reális vizuális forgatókönyv előállítását nappal vagy éjszaka, beleértve a változó látási viszonyokat, vagy éjszaka kizárólag a parancsnoki hídról történő megfigyeléssel, minimális vízszintes látómezőt biztosítva a jelölt számára a navigációs és őrszolgálati feladatoknak és célkitűzéseknek megfelelő figyelési szektorokban;
- .3 a „saját hajó” dinamikájának realiztikus szimulálása nyíltvízi feltételek mellett, ideértve az időjárás, az ár-ápany áramlat, az áramlatok, és más hajókkal való kölcsönviszony hatásait; és
- .4 A VTS kommunikációs eljárások realiztikus szimulációja a hajó és a part között.

A hajó kormányképességének és műveletképességének szimulálása

69 A 37. szakaszban megállapított teljesítménykövetelmények teljesítésén túl a hajó kormányképességét szimuláló berendezés:

- .1 biztosítson egy realiztikus vizuális forgatókönyvet, amint az a parancsnoki hídról látható, nappal és éjszaka, változó látási viszonyok mellett egy minimális horizontális látómező jelölt számára történő bemutatásával, a hajó kormány, és manőverképességi képzési feladatainak és célkitűzéseinek megfelelő figyelési szektorokban; és
- .2 a „saját hajó” dinamika realiztikus szimulálása korlátozott vízi utakon, beleértve a sekélyvíz és part hatásait.

70 Ahol a hajó kormány- és műveletképesség szimulációjához emberi léptékű modelleket alkalmaznak, a 68.3. és 69.2. pontokban megállapított teljesítménykövetelményeken túlmenően az ilyen berendezés:

- .1 vegye figyelembe az olyan méretarány tényezőket, amelyek pontosan bemutatják egy valódi hajó méreteit, felületeit, térfogatát és vízkiszorítását, sebességét, fordulási idejét és sebességét; és
- .2 a helyes időskálának megfelelően tartalmazzák a kormány és a főgépek vezérlőszerveit.

Rakománykezelés és rakományelhelyezés szimulációja

71 A rakománykezelési szimulációs berendezések legyenek képesek a rakománykezelés és a vezérlőberendezés szimulációjára, amely teljesíti a Szervezet által elfogadott összes vonatkozó teljesítménykövetelményt, és tartalmazza a következő funkcionálisokat:

- .1 hatékony műveleti környezet létrehozása, ideértve egy rakományvezérlő állomást olyan műszerezettséggel, amely megfelel a modellezett rakományrendszer konkrét típusának;
- .2 a be- és kirakodási funkciók modellezése, valamint a végrehajtandó rakománykezelési feladatoknak megfelelő stabilitási és feszültségadatok, valamint az értékelendő képességek; és
- .3 berakodási, kirakodási, ballasztfeltöltési, és ürítési műveletek szimulálása, és megfelelő kapcsolódó számítások a stabilitás, a trimm, az oldaldőlés, a hosszirányú szilárdság, a torziós feszültség és kárstabilitás szempontjából.

GMDSS kommunikációs szimuláció

72 A GMDSS kommunikációs szimulátor legyen alkalmas a GMDSS kommunikációs berendezés szimulálására, amely megfelel a Szervezet által elfogadott összes vonatkozó teljesítménykövetelménynek, és tartalmazza az alábbi funkciókat:

- .1 az URH, az URH-DSC, NAVTEX, EPIRB és őrszolgálati vevőberendezés üzemének szimulálása a Korlátozott Kezelői Bizonyítvány számára előírtak szerint (ROC);
- .2 az INMARSAT-A, -B és -C hajó földi állomások, az MF/HF NBDP, MF/HF-DSC, VHF, VHF-DSC, NAVTEX, EPIRB és őrszolgálati vevőberendezés üzemének szimulálása, az Általános Kezelői Bizonyítvány (GOC) előírásai szerint;
- .3 hangkommunikáció nyújtása háttérzajjal;
- .4 nyomtatott szöveg kommunikációs funkciók biztosítása; és
- .5 azonos idejű műveleti környezet létrehozása, amely egy integrált rendszerből áll, magába foglal legalább egy oktató/értékelő állomást, és legalább két GMDSS fedélzeti vagy parti állomást.

A főgép és segédgép üzemének szimulációja

73 A géptéri szimulációs berendezés legyen képes egy főgép és segédgép rendszer szimulálására, és tartalmazza a következő funkciókat:

- .1 azonos idejű környezet létrehozása tengeri és kikötői műveletekhez, kommunikációs készülékekkel és a megfelelő főgép, és segédgép berendezések és vezérlőtáblák szimulálásával;
- .2 a kapcsolódó alrendszerek szimulációja, amely a teljesség igénye nélkül tartalmazza a következőket: kazán, kormánymű, villamosenergia-termelő és elosztó rendszerek, ideértve a tartalékenergia-ellátást, és üzemanyag, hűtővíz, hűtő, fenékvíz és ballasztrendszereket;
- .3 a főgép teljesítményének figyelemmel kísérése és értékelése, és a távérzékelő rendszerek;
- .4 a főgép rendellenes működésének szimulálása;
- .5 lehetővé teszi a változtatható külső feltételek megváltoztatását úgy, hogy azok befolyásolják a szimulált műveleteket: időjárás, a hajó merülése, a tengervíz és a levegő hőmérséklete;
- .6 lehetővé teszi az oktató által irányított külső feltételek megváltoztatását: fedélzeti gőz, szálláshely-gőz, jégállapotok, fedélzeti daruk, teljes teljesítmény, orrsugár-kormány, hajóterhelés;

- .7 lehetővé teszi az oktató által irányított szimulátordinamika megváltoztatását: vészhelyzeti üzem, a folyamat reakciói, a hajó reakciói; és
- .8 lehetőség bizonyos folyamatok elkülönítésére, mint például sebesség, elektromos rendszer, dieselolaj-rendszer, kenőolaj-rendszer, nehézolaj-rendszer, tengervíz rendszer, gőzrendszer, hőhasznosító kazán, és turbógenerátor a meghatározott képzési feladatok végrehajtására.

B-I/13. szakasz

Útmutató a próbák lefolytatásához

(Nincsenek rendelkezések)

B-I/14. szakasz

Útmutatás a társaságok felelősségével és a parancsnokok, valamint a személyzet tagjai ajánlott felelősségével kapcsolatban

Társaságok

1 A Társaságok a konkrét hajóhoz kapcsolódóan bevezető programokat nyújtsanak, melyek célja az újonnan felvett tengerészek segítése, hogy megismerkedjenek felelősségi területeikhez kapcsolódó eljárásokkal és berendezésekkel. A Társaságok biztosítsák a következőket is:

- .1 a szabadesésű mentőcsónakokkal felszerelt hajón szolgáló összes tengerész részesüljön bevezető képzésben az ilyen mentőcsónakba való beszállás, és vízre tétel eljárásaiban;
- .2 behajózás előtt a szabadesésű mentőcsónakok kezelő személyzeteként kijelölt tengerészek végezzenek el megfelelő kiképzést az ilyen mentőcsónakba való beszálláshoz, vízre tételhez és hajóra történő visszavételhez, ideértve legalább egy alkalommal a szabadesésű vízre tételben való részvételt;
- .3 az a személyzet, akitől megkövetelhető a GMDSS rendszer üzemeltetése, részesüljön bevezető GMDSS képzésben a behajózáskor, és azt követően megfelelő időszakonként.

2 Az A-I/14 szakasz 3. pontjában megkövetelt ismertető képzés legalább biztosítsa azon képességek elérését, amelyek megfelelőek a betöltendő beosztáshoz, és a majdani kötelezettségek és felelősségek teljesítéséhez az alábbiak szerint:

Felépítés és műveleti korlátok

- .1 A hajó bármely műveleti korlátozásának megfelelő megértése és figyelembe vétele, a teljesítési korlátozások megértése és alkalmazása, ideértve a sebességkorlátozásokat kedvezőtlen időjárás esetén, melynek célja az életbiztonság, a hajó és a rakomány biztonságának megőrzése.

Eljárások a hajótest nyílások nyitására, zárására és biztosítására

- .2 Képesség a hajóra megállapított eljárások megfelelő alkalmazására, az orr, a tat és oldalkapuk nyitásához, zárásához és biztosításához, valamint a rámpák és a kapcsolódó rendszerek helyes kezeléséhez.

A ro-ro személyszállító hajókra vonatkozó jogszabályok, szabályzatok és megállapodások

- .3 A ro-ro személyszállító hajókra vonatkozó nemzetközi és nemzeti követelmények megértésének és alkalmazásának képessége, az érintett hajó és a végrehajtandó feladatok tekintetében.

Stabilitási és stress-követelmények és korlátok

- .4 Képesség a hajó érzékeny részeire vonatkozó stressz-korlátok megfelelő figyelembe vételére, mint például orr-kapuk, vagy más záróberendezések, amelyek a vízzáró hajótest épséget biztosítják, valamint a különleges stabilitási szempontok, amelyek befolyásolhatják a ro-ro személyszállító hajók biztonságát.

Eljárások a ro-ro személyszállító hajók különleges berendezéseinek karbantartásához

- .5 Képesség a ro-ro személyszállító hajók szempontjából különleges berendezések fedélzeti karbantartási eljárásainak alkalmazására, mint például orr, tat és oldalajtók, valamint rámpák, fedélzeti vízfolyó rendszerek és kapcsolódó rendszerek fedélzeti karbantartási eljárásainak megfelelő alkalmazására.

Berakodási és rakományrögzítési utasítások és kalkulátorok

- .6 Képesség a rakodási és rakománybiztosítási utasítások megfelelő használatára az összes járműtípus és vasútkocsi-típus tekintetében, értelemszerűen, valamint a járműfedézetek feszültségkorlátainak kiszámítására és alkalmazására.

Veszélyes rakomány területek

- .7 Képesség különleges óvintézkedések és korlátozások megfelelő betartására a kijelölt veszélyes rakományterületekre vonatkozóan.

Vészhelyzeti eljárások

- .8 Képesség bármely különleges eljárás megfelelő alkalmazásának biztosítására a következő célokból:
- .8.1 a víz járműfedélzetre való bejutásának megakadályozására vagy csökkentésére;

- .8.2 víz eltávolítása a járműfedéletekről; és
- .8.3 a víz által a járműfedéletekre gyakorolt hatások minimálisra csökkentése.

Parancsnok

3 A parancsnok tegyen meg minden szükséges lépést az A-I/14 szakasz szerint kiadott összes társasági utasítás érvényre juttatása érdekében. Ezek a lépések terjedjenek ki a következőkre:

- .1 a hajón az összes újonnan alkalmazott tengerész azonosítása, mielőtt bármilyen beosztással megbíznák őket;
- .2 az összes újonnan érkezett tengerész számára lehetőség biztosítása:
 - .2.1 azon helyek felkeresése, ahol elsődleges feladataikat végzik;
 - .2.2 megismerkedés a berendezések helyével, vezérlőszerveivel, és kijelző szolgáltatásaival, amelyeket működtetni vagy használni fognak;
 - .2.3 amikor lehetséges, a berendezések működtetése és műveletek végrehajtása, a berendezések vezérlőszerveinek használatával; és
 - .2.4 olyan személy megfigyelése, illetve az olyan személytől kérdés, aki már ismeri a berendezést, az eljárásokat, és más megoldásokat, aki információt tud közölni olyan nyelven, amelyet a tengerész megért; és
- .3 megfelelő felügyeleti időszak biztosítása, amikor bármilyen kétség merül fel a tekintetben, hogy az újonnan felvett tengerész ismeri-e a fedélzeti berendezéseket, az üzemeltetési eljárásokat, és más megoldásokat, amelyek szükségesek feladatainak megfelelő végrehajtásához.

A személyzet tagjai

4 Az egy hajóra újonnan beosztott tengerészek éljenek minden lehetőséggel, hogy megismerkedjenek a hajó berendezéseivel, üzemeltetési eljárásaival, és más megoldásokkal, amelyek szükségesek feladataik megfelelő végrehajtásához. Közvetlenül az első alkalommal történő behajózáskor minden egyes tengerész kötelessége, hogy megismerkedjen a hajó munkakörnyezetével, különös tekintettel az új, vagy még ismeretlen berendezésekre, eljárásokra, vagy megoldásokra.

5 Azok a tengerészek, akik nem érik el rövid idő alatt a feladatuk végrehajtásához szükséges ismeretek szintjét, kötelesek ezt a tényt felettesük tudomására hozni, vagy pedig az A-I/14 szakasz 2.2. pontban meghatározottak szerinti kijelölt személyzeti tagot kell tájékoztatniuk és meg kell jelölniük minden olyan berendezést, eljárást vagy megoldást, amely számukra még ismeretlen.

B-I/15. szakasz

Átmeneti rendelkezésekkel kapcsolatos útmutató

(Nincsenek rendelkezések)

II. FEJEZET**A parancsnokra és a fedélzeti személyzetre vonatkozó útmutató****B-II/1. szakasz**

500 BT tonnatartalmú vagy annál nagyobb hajó navigációs őrszolgálatot ellátó tisztjeinek képesítésére vonatkozó útmutató

Képzés

1 Minden képesítésre jelentkező tisztnek, aki navigációs őrszolgálatért lesz felelős, egy olyan megtervezett és strukturált képzési programot kell teljesítenie, melynek célja, hogy segítse a tisztjelöltet az A-II/1. táblázat szerinti jártassági követelmény teljesítésében.

2 A képzési program felépítését egy képzési tervben kell meghatározni, mely minden érintett fél részére egyértelműen megállapítja a hajón, illetve a parton teljesítendő minden egyes képzési szakasz célkitűzéseit. Lényeges, hogy a leendő tiszt, az oktatók, a hajó személyzete és a társaság munkatársai egyértelműen értsék a program végén elérendő jártasságokat és azt, hogy miként lehet ezeket elérni a hajón, illetve a parton lefolytatott oktatóképzés, illetve gyakorlati tapasztalat kombinációjával.

3 A kötelező tengeri szolgálati időszakok kiemelkedő fontosságúak a hajótiszti megbízatás elsajátítása és az általános szükséges alkalmassági követelmények teljesítésében. A megfelelően tervezett és felépített tengeri szolgálati időszakok lehetővé teszik a tisztjelöltek számára, hogy megszerezzék és gyakorolják a készségeket és lehetőséget nyújtanak az elért jártasság bemutatására és értékelésére.

4 Amikor a tengeri szolgálat egy jóváhagyott képzési program részét képezi, a következő alapelveket kell betartani:

- .1 A hajón lefolytatott képzési program az egész képzési terv szerves részét képezze.
- .2 A hajón lefolytatott programot az a társaság irányítsa és koordinálja, amely a tengeri szolgálat helyszínéül szolgáló hajót üzemelteti.
- .3 A tisztjelöltnek képzési könyvet kell átadni, amelyben átfogó módon naprakészen rögzíthető a hajón lefolytatott gyakorlati képzés és tapasztalatszerzés. A képzési naplót úgy kell kialakítani, hogy részletes információt tartalmazhasson a jelölt által vállalható feladatokról és kötelezettségekről, valamint a követelmények teljesítésének előrehaladásáról. A megfelelően kitöltött képzési könyv szolgál egyedi bizonyítékként arról, hogy a hajón strukturált képzési programot teljesített a jelölt, amelyet figyelembe lehet venni a képesítés kiadása céljából a jártasság értékelési folyamatában.

- .4 A tisztjelölt mindenkor ismerjen két beazonosítható személyt, akik közvetlenül felelősek a hajón folytatott képzési program irányításáért. Közülük az első egy szakképzett tengerésztiszt, a „hajón történő képzés oktatótisztje”, aki a parancsnok irányítása alatt megszervezi és felügyeli a képzési programot minden egyes út időtartamára. A második a Társaság által kinevezett személy, a „vállalati oktatótiszt”, aki általános felelősséget visel a képzési programért, és a főiskolákkal és oktató intézményekkel folytatott koordinációért.
- .5 A társaság köteles biztosítani azt, hogy megfelelő idő álljon rendelkezésre a hajón folytatott képzési program teljesítésére a hajó szokásos üzemeltetési követelményein belül.

Szerepek és felelősségi körök

5 A következő fejezet foglalja össze a hajón folytatott képzés megszervezésében és végrehajtásában szerepet játszó személyek szerepeit és felelősségi köreit:

- .1 A vállalati oktatótiszt felelős a következőkért:
 - .1.1 a képzési program általános adminisztrációja;
 - .1.2 a tisztjelölt előrehaladásának folyamatos figyelemmel kísérése; és
 - .1.3. iránymutatás kiadása szükség szerint és annak biztosítása, hogy a képzési programban minden szerepvállaló betöltse feladatát.
- .2 A hajón folytatott képzés oktatótisztje a következőkért felelős:
 - .2.1 a gyakorlati képzési program megszervezése a tengeren;
 - .2.2. felügyeleti jogkörében eljárva annak biztosítása, hogy a képzést nyilvántartó könyvet megfelelően vezetik, és minden más követelmény teljesül; és
 - .2.3. gondoskodás arról, hogy amennyire gyakorlatilag lehetséges, a tisztjelölt által a hajón eltöltött idő a lehető leghasznosabb legyen a képzés és tapasztalatszerzés szempontjából, összhangban a képzési program célkitűzéseivel, a képzés előrehaladásával, és a hajó üzemeltetési korlátaival.
- .3 A parancsnok felelőssége a következő:
 - .3.1 kapcsolat biztosítása a hajó oktatótisztje és a vállalati oktatótiszt között a parton;
 - .3.2 a folytonosság biztosítása, amennyiben a hajó oktatótisztjét az út során felmentik; és

- .3.3 annak biztosítása, hogy minden érintett hatékonyan hajtja végre a fedélzeti oktatási programot.
- .4 A tisztjelölt kötelessége:
 - .4.1 a meghatározott képzési program szorgalmas teljesítése;
 - .4.2 a felkínált lehetőségek legnagyobb mértékű hasznosítása, akár munkaidőn belül, akár munkaidőn kívül; és
 - .4.3 a képzési napló naprakész vezetése, és annak ellenőrzésre történő bemutatása bármely időpontban.

Felkészítés

6 A program kezdetén, és egy eltérő hajón minden út megkezdésekor, a tisztjelölteket teljes körű tájékoztatásban és eligazításban kell részesíteni arról, hogy mit várnak el tőlük, és hogy a képzési programot miként szervezik.
A felkészítés lehetőséget nyújt a tisztjelöltek tájékoztatására az általuk betöltendő beosztások feladatkörének fontos szempontjairól, különös figyelemmel a biztonságos munkavégzési gyakorlatokra, és a tengeri környezet védelmére.

Képzési program a hajón

7 Egyebek között a képzési napló tüntesse fel a képzési feladatok, vagy beosztások számát, amelyet a hajón folytatott jóváhagyott képzési program részeként betölt a jelölt. Az ilyen feladatok és beosztások legalább a következő területekre terjedjenek ki:

- .1 kormányrendszerek;
- .2 általános tengerészeti gyakorlat;
- .3 kikötési, horgonyzási és kikötői műveletek;
- .4 életmentő és tűzoltó készülékek;
- .5 rendszerek és berendezések;
- .6 rakományműveletek;
- .7 munka a parancsnoki hídon és őrszolgálat; és
- .8 géptéri ismeretek.

8 Rendkívül fontos, hogy a tisztjelölt megfelelő lehetőséget kapjon a felügyelet melletti őrszolgálati tapasztalat megszerzésére a parancsnoki hídon, különösen a fedélzeti képzési program későbbi szakaszaiban.

9 A képzési nyilvántartó könyvben tételesen fel kell tüntetni a tisztjelöltek teljesítményét az egyes feladatkörökben és beosztásokban, és azt egy képzett tiszt kézjegyével látja el, amikor az érintett tiszt véleménye szerint a tisztjelölt kielégítő jártassági színvonalat ért el. Lényeges hangsúlyozni, hogy esetleg egy tisztjelöltnek több alkalommal kell alkalmasságát bizonyítania, mielőtt egy szakképzett tiszt megalapozottan állíthatja, hogy a kielégítő színvonalat elérte.

Felügyelet és felülvizsgálat

10 Lényeges az iránymutatás és a felügyelet annak biztosítására, hogy a tisztjelöltek teljes mértékben tudatában legyenek előrehaladásuknak, és részt vehessenek jövőbeni programjukra döntések meghozatalában. A hatékonyság érdekében a felülvizsgálatot össze kell kapcsolni a képzési naplóból és más forrásokból értelemszerűen nyert más információval. A képzési naplót a parancsnok és a hajó oktatótisztje minden egyes út elején, alatt és végén vizsgálja meg és hivatalos záradékkal lássa el. A képzési naplót a vállalati oktatótiszt is vizsgálja meg, és záradékolja az egyes utak között.

Képességek és jártasságok értékelése navigációs őrszolgálat során

11 Az olyan képesítésre pályázó jelöltnek, aki különleges képzésben kell, hogy részesüljön, és őrszolgálati beosztásokban képességeinek és jártasságainak értékelése szükséges, kötelessége, hogy bemutatással vagy szimulátoron, vagy hajón egy jóváhagyott hajón folytatott képzés részeként megfelelően bizonyítsa, hogy elsajátította a navigációs őrszolgálatot teljesítő tiszttől megkövetelt ismereteket és alkalmasságot legalább a következő területeken, nevezetesen:

- .1 egy út előkészítése és végrehajtása, ideértve:
 - .1.1 a térképekről nyert információ értelmezése és alkalmazása;
 - .1.2. helyzetmeghatározás part menti vizeken;
 - .1.3. az árapály táblázatokból, és más tengerészeti közleményekből nyert alapinformáció alkalmazása;
 - .1.4. a parancsnoki híd eszközeinek ellenőrzése és működtetése;
 - .1.5. a mágneses és pörgettyús tájolók ellenőrzése;
 - .1.6. a rendelkezésre álló meteorológiai információ értékelése;
 - .1.7. égitestek segítségével végzett helyzetmeghatározás;
 - .1.8. a tájoló hibájának meghatározása égitestek és parti tereptárgyak segítségével; és
 - .1.9. számítások végzése 24 órás időtávban;

- .2 elektronikus navigációs rendszerek és a belőlük nyert információ alkalmazása;
- .3 radar, ARPA és EGDIS rendszerek üzemeltetése, és radarinformáció alkalmazása navigáció és összeütközés elkerülése céljából;
- .4 a főgép és a kormányrendszerek üzemeltetése az irány és sebesség tartására;
- .5 navigációs őrszolgálati rutinfeladatok és eljárások végrehajtása;
- .6 vízbe esett személyek mentéséhez szükséges műveletek végrehajtása;
- .7 közvetlen vészhelyzet esetén cselekvés kezdeményezése (például tűz, összeütközés, zátonyra futás) és cselekvés közvetlenül egy vészhelyzet után;
- .8 cselekvés kezdeményezése fődarab vagy főgép rendellenes működése vagy meghibásodása esetén (például kormánymű, hajtómű, navigációs rendszerek);
- .9 rádióforgalmazás és vizuális, valamint hangjelzés lebonyolítása szokásos és vészhelyzetben;
- .10 biztonsági és riasztórendszerek felügyelete és működtetése, ideértve a belső kommunikációt.

12 A képesség és jártasság értékelése navigációs őrszolgálat során terjedjen ki a következőkre:

- .1 Az A-II/1. táblázatban a navigációs funkció betöltéséhez szükséges alkalmasság értékelési szempontjai;
- .2 Annak biztosítása, hogy a jelölt a navigációs őrszolgálati feladatokat a Biztonságos navigációs őrszolgálat tartása során betartandó elvek (A-VIII/2. szakasz, 4-1. rész), és a Navigációs őrszolgálat tartására vonatkozó Útmutató (B-VIII/2. szakasz, 4-1. rész) szerint teljesíti.

Alkalmasság értékelése

13 A navigációs őrszolgálat felelős tisztjeként képesítésért teljesítendő alkalmassági követelményeket az A-II/1. táblázat sorolja fel. A követelmények meghatározzák a szükséges ismereteket és jártasságokat, valamint a tudás és jártasság alkalmazását a hajón szükséges teljesítményi színvonalnak megfelelően.

14 Az ismeretek mélysége összhangban van az alkalmassági koncepcióval. Az alkalmasság értékelése ezért többet kell, hogy követeljen, mint a beosztás közvetlen technikai követelményrendszere, a készségek és a végrehajtandó feladatok, tükrözzék azokat a szélesebb körű szempontokat, amelyek szükségesek a hajó tisztjeként a szakképzett teljesítménnyel szemben támasztott minden elvárás teljesítéséhez. Ez magába foglalja a releváns ismereteket, az elméleti tudást, az elvek és a megismerési ismeretek elsajátítását, amelyek különböző mértékig alátámasztják az alkalmasság minden szintjét. Ez egyúttal kiterjed arra a jártasságra is, amely választ ad a mi a teendő, hogyan és mikor kell a feladatot elvégezni, és miért kell azt elvégezni, típusú kérdésekre. Megfelelő alkalmazás esetén ez segít annak biztosításában, hogy egy jelölt legyen képes a következőkre:

- .1 felkészült munkavégzés különböző hajókon, és különböző körülmények között;
- .2 váratlan események előrelátása, azokra való felkészülés, és azok kezelése; és
- .3 alkalmazkodás az új és változó követelményekhez.

15 Az alkalmasság értékelésének szempontja (A-II/1. táblázat 4. oszlopa) meghatározzák elsősorban végeredmény tekintetében az alkalmas teljesítmény alapvető szempontjait. Ezeket úgy fejezik ki, hogy a jelölt teljesítménye ezekhez viszonyítva mérhető, és megfelelő dokumentálható a képzési nyilvántartás naplójában.

16 Alkalmasság értékelése az alábbiakra kiterjedő folyamat:

- .1 kellőképpen érvényes és megbízható bizonyíték összegyűjtése a jelölt tudásáról, megértéséről, és a feladatok, kötelezettségek és felelősségi körök teljesítésében való jártasságáról, az A-II/1. táblázat 1. oszlopában felsoroltak szerint; és
- .2 ennek a bizonyítéknak az értékelése a követelményekben előírt szempontok szerint.

17 Az alkalmasság értékelésére olyan intézkedéseket kell hozni, amely figyelembe veszi az értékelés különböző módszereit, és amelyekkel különböző típusú bizonyíték nyerhető a jelölt alkalmasságáról, például:

- .1 a munkatevékenységek közvetlen megfigyelése (ideértve a tengeri szolgálatot);
- .2 jártasság/szakismeret/hozzáértés vizsgái;
- .3 projektek és feladatok;
- .4 korábbi tapasztalatból nyert bizonyíték; és
- .5 írásbeli, szóbeli és számítógép-segítéssel kapcsolatos kérdésseltekintés módszerei.

18 A felsorolt egy vagy négy módszer közül egy vagy több csaknem mindig felhasználásra kerül a képesség bizonyítékának nyújtására a megfelelő kikérdezési technikák mellett, amellyel bizonyítható a megalapozott tudás és megértés.

Képzés az égitestek szerinti navigációban

19 Az alábbi területek foglalják össze az égitestek szerinti navigáció ajánlott képzését:

- .1 a szextáns helyes beállítása a korrigálható hibák figyelembe vételével;
- .2 az égitestek magasságának korrigált leolvasása a szextáns segítségével;

- .3 pontos látáscsökkentési számítás, egy előnyben részesített módszer alkalmazásával;
- .4 a nap meridián fölötti magasságának időmeghatározása;
- .5 a szélességi helyzet kiszámítása a Polaris (Északi Sarkcsillag) segítségével, vagy a Nap délkör fölötti magasságával;
- .6 helyzetvonal (vonalak) pontos felrajzolása és a hajó helyzetének megállapítása;
- .7 a látható napfelkelte/napnyugta időpontjának meghatározása egy kiválasztott módszerrel;
- .8 a legalkalmasabb égitestek beazonosítása és kiválasztása az alkonyati időszakban;
- .9 a tájoló hibájának megállapítása azimut vagy amplitudó segítségével, kiválasztott módszer alkalmazásával;
- .10 tengerészeti csillagászat a fenti 19.1.-19.9. szakaszokban előírt szükséges jártasság alátámasztására.

20 A csillagászati navigáció témájában folytatott képzés kiterjedhet az elektronikus tengerészeti almanach és a csillagászati navigációs számítógépes szoftver alkalmazására..

B-II/2. szakasz

Útmutató az 500 BT tonnatartalmú vagy nagyobb hajók parancsnokainak és elsőtisztjeinek képesítéséhez

(Útmutatásként lásd a B-II/1. szakaszt.)

B-II/3. szakasz

Útmutató az 500 BT tonnatartalomnál kisebb hajókon navigációs őrszolgálatért felelős tisztek és parancsnokok képesítéséhez

(Útmutatásként lásd a B-II/1. szakaszt.)

B-II/4. szakasz

Útmutató a navigációs őrszolgálatban résztvevő legénységi állományú tengerészek kiképzéséhez és képesítéséhez

1 A jelen szabályzat A-III/4. táblázatában közölt követelményeken túlmenően biztonsági okokból bátorítjuk a Feleket, hogy a navigációs őrszolgálatban résztvevő legénységi állományú beosztott tengerészek képzésében a következő tárgyakat is oktassák:

- .1 a Tengeren történő összeütközések megakadályozásáról szóló módosított 1972. évi nemzetközi szabályzat alapfokú ismerete;
- .2 révkalauz feljáró felszerelése;

- .3 a révkalauzok által angol nyelven adott kormányzási parancsok megértése;
- .4 mentő vízi jármű és mentőcsónakok használatában jártassági képzés;
- .5 kisegítő feladatok kikötéskor és elkötéskor, valamint vontatási műveletek során;
- .6 a horgonyzás alapismeretei;
- .7 veszélyes rakományok ismerete;
- .8 rakományelhelyezési eljárások és raktárkészletek behajózásának alapfokú ismerete; és
- .9 a fedélzeti karbantartás, és a fedélzeten alkalmazott eszközök alapfokú ismerete.

B-II/5. szakasz

Útmutatás a fedélzeti beosztású legénységi állomány képesítéséhez

A hajón kapott képzést a naplóban megfelelő formában és tartalommal rögzíteni kell.

III. FEJEZET**Gépüzemre vonatkozó útmutatás****B-III/1. szakasz**

Útmutatás állandó felügyeletű gépüzem őrszolgálatot adó géptisztjeinek és az időszakosan felügyelet nélküli géptér kijelölt géptisztjeinek képesítéséhez

- 1 Az A-III/1. táblázatban a hivatkozott eszközök terjedjenek ki a kéziszerszámokra, az általános mérőeszközökre, csúcsesztergákra, fúrógépekre, hegesztő berendezésekre, és marógépekre, értelemszerűen..
- 2 A parti képzést a műhelyismereteket oktató intézményben, vagy jóváhagyott műhelyben lehet lefolytatni.
- 3 A hajón folytatott képzést megfelelően dokumentálni kell a képzésről szóló nyilvántartó naplóban minősített vizsgáztatók bevonásával.

B-III/2. szakasz

Útmutató a 3.000 kW főgépteljesítményű, vagy nagyobb hajók gépüzemvezetőinek és másodgéptisztjeinek képesítéséhez

(Nincsenek rendelkezések)

Útmutató az 1.000 V fölötti feszültségű áramfejlesztő berendezés vezetési, üzemeltetési és biztonsági felügyeletéért felelős gépészszemélyzet képzéséhez.

1 Az 1.000 V fölötti feszültségű áramfejlesztő berendezés üzemeltetéséért és biztonságáért vezetési felelősséggel bíró gépészszemélyzet kiképzése legalább a következőket tartalmazza:

- .1 tengeri nagyfeszültségű rendszerek funkcionális, üzemeltetési és biztonsági követelményei;
- .2 megfelelően kvalifikált személyzet megbízása a különböző típusú, nagyfeszültségű kapcsolóberendezések karbantartásának és javításának végrehajtására;
- .3 nagyfeszültségű rendszer meghibásodása esetén szükségessé váló javító beavatkozás elvégzése;
- .4 kapcsolási stratégia végrehajtása nagyfeszültségű rendszer elemeinek leválasztására;
- .5 megfelelő készülék kiválasztása nagyfeszültségű berendezések leválasztásához és vizsgálatához;
- .6 tengeri nagyfeszültségű rendszer kapcsolási és leválasztási eljárásának végrehajtása, biztonsági dokumentációval együtt; és
- .7 berendezések szigetelési ellenállásának és polarizációs mutatójának vizsgálata.

B-III/3. szakasz

750 kW és 3000 kW közötti főgépteljesítményű hajók gépüzemvezetőinek és másodgépítiszteinek képzésére vonatkozó útmutató

(Nincsenek rendelkezések)

B-III/4. szakasz

Felügyelt géptérben őrszolgálatot adó, illetve időszakosan felügyelet nélküli géptérben feladatok végrehajtására kijelölt legénységi állomány képzésére és képesítésére vonatkozó útmutató

1 A jelen Szabályzat A-III/4. szakaszában közölt követelményeken túlmenően biztonsági okokból a nagy Feleket bátorítjuk, hogy a gépész őrszolgálat tagjaként tevékenykedő legénységi állomány kiképzésében alkalmazzák a következő tételeket:

- .1 rutin szivattyúzási műveletek alapismerete, mint például fenékvíz, ballaszt, és rakományszivattyúzó rendszerek;
- .2 elektromos rendszerek és kapcsolódó veszélyek alapfokú ismerete;

- .3 a géptérben használt gépek és szerszámok karbantartásának és javításának alapfokú ismerete; és
- .4 rakományelhelyezés, és készletek berakodásának alapfokú ismerete.

B-III/5. szakasz

Útmutató a legénységi állományú tengerészgépész képzéséhez

A hajón kapott képzést a naplóban megfelelő formában és tartalommal rögzíteni kell.

B-III/6. szakasz

Útmutató az elektrotechnikus tisztek képzéséhez és képesítéséhez

A jelen Szabályzat A-III/6. táblázatában közölt követelményeket túlmenően, a Feleket ösztönözzük, hogy vegyék figyelembe az A.702(17) határozatot a képzési programjuk részeként a Global Maritime Distress and Safety System (GMDSS – globális tengeri havária és biztonsági rendszer) rádiókarbantartási útmutatóval kapcsolatban.

B-III/7. szakasz

Útmutató a legénységi állományú elektrotechnikus beosztottak képzéséhez és képesítéséhez

(Nincsenek rendelkezések)

IV. FEJEZET

Útmutató a rádióforgalmazással és rádiókezelőkkel kapcsolatban

B-IV/1. szakasz

Útmutató a IV. fejezet alkalmazásához

(Nincsenek rendelkezések)

B-IV/2. szakasz

A GMDSS rádiókezelők képzésére és képesítésére vonatkozó útmutató

ELSŐOSZTÁLYÚ RÁDIÓELEKTRONIKAI KÉPESÍTÉSSSEL KAPCSOLATOS KÉPZÉS

Általános rendelkezések

1 A képzés megkezdése előtt a jelölnek meg kell felelnie az orvosi alkalmassági követelményeknek, különös tekintettel a hallásra, látásra és a beszédre.

2 A képzés legyen összhangban az STCW Egyezmény rendelkezéseivel, a Nemzetközi Távközlési Egyezmény (Rádiószabályzat) mellékleteként csatolt Rádiószabályzat rendelkezéseivel, valamint az Életbiztonság a tengeren nemzetközi egyezmény (SOLAS Egyezmény) aktuálisan hatályos rendelkezéseivel, külön figyelmet fordítva a Globális tengeri havária és biztonsági rendszer (GMDSS) rendelkezéseire.

A képzési követelmények kialakítása során figyelembe kell venni legalább az alábbi 3-14. pontban szereplő ismereteket és képzést.

Elmélet

3 A GMDSS rendszerben megkövetelt összes alrendszer és berendezés biztonságos és hatékony használatához szükséges általános elvek és alapfokú tényezők ismerete, a 13. szakaszban foglalt gyakorlati képzési rendelkezések alátámasztásához elégséges mértékig.

4 GMDSS alrendszerek használatának, üzemeltetésének és szolgálati területeinek ismerete, beleértve a műholdrendszerek jellemzőit, a navigációs és meteorológiai figyelmeztető rendszereket, valamint a megfelelő kommunikációs körök megválasztását.

5 Az elektromosság elveinek, valamint a rádiózás és az elektronika elméletének az alábbi 6-10 pontokban foglalt rendelkezések szerinti, kielégítő ismerete.

6 A GMDSS rádiókommunikációs berendezés elméleti ismerete, beleértve a keskenysávú közvetlen kinyomtatással üzemelő távíró rendszert és a rádiótelefon adó- és vevőkészülékeket, a szelektív digitális hívóberendezéseket, a hajózási földi állomásokat, a vészhelyzetjelző rádióbójákat (EPIRB), a tengeri rendszereket, a túlélési úszójármű rádióberendezéseit az összes kiegészítő tétellel együtt, beleértve az energiaellátást is, valamint a rádiónavigációhoz általában használt más berendezések elveinek alapfokú ismeretét, különös figyelemmel a berendezések üzemben tartására.

7 A rendszer megbízhatóságát, rendelkezésre állását befolyásoló tényezők, a karbantartási eljárások, és a vizsgálóberendezések megfelelő alkalmazásának ismerete.

8 Mikroprocesszorok és mikroprocesszorokat alkalmazó rendszerek hibadiagnosztikájának ismerete.

9 A GMDSS rádióberendezés vezérlőrendszereinek ismerete, beleértve a tesztelést és elemzést.

10 A GMDSS rádióberendezés számítógépes szoftvere használatának és a berendezés szoftvervezérlés kiesése által okozott hibák javítási módszereinek ismerete.

Szabályzat és dokumentálás

11 A következőkkel kapcsolatos ismeretek:

- .1 a SOLAS Egyezmény és Rádiószabályzat, különös hangsúllyal a következőkre:
 - .1.1 vészhelyzeti, sürgősségi, és biztonsági rádiókommunikáció;
 - .1.2 káros interferencia elkerülése, különös figyelemmel a vészhelyzeti és biztonsági rádióforgalmazásra; és
 - .1.3 az engedély nélküli adások megakadályozása;

- .2 egyéb dokumentumok az üzemeltetési és kommunikációs eljárásokkal kapcsolatban a vészhelyzeti, biztonsági és nyílt forgalmazási szolgálatokhoz, ideértve a terheléseket, navigációs figyelmeztetéseket, és időjárás előrejelzéseket a Maritime Mobile Service és a Maritime Mobile Satellite Service hálózataiban; és
- .3 a nemzetközi jelzések szabályzata, és az IMO szabványos tengerészeti kommunikációs kifejezések alkalmazása.

Órszolgálat és eljárások

12 Ismeretek és képzés a következő területeken:

- .1 kommunikációs eljárások és fegyelem alkalmazása a káros interferencia megakadályozására a GMDSS alrendszerek esetében;
- .2 eljárások a terjedés-előrejelző információ használatára az optimális forgalmazási frekvenciák megállapítására;
- .3 rádiókommunikációs órszolgálat az összes GMDSS alrendszer, a rádiókommunikációs forgalmazás, különösen vészhívó, sürgősségi és biztonsági eljárások, valamint rádióközlemények terén;
- .4 a nemzetközi fonetikus abc alkalmazása;
- .5 vészhívási frekvencia figyelemmel kísérése, miközben legalább még egy frekvencián egyidejűleg figyelés vagy forgalmazás folyik;
- .6 hajójelentési rendszerek és eljárások;
- .7 a Nemzetközi Légiforgalmi és Tengerészeti Felkutatási és Mentési (IAMSAR) Kézikönyv rádiókommunikációs eljárásai
- .8 rádiótámogatásos egészségügyi rendszerek és eljárások; és
- .9 a téves vészriasztások okai és elkerülésük módjai.

Gyakorlati képzés

13 A megfelelő laboratóriumi munka által támogatott gyakorlati képzést az alábbi területeken kell biztosítani:

- .1 az összes GMDSS alrendszer és berendezés helyes és hatékony üzemeltetése normál terjedési állapotok és jellemző interferencia feltételek között;
- .2 az összes GMDSS kommunikációs berendezés és segédüzemi készülék biztonságos üzemeltetése, beleértve a biztonsági óvintézkedéseket;
- .3 megfelelő és pontos billentyűzethasználati jártasság a kommunikáció kielégítő végrehajtására;

4. üzemeltetési technikák az alábbiak területén:
 - .4.1 vevő- és adókészülék beszabályozása a megfelelő üzemmódra, beleértve a digitális szelektív hívó és közvetlen nyomtató távírót;
 - .4.2 antenna beszabályozás és átállítás, értelemszerűen;
 - .4.3 életmentő rádiókészülékek használata; és
 - .4.4 havária helyzetjelző rádióbóják (EPIRB) használata;
- .5 antennaszereelés, javítás és karbantartás, értelemszerűen;
- .6 képi, logikai és áramköri kapcsolási rajzok olvasása és megértése;
- .7 a tengeri elektronikus karbantartás végrehajtásához szükséges szerszámok mérőműszerek használata és ápolása;
- .8 kézi forrasztási és leforrasztási módszerek, ideértve félvezető készülékek, modern áramkörök forrasztását, és képesség annak megállapítására, hogy vajon az áramkör alkalmas-e a kézi forrasztásra vagy leforrasztásra;
- .9 hibák nyomon követése és javítása részegység szinten, ahol gyakorlatilag megoldható, és áramköri lap/modul szinten, más esetekben;
- .10 a hibaelőforduláshoz vezető állapotok felismerése és elhárítása;
- .11 megelőző és javító karbantartási eljárások, az összes GMDSS rádiónavigációs és kommunikációs eszköz esetében; valamint
- .12 Elektromos és elektromágneses interferencia enyhítésének módszerei, mint például egyenpotenciálra hozás, árnyékolás és áthidalás.

Egyéb rendelkezések

- 14 Ismeretek és/vagy képzés egyéb területeken:
 - .1 írott és beszélt angol nyelv a tengeri életbiztonsággal összefüggő kielégítő közleménycsere biztosítására;
 - .2 a világ földrajza, különösen a fő hajózási útvonalak, a felkutatási koordinációs központok szolgálatai (RCC) és a kapcsolódó kommunikációs útvonalak;
 - .3 túlélés a tengeren, mentőcsónakok, mentőhajók, életmentő tutajok, úszókészülékek és berendezéseik működtetése, különös tekintettel az életmentő rádiókészülékekre;
 - .4 tűzoltás és tűzmelegelőzés, különös tekintettel a rádió beépítésére;

- .5 megelőző intézkedések a hajó és a személyzet biztonsága érdekében a rádióberendezéssel összefüggő kockázatok miatt, ideértve az elektromos, sugárzási, kémiai és mechanikai kockázatokat;
- .6 elsősegély, ideértve a szívműködést és légzést újraindító módszereket; és
- .7 koordinált egyetemes időzóna (UTC) a világ időzónáinak és a nemzetközi dátumvonalnak az ismerete.

MÁSODOSZTÁLYÚ RÁDIÓELEKTRONIKUS KEZELŐ KÉPZÉSE

KÉPESÍTÉS

Általános rendelkezések

15 A képzés megkezdése előtt a jelölnek meg kell felelnie az orvosi alkalmassági követelményeknek, különös tekintettel a hallásra, látásra és a beszédre.

16 A képzés feleljen meg az aktuálisan hatályos STCV Egyezmény, és a SOLAS Egyezmény rendelkezéseinek, különös figyelemmel a Globális tengeri vész hívó és biztonsági rendszer (GMDSS) rendelkezéseire. A képzési követelmények kialakítása során figyelembe kell venni legalább az alábbi 17-14. pontban szereplő ismereteket és képzést.

Elmélet

17 A GMDSS rendszerben szükséges összes alrendszer és berendezés biztonságos és hatékony használatához szükséges általános elvek és alaptényezők ismerete, az alábbi 27. szakaszban megadott gyakorlati képzési rendelkezési támogatásához elégséges mértékben.

18 GMDSS alrendszerek használatának, üzemeltetésének és szolgálati területeinek ismerete, beleértve a műholdrendszerek jellemzőit, a navigációs és meteorológiai figyelmeztető rendszereket, valamint a megfelelő kommunikációs körök megválasztását.

19 A villamosság és a rádióelektronika elméletének ismerete az alábbi 20-24. szakaszokban foglalt követelmények teljesítéséhez szükséges mértékben.

20 A GMDSS rádiókommunikációs berendezés általános elméleti ismerete, beleértve a keskenysávú közvetlen kinyomtatással üzemelő táviró rendszert és a rádiótelefon adó- és vevőkészülékeket, a szelektív digitális hívóberendezéseket, a hajózási földi állomásokat, a vészhelyzetjelző rádióbójákat (EPIRB), a tengeri rendszereket, a túlélési úszójármű rádióberendezéseit az összes kiegészítő tétellel együtt, beleértve az energiaellátást is, valamint a rádiónavigációhoz általában használt más berendezések elveinek alapfokú ismeretét, különös figyelemmel a berendezések üzemen tartására

21 A rendszer megbízhatóságát, rendelkezésre állását befolyásoló tényezők, karbantartási eljárások és vizsgálóberendezések megfelelő használatának általános ismerete.

22 A mikroprocesszorok és hibadiagnosztika általános ismerete a GMDSS rádió berendezésben, ideértve a vizsgálatot és elemzést.

23 A GMDSS rádióberendezés vezérlőrendszerinek általános ismerete, ideértve a tesztelést és elemzést

24 A GMDSS rádióberendezés számítógépes szoftverének ismerete és használata, és a berendezés szoftvervezérlése kiesése által okozott hibák javítási módszerei.

Szabályzat és dokumentálás

25 A következőkkel kapcsolatos ismeretek:

- .1 a SOLAS Egyezmény, és a Rádiószabályzat, különös figyelemmel a következőkre:
 - .1.1 havária, sürgősségi és biztonsági rádióközlemények;
 - .1.2 káros interferencia elkerülése, különös figyelemmel a havária és biztonsági forgalmazásra; és
 - .1.3 az engedély nélküli adások megakadályozása;
- .2 egyéb dokumentumok az üzemeltetési és kommunikációs eljárásokkal kapcsolatban a vészhelyzeti, biztonsági és nyílt forgalmazási szolgálatokhoz, ideértve a terheléseket, navigációs figyelmeztetéseket, és időjárás előrejelzéseket a Maritime Mobile Service és a Maritime Mobile Satellite Service hálózataiban; és
- .3 a nemzetközi jelzések szabályzata, és az IMO szabványos tengerészeti kommunikációs kifejezések alkalmazása.

Órszolgálat és eljárások

26 Képzést kell biztosítani a következő területeken:

- .1 kommunikációs eljárások és fegyelem a káros interferencia megakadályozására a GMDSS alrendszerek esetében;
- .2 eljárások a terjedés-előrejelző információ használatára az optimális forgalmazási frekvenciák megállapítására
- .3 rádiókommunikációs órsgálat az összes GMDSS alrendszer, a rádiókommunikációs forgalmazás, különösen a vészhívó, sürgősségi és biztonsági eljárások, valamint a rádiónyilvántartásokra vonatkozóan;
- .4 a nemzetközi fonetikus abc alkalmazása;
- .5 vészhívási frekvencia figyelemmel kísérése, miközben legalább még egy frekvencián egyidejűleg figyelés vagy forgalmazás folyik;
- .6 hajójelentési rendszerek és eljárások;

- .7 a Nemzetközi Légitforgalmi és Tengerészeti Felkutatási és Mentési (IAMSAR) Kézikönyv rádiókommunikációs eljárásai;
- .8 rádiótámogatásos egészségügyi rendszerek és eljárások; és
- .9 a téves vészriasztások okai és elkerülésük módjai

Gyakorlati képzés

27 A megfelelő laboratóriumi munkával kiegészített gyakorlati képzést az alábbi területeken kell biztosítani:

- .1 az összes GMDSS alrendszer és berendezés helyes és hatékony üzemeltetése normál terjedési állapotok és jellemző interferenciafeltételek között;
- .2 az összes GMDSS kommunikációs berendezés és segédüzemi készülék biztonságos üzemeltetése, beleértve a biztonsági óvintézkedéseket;
- .3 megfelelő és pontos billentyűzethasználati jártasság a kielégítő kommunikációcsere érdekében;
- .4 üzemeltetési technikák az alábbiak területén:
 - .4.1 vevő- és adókészülék beszabályozása a megfelelő üzemmódra, beleértve a digitális szelektív hívó és közvetlen nyomtató távirót;
 - .4.2 antenna beszabályozás és átállítás, értelemszerűen
 - .4.3 életmentő rádiókészülékek használata; és
 - .4.4 havária helyzetjelző rádióbóják (EPIRB) használata;
- .5 antennaszerelés, javítás és karbantartás, értelemszerűen;
- .6 képi, logikai és áramköri kapcsolási rajzok olvasása és megértése;
- .7 a tengeri elektronikus karbantartás végrehajtásához szükséges szerszámok mérőműszerek használata és ápolása egység vagy modulcsere szintjén;
- .8 alapvető kézi forrasztási és leforrasztási módszerek és korlátaik;
- .9 hibák keresése és javítása áramköri lap/modul szinten;
- .10 a hiba bekövetkezéséhez hozzájáruló állapotok felismerése és javítása;
- .11 alapfokú karbantartási eljárások, megelőző és javító egyaránt, az összes GMDSS rádiónavigációs és kommunikációs eszköz esetében; valamint
- .12 A villamos és elektromágneses interferencia csökkentésének módszerei, mint például egyenpotenciálra hozás, árnyékolás és áthidalás.

Egyéb rendelkezések

- 28 Ismeretek és/vagy képzés egyéb területeken::
- .1 írott és beszélt angol nyelv a tengeri életbiztonsággal összefüggő kielégítő közleménycsere biztosítására;
 - .2 a világ földrajza, különösen a fő hajózási útvonalak, a felkutatási koordinációs központok szolgálatai (RCC) és a kapcsolódó kommunikációs útvonalak;
 - .3 túlélés a tengeren, mentőcsónakok, mentőhajók, életmentő tutajok, úszókészülékek és berendezéseik működtetése, különös tekintettel az életmentő rádiókészülékekre;
 - .4 tűzoltás és tűz megelőzés, különös tekintettel a rádió beépítésére;
 - .5 megelőző intézkedések a hajó és a személyzet biztonsága érdekében a rádióberendezéssel összefüggő kockázatok miatt, ideértve az elektromos, sugárzási, kémiai és mechanikai kockázatokat;
 - .6 elsősegély, ideértve a szívműködést és légzést újraindító módszereket; és
 - .7 koordinált egyetemes időzóna (UTC) a világ időzónáinak és a nemzetközi dátumvonalnak az ismerete.

AZ ÁLTALÁNOS KEZELŐI KÉPESÍTÉSSEL KAPCSOLATOS KÉPZÉS

Általános rendelkezések

29 A képzés megkezdése előtt a jelölnek meg kell felelnie az orvosi alkalmassági követelményeknek, különös tekintettel a hallásra, látásra és a beszédre.

30 A képzés feleljen meg az aktuálisan hatályos STCV Egyezmény, a Rádiószabályzat, és a SOLAS Egyezmény rendelkezéseinek, különös figyelemmel a Globális tengeri vész hívó és biztonsági rendszer (GMDSS) rendelkezéseire. A képzési követelmények kialakítása során figyelembe kell venni legalább az alábbi 31-14. pontban szereplő ismereteket és képzést.

Elmélet

31 A GMDSS rendszerben szükséges összes alrendszer és berendezés biztonságos és hatékony használatához szükséges általános elvek és alaptényezők ismerete, az alábbi 35. szakaszban megadott gyakorlati képzési rendelkezési támogatásához elégséges mértékben.

32 GMDSS alrendszerek használatának, üzemeltetésének és szolgálati területeinek ismerete, beleértve a műholdrendszerek jellemzőit, a navigációs és meteorológiai figyelmeztető rendszereket, valamint a megfelelő kommunikációs körök megválasztását.

Szabályzat és dokumentálás

33. A következőkkel kapcsolatos ismeretek:

- .1 a SOLAS Egyezmény, és a Rádiószabályzat, különös figyelemmel a következőkre:
 - .1.1 havária, sürgősségi és biztonsági rádióközlemények
 - .1.2 káros interferencia elkerülése, különös figyelemmel a havária és biztonsági forgalmazásra; és
 - .1.3 az engedély nélküli adások megakadályozása;
- .2 egyéb dokumentumok az üzemeltetési és kommunikációs eljárásokkal kapcsolatban a vészhelyzeti, biztonsági és nyílt forgalmazási szolgálatokhoz, ideértve a terheléseket, navigációs figyelmeztetéseket, és időjárás előrejelzéseket a Maritime Mobile Service és Service; és
- .3 a nemzetközi jelzések szabályzata, és az IMO szabványos tengerészeti kommunikációs kifejezések alkalmazása.

Őrszolgálat és eljárások

34. Képzés a következő területeken:

- .1 kommunikációs eljárások és fegyelem alkalmazása a káros interferencia megakadályozására a GMDSS alrendszerek esetében;
- .2 eljárások a terjedés-előrejelző információ használatára az optimális forgalmazási frekvenciák megállapítására;
- .3 rádiókommunikációs őrszolgálat az összes GMDSS alrendszer, a rádiókommunikációs forgalmazás, különösen vészhívó, sürgősségi és biztonsági eljárások, valamint rádióközlemények terén;
- .4 a nemzetközi fonetikus abc alkalmazása;;
- .5 vészhívási frekvencia figyelemmel kísérése, miközben legalább még egy frekvencián egyidejűleg figyelés vagy forgalmazás folyik;
- .6 hajójelentési rendszerek és eljárások;
- .7 a Nemzetközi Légiforgalmi és Tengerészeti Felkutatási és Mentési (IAMSAR) Kézikönyv rádiókommunikációs eljárásai;
- .8 rádiótámogatásos egészségügyi rendszerek és eljárások; és
- .9 a téves riasztások okai és elkerülésük módjai..

Gyakorlati képzés

35 Gyakorlati képzés:

- .1 az összes GMDSS alrendszer és berendezés helyes és hatékony üzemeltetése normál terjedési állapotok és jellemző interferenciafeltételek között;
- .2 az összes GMDSS kommunikációs berendezés és segédüzemi készülék biztonságos üzemeltetése, beleértve a biztonsági óvintézkedéseket;
- .3 megfelelő és pontos billentyűzethasználati jártasság a kommunikáció kielégítő végrehajtására;
- .4 üzemeltetési technikák az alábbiak területén:
 - .4.1 vevő- és adókészülék beszabályozása a megfelelő üzemmódra, beleértve a digitális szelektív hívó és közvetlen nyomtató távirót;
 - .4.2 antenna beszabályozás és átállítás, értelemszerűen
 - .4.3 életmentő rádiókészülékek használata; és
 - .4.4 havária helyzetjelző rádióbóják (EPIRB) használata.

Egyéb rendelkezések

36 Ismeretek és/vagy képzés egyéb területeken:

- .1 írott és beszélt angol nyelv a tengeri életbiztonsággal összefüggő kielégítő közleménycsere biztosítására;
- .2 a világ földrajza, különösen a fő hajózási útvonalak, a felkutatási koordinációs központok szolgálatai (RCC) és a kapcsolódó kommunikációs útvonalak;
- .3 túlélés a tengeren, mentőcsónakok, mentőhajók, életmentő tutajok, úszókészülékek és berendezéseik működtetése, különös tekintettel az életmentő rádiókészülékekre;
- .4 tűzoltás és tűz megelőzés, különös tekintettel a rádió beépítésére;
- .5 megelőző intézkedések a hajó és a személyzet biztonsága érdekében a rádióberendezéssel összefüggő kockázatok miatt, ideértve az elektromos, sugárzási, kémiai és mechanikai kockázatokat;
- .6 elsősegély, ideértve a szív működést és légzést újraindító módszereket; és
- .7 koordinált egyetemes időzóna (UTC) a világ időzónáinak és a nemzetközi dátumvonalnak az ismerete.

KORLÁTOZOTT KEZELŐI KÉPESÍTÉSSEL KAPCSOLATOS KÉPZÉS

Általános rendelkezések

37 A képzés megkezdése előtt a jelölnek meg kell felelnie az orvosi alkalmassági követelményeknek, különös tekintettel a hallásra, látásra és a beszédre.

38 A képzés feleljen meg az aktuálisan hatályos STCV Egyezmény, a Rádiószabályzat és a SOLAS Egyezmény rendelkezéseinek, különös figyelemmel a Globális tengeri vész hívó és biztonsági rendszer (GMDSS) rendelkezéseire. A képzési útmutató kidolgozásában figyelembe kell venni legalább az alábbi 39-44. szakaszokban közölt ismereteket és képzést

Elmélet

39 Az általános alapelvek és elméleti tényezők ismerete, ideértve az URH sáv korlátait és az antenna magassági hatását, amely szükséges a GMDSS A1 tengeri területen megkövetelt összes alrendszer és berendezés biztonságos és hatékony használatáért, az alábbi 43. szakaszban megadott képzés alátámasztásához elégséges mértékben.

40 A GMDSS tengeri területének A1 alrendszereiben a használati, üzemeltetési és szolgáltatási területek ismerete, például navigációs és figyelmeztető rendszerek, valamint a megfelelő kommunikációs áramkörök.

Szabályzat és dokumentálás

41. A következőkkel kapcsolatos ismeretek:
- .1 a SOLAS Egyezmény és a Rádiószabályzat A1 tengeri terület szempontjából releváns részei, különös figyelemmel a következőkre:
 - .1.1 vészhelyzeti, sürgősségi, és biztonsági rádiókommunikáció;
 - .1.2 káros interferencia elkerülése, különös figyelemmel a vészhelyzeti és biztonsági rádióforgalmazásra; és
 - .1.3 az engedély nélküli adások megakadályozása;
 - .2 egyéb dokumentumok az üzemeltetési és kommunikációs eljárásokkal kapcsolatban a vészhelyzeti, biztonsági és nyílt forgalmazási szolgálatokhoz, ideértve a terheléseket, navigációs figyelmeztetéseket, és időjárás előrejelzéseket a Maritime Mobile Service A1 tengeri területén; és
 - .3 a Nemzetközi jelzések szabályzata, és az IMO szabványos tengerészeti kommunikációs kifejezések alkalmazása.

Őrszolgálat és eljárások

42 Képzés a következő területeken:

- .1 kommunikációs eljárások és fegyelem alkalmazása a káros interferencia megakadályozására az A1 tengeri területen alkalmazott GMDSS alrendszerek esetében
- .2 URH kommunikációs eljárások az alábbi feladatokra:
 - .2.1 rádiókommunikációs őrszolgálat, rádiókommunikációs forgalmazás, különösen a havária, sürgősségi és biztonsági eljárásokkal és rádiónyilvántartásokkal kapcsolatban;
 - .2.2 vész hívási frekvencia figyelemmel kísérése, miközben legalább még egy frekvencián egyidejűleg figyelés vagy forgalmazás folyik;
 - .2.3 a digitális szelektív hívórendszer;
- .3 a nemzetközi fonetikus abc alkalmazása
- .4 hajójelentési rendszerek és eljárások;
- .5 a Nemzetközi Légiforgalmi és Tengerészeti Felkutatási és Mentési (IAMSAR) Kézikönyv rádiókommunikációs eljárásai;
- .6 rádiótámogatásos egészségügyi rendszerek és eljárások; és
- .7 a téves vészriasztások okai és elkerülésük módjai.

Gyakorlati képzés

43 Gyakorlati képzést kell biztosítani az alábbi területen:

- .1 Az A1 tengeri területen működő hajók számára előírt GMDSS alrendszer és berendezések helyes és hatékony üzemeltetése normál terjedési állapotok és jellemző interferenciafeltételek között;
- .2 az összes GMDSS kommunikációs berendezés és segédüzemi készülék biztonságos üzemeltetése, beleértve a biztonsági óvintézkedéseket; és
- .3 üzemeltetési technikák az alábbiak területén:
 - .3.1 URH, ideértve a csatorna, a zajelnyomást és üzemmód beszabályozást, értelemszerűen;
 - .3.2 életmentő rádiókészülékek használata;

.3.3 havária helyzetjelző rádióbóják (PIRB) használata; és

.3.4 NAVTEX vevőkészülékek.

Egyéb rendelkezések

44 Ismeretek és/vagy képzés egyéb területeken::

- .1 írott és beszélt angol nyelv a tengeri életbiztonsággal összefüggő kielégítő közleménycsere biztosítására;
- .2 a felkutatási koordinációs központok szolgálatai (RCC)
- .3 túlélés a tengeren, mentőcsónakok, mentőhajók, életmentő tutajok, úszókészülékek és berendezéseik működtetése, különös tekintettel az életmentő rádiókészülékekre;
- .4 tűzoltás és tűz megelőzés, különös tekintettel a rádió beépítésére;
- .5 megelőző intézkedések a hajó és a személyzet biztonsága érdekében a rádióberendezéssel összefüggő kockázatok miatt, ideértve az elektromos, sugárzási, kémiai és mechanikai kockázatokat; és
- .6 ideértve a szív működést és légzést újraindító módszereket.

HAJÓN TELEPÍTETT GMDSS BERENDEZÉSEK KARBANTARTÁSÁVAL KAPCSOLATOS KÉPZÉS

Általános rendelkezések

45. Hivatkozással a SOLAS Egyezmény IV/15. szabályzatban foglalt karbantartási követelményekre, valamint az IMO A.702(17) Rádiókarbantartási útmutatásokra, a GMDSS A3 és A4 tengeri területekkel kapcsolatos szakaszaira, amely mellékletében az alábbi rendelkezést tartalmazza:

„4.2 A tengeren folytatott elektronikus karbantartás funkcióinak elvégzésére kijelölt személy vagy rendelkezzen egy megfelelő képesítéssel a Rádiószabályzatban előírtak szerint, amint szükséges, vagy rendelkezzen egyenértékű tengeri elektronikus karbantartási minősítésekkel, az Igazgatás által jóváhagyottan, figyelembe véve a Szervezet ilyen személyzet képzésére vonatkozó ajánlásait.”

46 Az egyenértékű elektronikai karbantartási minősítésekhez az alábbi útmutatót adjuk az Igazgatások számára, értelemszerű alkalmazásra.

47 Az alábbi ajánlásoknak megfelelő képzés nem nyújt minősítést egyetlen személy számára sem, hogy GMDSS rádióberendezés kezelője legyen, amennyiben nem rendelkezik egy megfelelő rádiókezelői képesítéssel.

Elsőosztályú rádióelektronikai képesítéssel egyenértékű karbantartás, képzés

- 48 A felsorolt elsőosztályú rádióelektronikai képesítés elemeivel egyenértékű képzés meghatározásakor:
- .1 az elméleti tartalom legalább terjedjen ki a 3.10. szakaszokban megadott tárgyakra;
 - .2 a gyakorlati tartalom terjedjen ki legalább a 13. szakaszban megadott tárgyakra; és
 - .3 a képzésben foglalt egyéb ismeretek terjedjenek ki legalább a 14. szakaszban megadott tárgyakra.

Másodosztályú rádióelektronikai képesítéssel egyenértékű karbantartás, képzés

- 49 A felsorolt másodosztályú rádióelektronikai képesítés elemeivel egyenértékű képzés meghatározásakor
- .1 az elméleti tartalom legalább terjedjen ki a 17-24. szakaszokban megadott tárgyakra;
 - .2 a gyakorlati tartalom terjedjen ki legalább a 27. szakaszban megadott tárgyakra; és
 - .3 képzésben foglalt egyéb ismeretek terjedjenek ki legalább a 28. szakaszban megadott tárgyakra.

V. FEJEZET

Útmutatás bizonyos típusú hajókon szolgáló személyzet különleges képzési követelményeihez

B-V/1. szakasz

útmutató tartályhajó személyzet képzéséhez és minősítéséhez

Közvetlen felelősséggel rendelkező személy

1 A V/1-1 szabályzat 3. és 5. szakaszaiban, illetve a V/1-2- szabályzat 3. szakaszában alkalmazott „közvetlen felelősséggel rendelkező személy” kifejezés egy olyan személyt jelent, aki döntéshozási helyzetben van a rakomány berakodása, kirakodása, út alatti kezelése, a tartálytisztítás és egyéb rakománnyal összefüggő műveletek tekintetében.

ISMERTETŐ KÉPZÉS AZ ÖSSZES TARTÁLYHAJÓ SZEMÉLYZET SZÁMÁRA

2 Az összes tartályhajó személyzet vegyen részt a fedélzeten ismertető képzésben, és ahol alkalmazható, a paron, mielőtt megkapnák beosztásukat a hajón, amely oktatást az olaj, vegyi anyag, vagy cseppfolyós gázszállítványok kezelésében, és jellemzőit illetően tapasztalt

szakképzett személyzet adjon, értelemszerűen, valamint az oda vonatkozó biztonsági eljárások területén. A képzés legalább az alábbi 3-8. szakaszokban foglalt tárgyakra terjedjen ki.

Szabályozások

3 A tartályhajón kikötőben és tengeren tartózkodó személyzet biztonságára vonatkozó szabályok és rendeletek ismerete.

Egészségi kockázatok és elővigyázatossági óvintézkedések

4 Az áru bőrrel való érintkezéséből, belélegzéséből és véletlen lenyeléséből adódó veszélyek; a szállított rakomány káros tulajdonságai, személyi balesetek és a kapcsolódó elsősegély; listák arról, hogy mit kell és mit nem szabad tenni.

Tűz megelőzése és tűzoltás

5 A dohányzás és főzési korlátozások ellenőrzése; gyújtás forrásai; tűz- és robbanás megelőzése; tűzoltási módszerek; hordozható tűzoltó készülékek és beépített rendszerek.

Szennyezés megakadályozása

6 Betartandó eljárások a levegő- és vízszennyezés megelőzésére, és kiömlés esetén meghozandó intézkedések.

Biztonsági berendezések és használatuk

7 Védőruházat és felszerelés, lélegeztető készülékek, menekülő és mentőfelszerelések megfelelő használata.

Vészhelyzeti eljárások

8 A haváriaterv eljárások megismerése.

KÉPESÍTÉS IGAZOLÁSA

9 Minden olajszállító, vegyianyag-szállító vagy cseppfolyósgáz-szállító tartályhajó parancsnoka győződjön meg arról, hogy a rakományért közvetlen felelősséget viselő tiszt vagy személy rendelkezik az V/1-1. szabályzat 3. szakaszában; az V/1-1. szabályzat 5. szakaszában, vagy értelemszerűen az V/1-2. szabályzat 3. szakaszában előírtak szerint kiadott, vagy jóváhagyott, illetve érvényesített megfelelő bizonyítvánnyal, és egy megfelelő típusú tartályhajón megfelelő friss gyakorlati tapasztalatot szerzett, amely alapján az adott tiszt vagy személy biztonsággal elvégezheti a számára megszabott feladatokat.

ÚTMUTATÓ A JÓVÁHAGYOTT KÉPZÉSHEZ A HAJÓN

Általános rendelkezések

- 10 A hajón teljesítendő minőségi szolgálat célja, hogy megadja azt a képzést és tudást, amely szükséges a megadott tartályhajó rakományok biztonságos szállításához.
- 11 Az V/1-1. szabály 4.2.2. pontjában; az V/1-1. szabály 6.2.2. pontjában és az V/1-2. szabály 4.2.2. pontjában hivatkozottak szerint ahhoz, hogy az adott tartályhajó típuson a beosztásuknak megfelelő tapasztalatot megszerezzék, a jelöltek hajón történő képzése során:
- .1 hangsúlyozni kell a gyakorlati „személyes tapasztalatszerzést” biztosító képzést, a tengerész megbízási viszonyával kapcsolatban, azaz a fedélzeti, illetve gépüzemi képzés eltérő lehet;
 - .2 a hajó által szállított rakományok kezelésében, jellemzőivel és biztonsági eljárásaival kapcsolatban minősítést és tapasztalatot szerzett személy felügyelete alatt álljon;
 - .3 olyan tartályhajón szolgáljon, amely a megpályázott tartályhajó jártassági/jóváhagyási bizonyítvánnyal összefüggő termékeket szállít, és a képzés során üzembe helyezik a különleges berendezéseket, azonban ez lehet egy ballasztúton két rakomány között az adott időszakban;
 - .4 vegyen részt legalább három berakodási és kirakodási műveletben; és
 - .5 legalább a 19. szakaszban meghatározott „fedélzeti képzési követelmények” szerinti tárgyakra terjedjen ki.
- 12 A fedélzeten folyó képzési program semmilyen módon nem érintheti a hajó biztonságos üzemelését vagy tengerállóságát.

Fedélzeti képzési program

- 13 A jelölt létszám felettiként legyen a fedélzeten (azaz a jelöltnek nem lehet más feladata, mint a képzési program és a vészhelyzeti feladatok teljesítése).
- 14 A fedélzeti képzési programot az a társaság irányítsa és koordinálja, amelyik a hajót üzemelteti, és amelyen a tengeri szolgálatot fogják végrehajtani, ezt a hajót a társaság iskolahajónak jelölje meg.
- 15 A jelölt mindenkor ismerjen két beazonosítható személyt, akik közvetlen felelősséggel rendelkeznek a hajón történő képzés programjának irányításáért. Közülük az első egy képesített tengerésztiszt, a „hajó oktatótisztje”, aki a parancsnok alárendeltjeként megszervezi a képzési programot és felügyeli azt. A második a társaság által kinevezett személy, „a vállalati oktatótiszt”, aki általános felelősséggel bír a képzési programért és oktatószervezetekkel fenntartott koordinációért.

16 A jelölt kapjon egy jóváhagyott képzési nyilvántartó könyvet, amelyben vezetni lehet a tengeren lefolytatott gyakorlati képzés és tapasztalatszerzés átfogó nyilvántartását. A jóváhagyott képzési naplót úgy kell kialakítani, hogy részletes információt mutasson be azokról a feladatokról és köteleességekről, amelyeket a jelölt elvállalhat, és a teljesítésük irányában történő előrehaladást. A parancsnok által ellenjegyzett megfelelően kitöltött jóváhagyott nyilvántartási napló egyedülálló bizonyítéka annak, hogy teljesült a hajón folytatott képzés strukturált programja, amely biztosítja az előrehaladást a tartályhajó rakományműveleteire vonatkozó emeltszintű képzésről a megfelelő bizonyítvány kiadásához.

17 A jóváhagyott fedélzeti képzési program alatt a jelölt oktatást kap a rakomány berakásáról, kirakásáról, úton történő kezeléséről és gondozásáról, a tartály tisztításáról, és a tartályhajó egyéb rakománnyal összefüggő műveleteiről annak biztosítására, hogy az így megszerzett tapasztalat legalább egyenértékű azzal, amit a három hónapos szokásos szolgálat alatt lehetett volna megszerezni.

18 Amennyiben a három berakási és három kirakási követelmény nem teljesíthető az egy hónapos fedélzeti képzési időszak alatt, akkor meg kell hosszabbítani a hajón lefolytatott képzés időszakát, addig, amíg ezek a követelmények megfelelően nem teljesülnek.

A hajón történő képzés szempontjai

19 A hajón történő képzés az érintett tartályhajó típusra vonatkozó ismeretek és tapasztalatok szempontjából legalább az alábbiakat biztosítsa:

.1 Biztonság

.1.1 Összes tartályhajó típus

- .1 A hajó biztonságkezelési rendszere
- .2 Rakomány-specifikus tűzoltóberendezések és eljárások
- .3 Rakomány-specifikus elsősegélynyújtási eljárások, ideértve az egészségügyi elsősegélyről szóló útmutatást veszélyes árukkal kapcsolatos balesetek esetére (MFAG)
- .4 Hajó/rakományspecifikus kockázatok, ideértve a dohányzási előírásokat, a csökkentett oxigéntartalmú légkört, szénhidrogén-rakomány által okozott narkózist és mérgezést
- .5 Kockázatértékelési rendszerek
- .6 Munkavégzési engedély, ideértve a meleg körülmények között végzett munkát, valamint a zárt terekbe való belépések eljárásait
- .7 A személyes védőfelszerelés használata

.1.2 Kiegészítés cseppfolyós gázt szállító tartályhajókhoz

- .1 Veszélyek és óvintézkedések a kriogén hőmérsékleteken végzett rakománykezeléssel és tárolással kapcsolatban

.2 Szerkezet, rakomány, rakománytartályok és csővezetékek

.2.1 Minden tartályhajó típus

- .1 Hajótest/tartály szerkezete és korlátok
- .2 Rakománycsatlakozók
- .3 A szállított rakománytípusokkal összefüggő tulajdonságok és kockázatok, ideértve az anyagbiztonsági lapok (MSDS) használatát
- .4 Annak kockázata, hogy a rakományműveletezés (mint például kiürítés/gázmentesítés/tartálytisztítás) érintheti a szálláshelyek szellőzőrendszereit, és az ilyen kockázatok enyhítésére irányuló cselekvések
- .5 A rakomány és ballasztrendszer elrendezése
- .6 Szivattyúk és kapcsolódó berendezések
- .7 A rakományműveletekkel összefüggő speciális berendezések
- .8 Tartályszerkezetek részletei, és az, hogy ezek miként érintik a rakományműveleteket

.2.2 Kiegészítés a cseppfolyós gázt szállító tartályhajókhoz

- .1 Különválasztás alkalmazása, különválasztó és légzsilipek a gázmentes területek fenntartására
- .2 Rakománytartály, közbenső válaszfalak, szigetelőterek, csővezeték nyomásmentesítő szelepek és páralefúvató rendszerek
- .3 Rakománypára kompresszorok és kapcsolódó berendezések

.3 Trimm és stabilitás

.3.1 Az összes tartályhajó típusra vonatkozóan

- .1 A tartályhajó stabilitási információs és számítógépei
- .2 A stressz-szintek elfogadható határokon belül tartásának fontossága
- .3 A szabad felület hatás és az „lengő” hatás veszélyei

.4 Rakományműveletek

.4.1 Az összes tartályhajó típusra vonatkozóan

- .1 A berakodás/úton történő gondozás, kirakodás/ballasztműveletek előzetes tervezése
- .2 Nyilvántartás vezetése
- .3 Indulás/megállási eljárások, ideértve a havária leállást
- .4 A rakományműveletek során a kikötési megoldásokkal kapcsolatban szükséges figyelem
- .5 Kiürítési és közömbösítési követelmények, kapcsolódó kockázatok
- .6 Rakomány berakása, ideértve a kiegészítő feltöltési műveleteket
- .7 Rakomány kirakása, ideértve a leeresztési és lefejtési műveleteket
- .8 A rakomány figyelemmel kísérése a berakodási/kirakodási műveletek során, ideértve a mintavételezést, ahol szükséges

- .9 Tartálysztintmérő és riasztó rendszerek
 - .10 Elektrosztatikus kisülésből adódó kockázatok és azok megakadályozása
 - .11 Ballasztbetöltési és kiürítési műveletek
 - .12 Karbantartási követelmények, ideértve a bevonatok ellenőrzését
- .4.2 Kiegészítések vegyianyag-szállító tartályhajókhoz
- .1 Polimerizáció, a rakomány kompatibilitása, a tartálybevonat kompatibilitása és egyéb reakciók
 - .2 Inhibitorok és katalizátorok funkciói
 - .3 Pára/gáz diszperzió
- .4.3 Kiegészítés cseppfolyógáz-szállító tartályhajókhoz
- .1 Polimerizáció, a rakomány kompatibilitása, a tartálybevonat kompatibilitása és egyéb reakciók
 - .2 Inhibitorok és katalizátorok funkciói
 - .3 Ellennyomás okai és hirtelen nyomásemelkedés hatásai
 - .4 A lepárolódott gáz felhasználása üzemenyagként
 - .5 Pára/gáz diszperzió
 - .6 Kiürítési és lehűtési műveletek
 - .7 Az újracseppfolyósító berendezés üzemeltetése és karbantartása
 - .8 A jövedéki átfejtő rendszer megértése és használata
- .4.4 Kiegészítés olajszállító tartályhajókhoz
- .1 Nyersolaj mosórendszerek

.5 Tartálymosás/tisztítás

- .5.1 Az összes tartályhajó típusra vonatkozóan
- .1 A tartályhajókon telepített tartálytisztító rendszerek és berendezések
 - .2 Tartálymosási/tisztítási műveletek előzetes tervezése
 - .3 Tartálymosási eljárások, ideértve az ürítést és a közömbösítést
 - .4 Keverék/hulladéktermékek kezelése
 - .5 Elektrosztatikus kockázatok
 - .6 Tisztasági követelmények
 - .7 Karbantartási követelmények
- .5.2 Kiegészítés vegyianyag-tartályokhoz
- .1 Gátlószerek és maradékok eltávolítása
 - .2 Abszorpciós, tisztítószerek és detergens alkalmazása
- .5.3 Kiegészítés cseppfolyós gázt szállító tartályhajókhoz
- .1 Folyékony maradékok forró gáz kezelése/lepárlása és az újragázosítási eljárás

.6 Közömbösgáz rendszerek

.6.1 Az összes tartályhajó típusra vonatkozóan

- .1 A tartályhajón telepített közömbösgáz rendszerek és berendezések
- .2 A terek közömbösítésével kapcsolatos kockázatok, különös figyelemmel a tartályokba való biztonságos belépésre
- .3 Ürités, közömbös atmoszféra fenntartása és gázmentesítési műveletek
- .4 Karbantartási követelmények

.7 Szennyezés megakadályozása és ellenőrzése

.7.1 Az összes tartályhajó típusra vonatkozóan

- .1 A nemzetközi, a bejegyzés szerinti állam és a hajótársaság szabályai, dokumentációja és tervei
- .2 A tartályhajó szennyezésmegelőző rendszereinek és berendezéseinek üzeme, ideértve az ürités felügyeletét
- .3 A tartályhajó szennyezését megfékező berendezésének üzeme

.8 Gázészlelő berendezés és műszerek

.8.1 Az összes tartályhajó típusra vonatkozóan

- .1 A személyi, hordozható és beépített gázanalizátorok használata és kalibrálása, különös figyelemmel az oxigén és szénhidrogén-ellenőrző berendezésekre
- .2 A rakománytartály szintmérő, szintriasztó és hőmérsékletmérő rendszerek üzeme, karbantartása és korlátai

.8.2 Kiegészítés a cseppfolyósított gázt szállító tartályhajókhoz

- .1 A hajótest hőmérsékletmérésének üzeme és karbantartása

.9 Kiadványok

.9.1 Az összes tartályhajó típusra vonatkozóan

- .1 A tartályhajó üzemeltetésével kapcsolatos nemzetközi, a nyilvántartó állam és a hajóstársaság kiadványai, ideértve a SOLAS, a MARPON és a vonatkozó útmutató kézikönyveket
- .2 A hajó berendezéseire nézve specifikus üzemeltetési és karbantartási utasítások
- .3 Meghatározott ipari szabványok, és a biztonságos munkavégzési gyakorlat szabályzata (például ICS, OCIMF, SIGTTO)

B-V/1-1. szakasz

Az olajszállító és vegyianyag-szállító tartályhajók parancsnokai, tisztjei és legénységi beosztottjai képzéséhez és képesítéséhez kapcsolódó útmutató

KÉPZÉS OLAJSZÁLLÍTÓ TARTÁLYHAJÓHOZ

20 Az V/1-1. szabály 2.2. és 4.3. szakaszai által az olajtartályhajókra előírt képzést egy olyan képzési tervben kell elrendelni, amely világosan kifejti az összes érintett fél számára a képzés célkitűzéseit. Képzés biztosítható a hajón vagy adott esetben a parton. Azt fedélzeti gyakorlati oktatással, vagy adott esetben, egy arra alkalmas, parti objektumban történő oktatással kell kiegészíteni. A képzést és oktatást megfelelő képzettséggel és tapasztalattal rendelkező személyzetnek kell biztosítani.

21 A lehető legmesszebb menőkig fel kell használni a hajón található üzemeltetési és gépkönyveket, filmeket és a megfelelő szemléltetőeszközöket, továbbá meg kell ragadni a lehetőséget a hajón található biztonsági szervezet, a biztonsági tisztek és a biztonsági bizottságok által betöltött szerepkör megvitatására.

VEGYIANYAGOT SZÁLLÍTÓ TARTÁLYHAJÓKHOZ KAPCSOLÓDÓ KÉPZÉS

22 A V/1-1. szabályzat 2.2. és 6.3. szakaszaiban előírt képzést vegyianyag-szállító tartályhajók vonatkozásában egy olyan képzési tervben kell meghatározni, amely minden érintett fél számára egyértelműen megállapítja a képzés célkitűzéseit. Képzés biztosítható a hajón vagy adott esetben a parton. Azt fedélzeti gyakorlati oktatással, vagy adott esetben, egy arra alkalmas, parti objektumban történő oktatással kell kiegészíteni. A képzést és oktatást megfelelő képzettséggel és tapasztalattal rendelkező személyzetnek kell biztosítani.

23 A lehető legmesszebb menőkig fel kell használni a hajón található üzemeltetési és gépkönyveket, filmeket és a megfelelő szemléltetőeszközöket, továbbá meg kell ragadni a lehetőséget a hajón található biztonsági szervezet, a biztonsági tisztek és a biztonsági bizottságok által betöltött szerepkör megvitatására.

B-V/1-2. szakasz

A cseppfolyós gázt szállító tartályhajók parancsnokai, tisztjei és legénységi beosztottjai képzéséhez és képesítéséhez kapcsolódó útmutató

24 Az V/1-2. szabály 2.2. és 4.3. szakaszai által az olajtartályhajókra előírt képzést egy olyan képzési tervben kell elrendelni, amely világosan kifejti az összes érintett fél számára a képzés célkitűzéseit. Képzés biztosítható a hajón vagy adott esetben a parton. Azt fedélzeti gyakorlati oktatással, vagy adott esetben, egy arra alkalmas, parti objektumban történő oktatással kell kiegészíteni. A képzést és oktatást megfelelő képzettséggel és tapasztalattal rendelkező személyzetnek kell biztosítani.

25 A lehető legmesszebb menőkig fel kell használni a hajón található üzemeltetési és gépkönyveket, filmeket és a megfelelő szemléltetőeszközöket, továbbá meg kell ragadni a lehetőséget a hajón található biztonsági szervezet, a biztonsági tisztek és a biztonsági bizottságok által betöltött szerepkör megvitatására.

B-V/2. szakasz

Útmutatás személyszállító hajókon szolgáló tengerészek képzéséhez

EMELTSZINTŰ TŰZOLTÁS

1 Személyszállító hajókon szolgáló tisztek és személyzet számára kiegészítő képzést kell biztosítani, külön figyelemmel a tűzoltás nehézségeire, beleértve a zárt terekhez való hozzáférést, és a tűz szomszédos terekbe való áttérjedésének megakadályozását.

ÚSZÓKÉPESSÉG FENNTARTÁSA

2 Az A-II/1., A-II/2. és A-III/2. szakaszokban megállapított képesítési követelmények kidolgozásában, amellyel elérhető a kárelhárítás és úszóképesség megőrzése területén az elméleti tudás, megértés és jártasság szükséges szintje, a vállalatok és a képző intézmények vegyék figyelembe a kárelhárítás és úszóképesség megőrzése érdekében szükséges minimális ismereteket, megértést és jártasságot az alábbiak szerint:

Alkalmasság

A vízzel való elárasztás kockázatának minimálisra csökkentése, és készülségi állapot fenntartása a vészhelyzetekre való reagálásra, ideértve a hajó úszóképességének sérülését.

Ismeret, megértés és jártasság

A hajó úszóképességének megőrzésére kidolgozott tervek és szervezet

A kárelhárítás rendszerei, berendezései (rekeszek) és vészhelyzeti menekülőutak

A stabilitás és úszóképesség megőrzésének fő elemei. Az elárasztás megfékezése és vízzáró válaszfalak fenntartásának fontossága.

A hajón elvégzendő műveletek robbanás, zátonyra futás vagy tűz esetén.

A hajón megtalálható berendezésekkel kapcsolatos úszóképesség fenntartási módszerek, ideértve a fenékvíz rendszereket és szivattyúkat.

B-V/a. szakasz

Nagyméretű hajók és szokatlan kormányképességű hajók parancsnokainak és elsőtiszteinek kiegészítő képzésére vonatkozó útmutató

1 Lényeges, hogy azok a parancsnokok és elsőtisztek kapjanak megfelelő tapasztalatot és képzést, mielőtt elfoglalják nagyhajók és szokatlan manőverező- és kormányképességgel rendelkező hajókon beosztásukat, amely jellemzők lényegesen eltérnek azoktól, amelyek a korábbi beosztásukban megfigyelhetők voltak. Az ilyen jellemzők általában megtalálhatók azokon a hajókon, amelyek jelentős önsúlyúak, vagy hosszúságúak, illetve különleges felépítésűek, vagy nagysebességűek.

- 2 Mielőtt egy ilyen hajóra kineveznék őket, a parancsnokok és az elsőtisztek:
 - .1 kapjanak tájékoztatást a társaságtól a hajó irányítási jellemzőiről, különösen az A-II/2. táblázat 2. oszlopában – Minimális képesítési követelmények előírásai az 50 BT tonnatartalmú vagy nagyobb hajók parancsnokai és elsőtisztjei számára címmel meghatározott ismeretekről, megértésről és jártasságról a hajók manőverképessége és kormányképessége tekintetében; és
 - .2 megalapozott ismeretekkel rendelkezzenek az adott hajón megtalálható összes navigációs és manőverezési segédeszköz használatát illetően, beleértve ezek képességeit és korlátait.
- 3 Mielőtt elsőként átveszik a fentebb hivatkozott egyik hajó irányítását, a leendő parancsnok szerezzen kellő és alkalmas általános tapasztalatot parancsnoki vagy elsőtiszti beosztásban, és:
 - .1 rendelkezzen elégséges és megfelelő tapasztalattal ugyanannak a hajónak az irányításában felügyelet alatt, vagy pedig egy hasonló manőverképességű hajó műveletében; vagy
 - .2 végezzen el egy jóváhagyott hajóirányítási szimulátoros tanfolyamot olyan berendezés használatával, amely képes az adott típusú hajó manőverjellemzőinek szimulálására.
- 4 A dinamikus támogatású (DS) és nagysebességű hajó parancsnokainak és elsőtisztjeinek kiegészítő képzése és képesítése feleljen meg az IMO Dinamikus Támogatású Hajók Biztonsági Szabályzatában, illetve az IMO Nemzetközi Biztonsági Szabályzat Nagysebességű hajókhoz (1994 HSC Szabályzat és 2000 HSC Szabályzat), értelemszerűen vonatkozó útmutatásainak.

B-V/b. szakasz

Veszélyes és kockázatos anyagokat szilárd halmazállapotban ömlesztve szállító hajók rakománykezeléséért felelős tisztek és legénységi beosztottak képzésére vonatkozó útmutatás

- 1 A képzést két részre kell osztani, egy általános rész az érintett elvekkel kapcsolatban, és az ilyen elvek hajón történő üzemeltetési alkalmazásával foglalkozó rész. A képzést és oktatást megfelelő képzettséggel és tapasztalattal rendelkező személyzetnek kell biztosítania és annak legkevesebb az alábbi 2-14. pontban szereplő tantárgyakra kell kiterjednie.

ELVEK

Tulajdonságok és jellemzők

- 2 A veszélyes és kockázatos anyagok fontos fizikai tulajdonságai és kémiai jellemzői, az ilyen anyagokkal járó valódi veszélyek és kockázatok alapvető megértéséhez szükséges mértékben.

Kémiai kockázatot jelentő anyagok osztályozása

3 IMO veszélyes áruk osztályai 4-9., és az egyes osztályokhoz kapcsolódó kockázatok; és a kizárólag ömlesztett állapotban veszélyes anyagok (MHB) a Nemzetközi Tengerészeti Szabályzat Szilárd Halmazállapotú Ömlesztett Rakományokról (IMSBC).

Egészségi kockázatok

4 Bőrrel való érintkezésből, belélegzésből, lenyelésből és sugárzásból adódó kockázatok.

Egyezmények, szabályok és ajánlások

5 Az 1974. évi módosított SOLAS Egyezmény II-2. és VII. fejezetei vonatkozó követelményeinek általános ismerete..

6 A Nemzetközi Tengerészeti Szabályzat Szilárd Halmazállapotú Ömlesztett Rakományokról (IMSBC) általános alkalmazása, ismerete, különös figyelemmel a következőkre:

- .1 a személyzet biztonsága, ideértve a biztonsági felszerelést, mérőműszereket, azok használatát és gyakorlati alkalmazását, valamint az eredmények értelmezését;
- .2 az elmozdulásra hajlamos rakományokból adódó kockázatok; és
- .3 kémiai kockázatot jelentő anyagok.

ALKALMAZÁS A HAJÓN

4.1. osztály Gyúlékony szilárd anyagok

4.2. osztály Öngyulladásra hajlamos anyagok

4.3. osztály Vízrel való érintkezéskor gyúlékony gázokat kibocsátó anyagok

7 Szállítás, rakomány elhelyezés és hőfokszabályozás a lebomlás és az esetleges robbanás megakadályozására; rakodási kategóriák; általános rakodási óvintézkedések, ideértve az önreakcióra képes és kapcsolódó anyagokra vonatkozó intézkedéseket; a különválasztási követelményeket a felmelegedés és gyulladás megelőzésére; a mérgező vagy gyúlékony gázok kibocsátását, és a robbanóelegyek képződését.

5.1. osztály – Oxidáló anyagok

8 Szállítás, rakomány elhelyezés és hőfokszabályozás a lebomlás és az esetleges robbanás megakadályozására; rakodási kategóriák; általános rakodási óvintézkedések és különválasztási követelmények biztosítva a különválasztást az éghető anyagtól, savaktól és hőforrásoktól, a tűz, robbanás, és mérgező gázok képződésének megakadályozására.

6.1. osztály – Mérgező anyagok

9 Élelmiszerek, munkaterületek és szálláshelyek, valamint szellőzőrendszer szennyezése.

7. osztály – Radioaktív anyagok

10 Szállítási index; ércek és koncentrátumok típusai; rakomány elhelyezés és különválasztás a személyektől, elő nem hívott fényképeszeti filmek és lemezek, élelmiszerek; rakományelhelyezési kategóriák; általános rakományelhelyezési követelmények; különleges rakományelhelyezési követelmények; különválasztási követelmények és elválasztási távolságok; különválasztás más veszélyes áruktól.

8. osztály – Korrozív anyagok

11 Megnedvesedett anyagok által jelentett veszélyek.

9. osztály – Vegyes veszélyes anyagok és cikkek

12 Példák és kapcsolódó kockázatok; a kizárólag ömlesztett állapotban veszélyes anyagok kockázatai (IMSBC Szabályzat); általános és specifikus rakományelhelyezési óvintézkedések; munkavégzési és szállítási óvintézkedések; különválasztási követelmények.

Biztonsági óvintézkedések és vészhelyzeti eljárások

13 Elektromos biztonság a rakodóterekben; óvintézkedések a zárt terekbe való bejutásnál, ahol oxigénhiányos, mérgező vagy tűzveszélyes atmoszféra uralkodhat; az egyes osztályokba tartozó anyagok szállítmányaiban bekövetkező tűz esetleges hatásai; a veszélyes árukat szállító hajókra vonatkozó vészhelyzeti reagálási eljárások alkalmazása; a veszélyes és kockázatos anyagokat érintő események alkalmával betartandó haváriatervek és eljárások, és a Nemzetközi Tengerészeti Szabályzat Szilárd Halmazállapotú Ömlesztett Rakományokhoz (IMSBC) egyes rendelkezéseinek alkalmazása, értelemszerűen ebben a tekintetben.

Orvosi elsősegély

14 A veszélyes árukat érintő balesetek során alkalmazandó IMO Orvosi Elsősegély Útmutató (MFAG), annak használata és alkalmazása a további útmutatásokkal és a rádióon kapott orvosi tanácsokkal együtt.

B-V/c. szakasz

A veszélyes és kockázatos anyagokat csomagolt formában szállító hajókon a rakománykezelésért felelős tisztek és legénységi beosztottak képzésére vonatkozó útmutató

1 A képzést két részre kell osztani, egy általános rész az alkalmazott elvekkel kapcsolatban, és egy rész az ilyen elvek hajóüzemeltetésre való alkalmazásáról. A képzést és oktatást megfelelő képzettséggel és tapasztalattal rendelkező személyzetnek kell biztosítani és annak legkevesebb az alábbi 2-14. pontban szereplő tantárgyakra kell kiterjednie.

ELVEK

Tulajdonságok és jellemzők

2 A veszélyes és kockázatos anyagok fontos fizikai tulajdonságai és kémiai jellemzői, az ilyen anyagokkal járó valódi veszélyek és kockázatok alapvető megértéséhez szükséges mértékben.

Veszélyes és kockázatos anyagok, valamint kémiai kockázatot jelentő anyagok osztályozása

3 Az IMO veszélyes áruk osztályai 1-től 9-ig, valamint az egyes osztályokhoz tartozó kockázatok.

Egészségi kockázatok

4 Bőrrel való érintkezésből, belélegzésből, lenyelésből és sugárzásból adódó kockázatok.

Egyezmények, szabályok és ajánlások

5 Az 1974. évi SOLAS Egyezmény II-2. és VII. fejezeteinek, valamint a MARPOL 73/78. III. mellékletében foglalt vonatkozó követelmények általános ismerete, beleértve azok végrehajtását az IMDG Szabályzaton keresztül.

A Nemzetközi Tengeri Veszélyes Árukról Szóló Szabályzat (IMDG) alkalmazása és ismerete

6 Az IMDG Szabályzat követelményeinek általános ismerete a nyilatkozatok, dokumentáció, csomagolás, címkézés és feliratozás tekintetében; teher szállító konténer és jármű feltöltése; hordozható tartályok, tartálykonténerek és közúti tartályautók, valamint más szállító berendezések, amelyeket veszélyes anyagok szállítására alkalmaznak.

7 Az IMDG szabályzatban említett különböző hajótípusokon az azonosítás, a jelölés és a címkézés ismerete, rakományelhelyezés, biztosítás, különválasztás és szétválasztás céljából.

8 A személyzet biztonsága, ideértve a biztonsági felszerelést, a mérőműszereket, azok használatát és gyakorlati alkalmazását, valamint az eredmények kiértékelését.

ALKALMAZÁS A HAJÓN

1. osztály - Robbanóanyagok

9 A hat kockázati osztály és 13 kompatibilitási csoport; robbanóanyagok szállítására használt csomagok és táruk; szállítókonténerek és járművek szerkezeti szervizelhetősége; rakományelhelyezési rendelkezések; ideértve a fedélzeten és a fedélzet alatti rakományelhelyezés konkrét megoldásait; az 1. osztályon belül más osztályok veszélyes áruitól és a nem veszélyes áruktól való elkülönítést; szállítás és rakományelhelyezés személyhajókon; rakodóterek alkalmazása; biztonsági óvintézkedések; berakodáskor és

kirakodáskor alkalmazandó óvintézkedések.

2. osztály – Gázok (sűrített, cseppfolyósított vagy nyomás alatt feloldott), gyúlékony, nem gyúlékony, nem mérgező és mérgező

10 Nyomást tartó edények és hordozható tartályok típusai, ideértve az alkalmazott nyomáscsökkentő és zárókészülékeket; tárolási kategóriák; általános tárolási óvintézkedések, ideértve a gyúlékony és mérgező gázokra vonatkozókat, valamint a tengert szennyező gázokat.

3. osztály – Gyúlékony folyadékok

11 Csomagolások, tartálykonténerek, hordozható tartályok és közúti tartályautók; rakományelhelyezési kategóriák, ideértve a műanyag göngyölegek specifikus követelményeit; általános rakományelhelyezési óvintézkedések; ideértve a tengeri szennyezőanyagokra vonatkozókat; különválasztási követelmények; gyúlékony folyadékok magas hőmérsékleten való szállításakor foganatosítandó elővigyázatossági óvintézkedések.

4.1. osztály Gyúlékony szilárd anyagok

4.2. osztály Öngyulladásra hajlamos anyagok

4.3. osztály Vízrel való érintkezéskor gyúlékony gázokat kibocsátó anyagok

12 Göngyölegek típusai; szállítás és rakományelhelyezés szabályozott hőmérsékleteken a lebomlás és az esetleges robbanás megakadályozására; rakományelhelyezési kategóriák; általános rakományelhelyezési óvintézkedések, ideértve azokat, amelyek az önreakció-képes és kapcsolódó anyagokra hatástalanított robbanóeszközökre és tengeri szennyezőanyagokra vonatkoznak; különválasztási követelmények a felmelegedés és gyulladás, a mérgező és gyúlékony gázok kibocsátásának és robbanóképes elegyek megakadályozására.

5.1. osztály Oxidáló anyagok

5.2. osztály Szerves peroxidok

13 Göngyölegek típusai; szállítás és rakományelhelyezés szabályozott hőmérsékleteken a lebomlás és az esetleges robbanás megakadályozására; rakományelhelyezési kategóriák; általános rakományelhelyezési óvintézkedések, ideértve azokat, amelyek tengeri szennyezőanyagokra vonatkoznak; különválasztási követelmények az elválasztás biztosítására éghető anyagtól, savaktól és hőforrásoktól, a tűz, robbanás, és mérgezőgázok képződésének megelőzésére, óvintézkedések a lebomlást esetleg elindítani képes sűrűdés és ütés minimalizálására.

6.1. osztály Mérgezőanyagok

6.2. osztály Fertőzőképes anyagok

14 Csomagolóanyagok típusai; rakományelhelyezési kategóriák; általános rakományelhelyezési óvintézkedések ideértve azokat, amelyek mérgező és gyúlékony folyadékokra, tengeri szennyező anyagokra vonatkoznak; különválasztási követelmények, különösen figyelembe véve, hogy az ezeknek az anyagoknak általános jellemzője, hogy képesek halált vagy az emberi egészségben súlyos károsodást okozni; kiömlés esetén mentesítési intézkedések.

7. osztály Radioaktív anyag

15 Csomagolási típusok; szállítási index a rakományelhelyezés és különválasztás tekintetében; rakományelhelyezés és különválasztás személyektől; elő nem hívott fényképeszeti filmektől és lemezekről, valamint élelmiszerektől; rakományelhelyezési kategóriák; általános rakományelhelyezési követelmények; különválasztási követelmények és elválasztási távolságok; különválasztás egyéb veszélyes árutól.

8. osztály Korrozív anyagok

16 Csomagolási típusok; rakományelhelyezési kategóriák; általános rakományelhelyezési óvintézkedések; ideértve azokat, amelyek korrozív, gyúlékony folyadékokra és tengeri szennyezőanyagokra vonatkoznak; különválasztási követelmények, különösen figyelemmel arra, hogy ezeknek az anyagoknak a közös jellemzője az, hogy képesek az élő szövetben súlyos sérülést okozni.

9. osztály Vegyes veszélyes anyagok és cikkek

17 Példák a veszélyekre, ideértve a tengeri szennyezést.

Biztonsági óvintézkedések és vészhelyzeti eljárások

18 Villamos biztonság a rakodóterekben; óvintézkedések az olyan zárt terekbe való belépéshez, amelyben oxigénhiányos, mérgező vagy tűzveszélyes atmoszféra létezik; a kiömlés vagy tűz esetleges hatása az egyes osztályokba tartozó anyagszállítmányoknál; a fedélzetten vagy fedélzet alatt bekövetkező események figyelembe vétele; az IMO Vészhelyzeti reagálási eljárások veszélyes árut szállító hajók számára című szabályzatának alkalmazása; veszélyes anyagokat érintő események alkalmával követendő vészhelyzeti tervek és eljárások.

Orvosi elsősegély

19 Az IMO Orvosi elsősegély útmutatója veszélyes árukkal előforduló balesetekben való felhasználásra (MFAG) és annak használata és alkalmazása más útmutatókkal és a rádióon kapott orvosi tanáccsal együtt.

B-V/d. szakasz

Útmutató az STCW Egyezmény mobil tengeri egységekre (MOU) vonatkozó rendelkezéseinek alkalmazásához

1 Az STCW Egyezmény rendelkezései az önjáró MOU tengeri személyzetére vonatkoznak, akik részt vesznek az utakon.

2 Az STCW Egyezmény rendelkezései nem vonatkoznak a nem önjáró MOU egységekre, illetve az állomáshelyen tartózkodó MOU egységekre.

3 Az állomáshelyen tartózkodó MOU esetében a megfelelő képzési és képesítési követelmények vizsgálatok a regisztrált kezelő ország vegye figyelembe a vonatkozó IMO ajánlásokat. Különös fontosságú, hogy az önjáró MOU egységeken szolgáló összes tengerész személyzet, és amikor szükséges a további egységek személyzete is, feleljen meg a

módosított STCW Egyezmény követelményeinek.

4 A nemzetközi utakra induló önjáró MOU egységek vigyenek magukkal biztonságos létszámra vonatkozó dokumentumokat.

5 Az állomáshelyen tartózkodó MOU egységekre annak a tengerparti államnak a nemzeti jogszabálya vonatkozik, melynek kizárólagos gazdasági övezetében (EEZ) üzemelnek. Az ilyen tengerparti államok vegyék figyelembe a vonatkozó IMO ajánlásokat is, és nem írhatnak elő magasabb követelményeket a más országokban bejegyzett MOU egységekre, mint amilyen szabványok az adott tengerparti államban bejegyzett MOU egységekre vonatkoznak.

6 Az MOU egységeken alkalmazott minden speciális személyzetet (függetlenül attól, hogy önjáró vagy sem a mobil egység), megfelelő felkészítő és alapkiképzésben kell létesíteni a vonatkozó IMO ajánlások szerint..

B-V/e. szakasz

Tengeri ellátóhajókon navigációs őrszolgálatot ellátó parancsnokok és tisztek képzésével és képesítésével kapcsolatos útmutató

1 Fontos, hogy a tengeri ellátási műveletekben szerepet játszó parancsnokok és tisztek megfelelő tapasztalattal vagy képzéssel rendelkezzenek, mielőtt elfoglalják beosztásukat a tengeri ellátó hajókon. A hajón szerzett üzemeltetési tapasztalatra vagy az üzemeltetési tapasztalat és szimulátoros képzés kombinációjára kell összpontosítani.

2 A parancsnokok és tisztek értsék meg a tengeri ellátóhajókra általánosan vonatkozó egyedi műveletezési és kormányképességi jellemzőket.

3 A tengeri ellátási műveletek végrehajtása előtt a parancsnok és a tisztek:

- .1 rendelkezzenek a parti ipar ismeretével, és a különböző műveletek során alkalmazott kifejezésekkel;
- .2 értsék a biztonsági munkatávolság fenntartásának fontosságát mindenkor, amikor tengeri helyen/létesítményen végeznek munkát;
- .3 ismerjék a hajó manőverképességét és a helyzet megtartását különböző időjárási feltételek mellett;
- .4 értsék a hajó egyedi konstrukciós paramétereit; és
- .5 értsék annak szükségességét, hogy a munkaterületeken akadálymentes felügyelettel és kilátással rendelkezzenek.

4 Egy tengeri ellátóhajó fedélzetén szolgálva a parancsnok és a tisztek:

- .1 rendelkezzenek ismeretekkel a különböző hajtásmegoldásokkal felszerelt hajók kormányképességéről és viselkedéséről; és

- .2 legyenek képesek a tengeri ellátóhajó műveletezésére egy tengeri létesítmény és más hajók közvetlen közelében.

5 A parancsnokok értsék meg, hogy a tengeri ellátási műveletek végrehajtásában szerepet játszó, más hajón levő személyzet igényli, hogy megismerhessék feladataikat.

Horgonykezelési műveleteket végző tengeri ellátóhajók

6 Fontos, hogy a horgonyműveleteket végző tengeri szállítóhajókon navigációs őrszolgálatot teljesítő parancsnokok és tisztek újkeletű tapasztalattal és képzéssel rendelkezzenek.

7 A parancsnokok és a navigációs őrszolgálatért felelős tisztek a horgonykezelési műveleteket megelőzően:

- .1 legyenek jól tájékozottak a hajó kormányképességi jellemzőiről, a horgonykezeléssel kapcsolatban, a teljesség igénye nélkül ideértve:
 - .1.1 navigáció és helyzettartás;
 - .1.2 a hajó irányítása;
 - .1.3 a tengeri ellátóhajók stabilitásának alapos ismerete, különösen az alacsony GZ_{max} , az alacsony nyitott fedélzet, és a nagy külső erők kombinációja tekintetében. Terhelési kalkulátorok használata és a merev hajó és a jó fedélzeti munkakörnyezet közötti konfliktus. Potenciális stabilitáscsökkenés a dőlésgátló rendszerek alkalmazásából; és
 - .1.4 műveletezés veszélyes olajmező területeken, ideértve a tengerfenéken bármely csővezeték vagy egyéb létesítmény helyének meghatározását azon a területen, ahol valószínűleg a horgonyokat, vagy más kikötési eszközöket használnak; és
- .2 alapos megismerkedés a hajón telepített és a horgonykezeléssel összefüggő összes műszer és rendszer használatával, beleértve azok képességeit és korlátait, a teljesség igénye nélkül a következőket érintve:
 - .2.1 különböző segédhajtóművek, hagyományos és azimut hajtóművek használata;
 - .2.2 felemelés, kezelés, nehézemelés, kivontatás, horgonykezelés és horgonyvetés tengeri létesítmények, bárkák és berendezések esetében;
 - .2.3 fűrotornyok, bárkák és egyéb hajók vontatása;
 - .2.4 emelő- és vontatócsörlők üzemeltetése, legfeljebb 600 metrikus tonna vonóerővel a bakon;

- .2.5 a vontatócsörlők és horgonykezelő csörlők működési alapelveinek részletes, alapos ismerete; különösen a terheléskorlátozó készülékek és kioldó rendszerek, valamint kapcsolódó berendezések funkciói, mint például vontatócsapok és ütközők; és
- .2.6 a jelentős különbség a vontatóhorgok és csörlők vészkioldása között.

8 A horgonykezelésért felelős parancsnokok és navigációs őrszolgálatot adó tisztek megfelelő és alkalmas kiképzettséggel és tapasztalattal rendelkezzenek oly módon, hogy felügyelet alatt több alkalommal vettek részt úszó létesítmény mozgatásában, az Igazgatás által alkalmasnak ítélt módon. A képzést megfelelő szimulátoros képzés egészítheti ki.

B-V/f. szakasz

Útmutatás a dinamikus helyzetbeállító rendszerek működtetését végző személyzet képzésére és tapasztalatára vonatkozóan

1 A dinamikus helyzetbeállítás a meghatározás szerint egy olyan rendszer, melynek segítségével egy önjáró hajó pozícióját és menetirányát automatikusan szabályozza saját hajtóberendezése.

2 A dinamikus pozicionálási (DP) rendszer működtetésében résztvevő személyzet megfelelő képzésben és gyakorlati tapasztalatszerzésben részesüljön. E képzés elméleti elemei a dinamikus pozicionálás kezelőit (DPO) tegyék alkalmassá, hogy megértsék a DP rendszer és elemeinek működését. A megszerzett ismeret, megértés és tapasztalat tegye képessé a személyzetet a hajók biztonságos üzemeltetésére DP üzemmódban, kellő figyelemmel a tengeri életbiztonságra és a tengeri környezet védelmére.

3 A képzés és tapasztalatszerzés tartalma terjedjen ki egy DP rendszer következő elemeire:

- .1 DP vezérlőállomás;
- .2 energiatermelés és irányítás;
- .3 hajtóművek;
- .4 helyzet referencia rendszerek;
- .5 irány referencia rendszerek;
- .6 környezetvédelmi referencia rendszerek; és
- .7 Külső erő referencia rendszerek, mint például vontatókötél feszültségmérő eszközök.

4 A képzés és tapasztalatszerzés terjedjen ki a rutinszerű DP műveletek teljes tartományára, valamint a DP meghibásodások, hibák, események és vészhelyzetek kezelésére, annak biztosítására, hogy a műveleteket biztonságosan folytathassák, vagy befejezhessék.

A képzés nem korlátozódhat a DPO személyzetre, és a DPO parancsnokokra kizárólag; a fedélzeten tartózkodó további személyzet, mint például az elektrotechnikus és gépésztisztek esetében szükség lehet további képzésre és tapasztalatszerzésre annak érdekében, hogy feladataikat képesek legyenek elvégezni egy DP hajón. Meg kell fontolni megfelelő DP gyakorlatok végrehajtását hajón folytatott képzés és tapasztalatszerzés részeként.

A DPO kezelők ismerjék a DP műveletekkel kapcsolatos dokumentációk típusát és célját, mint például kezelési utasítások, hibamódok és hatások elemzése (FMEA) és képesség grafikonok.

5 Az összes képzést megfelelően képesített és kellő tapasztalattal rendelkező személyzet biztosítsa.

6 DP üzemmódban működő hajóra való beosztáskor a parancsnok, a DP kezelők és más DP kiképzésben részesült személyzet ismerje az adott hajóra szerelt konkrét berendezést, és a hajó jellemzőit. Különös figyelmet kell fordítani a hajó munkájára, és a DP rendszer fontosságára e munka szempontjából.

B-V/g. szakasz

Sarkvidéki vizeken hajózó hajók parancsnokai és tisztjei kiképzésére vonatkozó útmutató

1 Lényeges, hogy a sarkvidéki vizeken hajózó hajókon szolgálatot teljesítő parancsnokok és navigációs őrszolgálatot, illetve géptéri őrszolgálatot ellátó tisztek megfelelő tapasztalattal és képzettséggel rendelkezzenek a következők szerint:

.1 Mielőtt ilyen hajókra megkapnák beosztásukat:

.1.1 A parancsnokok és a navigációs őrszolgálatért felelős tisztek képzése biztosítsa számukra legalább az alábbi 2-11. szakaszban megadott tárgyak alapvető ismeretét; és

.1.2 Gépüzemi őrszolgálatért felelős tisztek esetében a képzés biztosítsa számukra az alábbi 3., 6., 10. és 11. szakaszokban felsorolt tárgyakban.

.2 A parancsnokok és gépüzemvezetők elegendő és megfelelő tapasztalattal rendelkezzenek a hajók sarkvidéki vizeken történő üzemeltetésében.

A jég jellemzői – jeges területek

2 A különböző jéghajózási térképek értelmezése, és a meteorológiai és oceanográfiai adatok korlátozottságának ismerete, jégfizika, képződmények, növekedés, öregedés és olvadási fázis, jégtípusok és koncentrációk; jégnyomás; hóval fedett jég súrlódási hatása; permet-jegesedés következményei és feljegesedés; óvintézkedések a feljegesedéssel szemben és a következmények enyhítése; különböző régiók és különböző évszakok jégrendszerei, ideértve az északi-sarki és a dél-sarki régiók közötti különbségeket; a jégviszonyok és időjárási feltételek gyors változása következményeinek felismerése; jéghegyek és jégthalmok mozgása.

A hajó teljesítménye jégben és hideg éghajlaton

3 Hajójellemzők, hajótípusok, hajótest konstrukciók; jégmegerősítés követelményei; különböző osztályozó társaságok jégosztályai – sarkvidéki osztály és helyi szabályozások; jégosztályok korlátai; a hajó téli felkészítése; alacsony hőmérsékleti rendszerek teljesítménye.

Egy hajó útja és útjának megtervezése jégben

4 Biztonságos útirány kidolgozása és út tervezése mindenütt ahol lehetséges, a jég elkerülésével, ideértve a különböző képkalkító formátumok és adatok értékelését, a stratégiai úttervezés előkészítésének segítésére, behatolás a jégbe a nyílt víz felől a jéghegyek és a veszélyes jégviszonyok elkerülésére; navigáció, annak meghatározása, hogy mikor biztonságos vagy nem biztonságos a jeget vagy jéghegyeket tartalmazót területekre való behajózás a sötétség, a holt hullámok, a köd, vagy a nyomójég miatt.

A hajó üzemeltetése és kezelése jégben

5 Előkészületek és kockázat kezelése a jeges vizek megközelítése előtt; a különböző jégosztályokba, és különböző jégtípusok szerint besorolt hajók segítség nélküli üzemeltetése; biztonságos sebesség jég és jéghegyek jelenlétében; kapcsolattartás egy jégtörővel és más hajókkal, hajózás különböző jégkoncentrációkban és jégfedettségi viszonyok között; a mozgási energianövekedés ismerete; a jéghegyek használata menedékként és bejutás jégfalmon keresztül.

6 Különböző típusú hajtórendszerek és kormányrendszerek alkalmazása, ideértve a rendszer szilárdsági és teljesítménykorlátainak ismeretét; az oldalirányú és hosszirányú (trimm) döntési rendszerek alkalmazását, a főgépterheléseket, és a hűtési problémákat.

Szabályok és ajánlások

7 A különböző régiókba való behajózási helyi követelményei, ideértve az Antarktisz Szerződés előírásait, nemzetközi szabályok és ajánlások.

A berendezések korlátai

8 Parti navigációs segédeszközök használata és az ezekkel kapcsolatos kockázatok; a magas földrajzi szélességeken jelentkező tájolóhibák; a radaron célpontok és jégképződmények megkülönböztetése a jelek jégről való visszaverődése esetén, az elektronikus helyzetmeghatározó rendszerek korlátai magas szélességi körökön; a tengerészeti térképek és révkalauz leírások korlátai; a kommunikációs rendszerek korlátai.

Biztonsági óvintézkedések és vészhelyzeti eljárások

9 A biztonságos hajózáshoz szükséges vízrajzi adatok rendelkezésre állása; óvintézkedések nem részletesen feltérképezett vizeken való hajózáskor; a felkutatási és mentési készség és felelősség korlátai, ideértve a GMDSS A4 terület, és annak SAR (felkutatás és mentés) kommunikációs szolgáltatásainak korlátait; a tartaléktervezés ismerete; a vontatási eljárások ismerete; a más hajókkal és a helyi SAR szervezettel fenntartott kapcsolat értéke; veszélyek felismerése, amikor a személyzet alacsony

hőmérséklet hatása éri; hajóelhagyás eljárásai és technikái, valamint túlélés a jégen; a személyzet kifáradási problémái zaj és vibráció miatt; többletkészletek felvétele, mint például üzem- és kenőanyag, élelmiszer és kiegészítő ruházat; a sarkvidéki vizeken az események következményei halmozott szigorúságának ismerete.

10 Biztonságos munkavégzési eljárások megállapítása; a legáltalánosabb hajótest és berendezés sérülések ismerete és azok elkerülésének ismerete; a tűzoltórendszerek korlátozottsága.

Környezetvédelmi szempontok

11 Érzékeny tengeri területek kiürítés szempontjából; olyan területek, ahol a hajózás tilos, vagy el kell kerülni; különleges területek a MARPOL Egyezmény alapján; az olajkiömlést kezelő berendezések korlátai; tervek a megnövekedett hulladékmennyiség, fenékvíz, iszap, szennyvíz kezelésére; szennyezés következményei hideg éghajlaton.

VI. FEJEZET

Útmutató a vészhelyzeti, foglalkozásbiztonsági, biztonsági, egészségügyi és túlélési funkciókkal kapcsolatban

B-VI/1. szakasz

Útmutató a biztonsági ismeretek kötelező követelményeiről és az alapfokú képzésről és oktatásról minden tengerész számára

TŰZMEGELŐZÉS ÉS TŰZOLTÁS

1 Az A-VI/1. szakasz által előírt tűzmegelezési és tűzoltási képzés legalább az alábbi 2-4. szakaszokban tételesen felsorolt elméleti és gyakorlati elemeket tartalmazza.

Elméleti képzés

2 Az elméleti képzés terjedjen ki a következőkre:

- .1 a tűz- és robbanás három eleme (a tűz három feltétele): üzemanyag, gyújtás forrása; oxigén;
- .2 gyújtási források: kémiai, biológiai, fizikai.
- .3 gyúlékony anyagok: gyúlékonyság, gyulladáspont; égési hőmérséklet; égés sebessége; hőérték; alsó gyulladási határ (LFL); felső gyulladási határ (UFL); égési tartomány; közömbösítés; statikus elektromosság; lobbanáspont; öngyulladás;
- .4 tűzveszély és a tűz terjedése sugárzás, konvekció és kondukción útján;
- .5 reaktivitás;
- .6 tüzek és alkalmazható oltószerek osztályozása;

- .7 hajótűzek fő okai: olajkiömlés a géptérben; cigaretta; túlmelegedés (csapágyak); hajókonyha berendezések (tűzhelyek, kürtők, mélysütők, rezsók, stb.); öngyulladás (rakomány, hulladék stb.); meleg (hegesztés, vágás stb.); villamos készülékek (zárlat, nem professzionális javítások); reakció, önmelegedés és öngyulladás, gyújtogatás; statikus elektromosság;
- .8 a tűz megelőzése;
- .9 tűz- és füstérzékelő rendszerek, automatikus tűzriasztók;
- .10 tűzoltó berendezések, beleértve a következőket:
 - .10.1 beépített rendszerek és helyük; tűzoltó fővezetékek; hidrások, nemzetközi parti csatlakozók; tűzelfojtó létesítmények, széndioxid (CO₂), hab, nyomottvizes permetező rendszerek különleges kategóriájú terekben, stb.; automatikus spinkler rendszerek; vészhelyzeti tűzi szivattyúk, tartalékgenerátor, kémiai poroltó készülékek, a szükséges és rendelkezésre álló mobilkészülékek általános bemutatása, nagynyomású ködképző rendszer; nagykiterjedésű hab; új fejlesztések és berendezések;
 - .10.2 tűzoltó felszerelése, személyi felszerelés, lélegzőkészülék; újraélesztő készülék; füstvédő sisak vagy maszk; tűzálló mentőkötél és hám; ezek elhelyezése a fedélzeten; és
 - .10.3 általános felszerelés, ideértve a tűzoltótömöket, fűvókákat, csatlakozókat, tűzoltó fejszéket, hordozható tűzoltókészüléket; tűzelfojtó takarók;
- .11 kivitel és megoldások, menekülő útvonalakkal együtt; tartályok gázmentesítésének eszközei; A, B és C veszélyességi osztályok; semleges gázrendszerek;
- .12 a hajó tűzoltó szervezete, ideértve az általános riasztást, tűzoltótervek, riadóállomások és az egyének kötelmei; kommunikáció, beleértve a hajó és a part közötti kommunikációt, kikötőben való tartózkodáskor; a személyzet biztonsági eljárásai; időszakos gyakorlatok a hajón; járőrözési rendszerek;
- .13 az újraélesztési módszerek gyakorlati ismerete;
- .14 tűzoltási módszerek, ideértve a riasztójel megszólaltatását; lokalizálás és elszigetelés; tengerbedobás; gátlás; hűtés; elfojtás; kioltás; az ismételt fellobbanás ellenőrzése; füstelszívás; és
- .15 tűzoltóanyagok, ideértve a vizet, a tömör sugarat, a permetet, a ködöt, az elárasztást; nagy, közepes és kiskiterjedésű hab; széndioxid (CO₂); vizes filmképző hab (AFF); száraz kémiai por, új fejlesztések és berendezések.

Gyakorlati képzés

3 Az alábbiakban megadott gyakorlati képzés olyan helyeken történjen, ahol valóban realizisztikus képzési feltételek biztosíthatók (például szimulált hajófedélzeti feltételek), és mindenütt, amikor lehetséges, és gyakorlatilag megoldható a képzést sötétségben is, és nappal is végre kell hajtani, a jelöltek számára lehetőséget biztosítva, hogy megszerezzék az alábbi képességeket:

- .1 különböző típusú hordozható tűzoltókészülékek használata;
- .2 személyi légzőkészülék használata;
- .3 kisebb tüzek eloltása, például elektromos tüzek, olajtüzek, és propán-tüzek;
- .4 nagykiterjedésű tüzek oltása vízzel (sugárral és permetfúvókával);
- .5 tüzek oltása vagy habbal, porral, vagy bármely más alkalmas vegyi anyaggal;
- .6 belépés és áthaladás mentőkötéllel, de lélegeztető készülék nélkül egy olyan rekeszen, amelybe nagykiterjedésű habot injektáltak;
- .7 tűz oltása füsttel megtelt zárt terekben, személyi légzésbiztosító készülék viselésével;
- .8 tűzoltás vízköddel, vagy bármely más alkalmas tűzoltó anyaggal szállástérben vagy szimulált géptérben tűz és sűrű füst esetén;
- .9 olajtűz oltása ködgenerátorral és permetező fúvókákkal; száraz kémiai porral vagy habgenerátorral; és
- .10 mentés végrehajtása füsttel megtelt térben, légzésbiztosító készüléket viselve.

Általános rendelkezések

4 A jelöltek egyúttal ismerjék meg a készség fenntartásának szükségességét a hajón.

ALAPFOKÚ ELSŐSEGÉLY

5 Az alapfokú képzés részeként a VI-1. szabályban megkövetelt alapfokú elsősegély képzést a szakképzés korai szakaszában kell biztosítani, lehetőleg a tengeri képzést megelőzően, annak érdekében, hogy a tengerészek azonnal cselekedhessenek, amint baleset vagy más egészségügyi vészhelyzet fordul elő, amíg egy elsősegélyből felkészült személy, vagy a hajón az orvosi egészségügyi ellátásért felelős személy a helyszínre érkezik.

SZEMÉLYES BIZTONSÁG ÉS TÁRSADALMI FELELŐSSÉG

6 az Igazgatások vegyék figyelembe a kommunikáció és a nyelvi képességek jelentőségét a tengeri élet- és vagyonbiztonság fenntartásában, és a tenger szennyezésének megakadályozásában. A tengerészet nemzetközi jellegére figyelemmel, a hajók közötti, valamint a hajó- és a part közötti hangkommunikációra való támaszkodás, a többnemzeti

személyzet növekvő arányú alkalmazása, és azon aggály miatt, hogy a személyzet tagjai képesek legyenek kommunikálni az utasokkal vészhelyzetben, a tengerészeti kommunikációban egy közös nyelv alkalmazása előmozdítja a biztonságos gyakorlatot azzal, hogy csökkenti a létfontosságú információ közvetítésében az emberi tévedés kockázatát.

7 Bár nem egyetemesen alkalmazott, az általános gyakorlat alapján az angol nyelv gyorsan a tengerészeti biztonsági kommunikáció céljára a szabványos nyelvvé válik, részben az IMO szabványos tengerészeti kommunikációs kifejezéseinek használata eredményeként.

8 az Igazgatások fontolják meg annak biztosításának előnyeit, hogy a tengerészek legalább is elemi angol szókincs használatára legyenek képesek, hangsúlyozva a tengerészeti kifejezéseket és helyzeteket.

B-VI/2. szakasz

Útmutató a jártassági képzésre túlélő vízi járművek és gyors készenléti csónakok használatában

1 A képzés megkezdése előtt az egészségi alkalmassági követelményeket kell hogy teljesítse a jelölt, különös figyelemmel a látásra és a hallásra.

2 A képzés feleljen meg a Tengeri Életbiztonság Nemzetközi Egyezményében foglalt rendelkezéseknek (SOLAS), a módosítások szerint.

3 A Felek elfogadhatják a hajón szerzett képzést, és tapasztalatszerzést is, (mint például a gyakorlatokon való részvételt) az A/VI-2. táblázat alkalmassági követelményének fenntartására a A-VI/2. szakasz 6.1.2, 6.1.3, 6.1.4, 6.2.1, és 12.1.5.pontjaiban vázoltak szerint. az Igazgatások tartsák szem előtt, hogy a hajón folytatandó képzést ezeken a területeken csak jó időjárási feltételek mellett, és a kikötői jogszabályok figyelembe vételével lehet lefolytatni.

B-VI/3. szakasz

Útmutató az emeltszintű tűzoltási kiképzéssel kapcsolatban,

(Nincsenek rendelkezések)

B-VI/4. szakasz

Útmutató az egészségügyi elsősegély és egészségügyi ellátás követelményeivel kapcsolatban

A tengerészek képzési programjai az A-VI-4/1. táblázat 1. oszlopában felsorolt feladatok, köteleességek és felelősségek teljesítéséhez a hajón történő egészségügyi elsősegély nyújtására, vegyék figyelembe a módosított Nemzetközi Egészségügyi Útmutató Hajók Számára című kiadványban foglalt iránymutatást, értelemszerűen.

B-VI/5. szakasz

Útmutató hajóvédelmi tisztek képzéséhez és képzéséhez

1 A képzés feleljen meg az ISPS Szabályzat és a SOLAS Egyezmény rendelkezéseinek, a módosítások szerint.

2 A képzés befejezésekor a hajóbiztonsági tiszt rendelkezzen kellő angol nyelvi ismeretekkel, hogy helyesen értelmezhesse a hajó vagy a kikötői létesítmény biztonságára vonatkozó közleményeket, és ilyeneket közvetíthessen.

3 A kivételes szükségszerűség követelményei között, amikor egy személy, aki hajóbiztonsági tiszt jártassági képesítéssel rendelkezik, és ideiglenesen nem áll rendelkezésre, az Igazgatás engedélyezheti, hogy egy olyan tengerész, aki meghatározott biztonsági feladatokkal és felelőségekkel van megbízva és érti a hajóbiztonsági tervet, a hajó biztonsági tisztjeként szolgáljon, és végezze a hajó biztonsági tisztjének összes feladatát és felelősségét, a következő célkikötőig, vagy legfeljebb 30 napig, amelyik a kettő közül a nagyobb időszakot jelenti. A társaság, amint lehetséges, köteles tájékoztatni a következő kikötő (kikötők) illetékes hatóságait az aktuális intézkedésekről.

B-VI/6. szakasz

Az összes tengerész biztonsággal összefüggő kérdésének és oktatásának kötelező minimálkövetelményeire vonatkozó útmutató

Ismertető képzés és biztonsági tudatosság

1 A tengerészek és a hajón szolgáló személyzet nem biztonsági szakértőkből áll, és az Egyezménynek vagy a jelen Szabályzat rendelkezéseinek nem célja, hogy őket biztonsági szakemberekké képezze át.

2 A tengerészek és a hajón tartózkodó személyzet részesüljön megfelelő biztonsággal kapcsolatos kérdésben vagy oktatásban, és ismertető képzésben úgy, hogy megszerezzék saját feladataik végrehajtásához szükséges ismereteket és megértést, és együttesen hozzájárulhassanak a tengerészet biztonság erősítéséhez.

3 A meghatározott biztonsági feladatokkal meg nem bízott tengerészek az A-VI/6. szakaszban megállapított biztonsági tudatosító képzésben vagy oktatásban vegyenek rész karrierjük során legalább egyszer. E képzés felfrissítése vagy újraérvényesítése nem szükséges, ha az érintett tengerész, illetve hajószemélyzet megfelel a VI/6. szabály biztonsággal kapcsolatos bevezető követelményeknek és részt vesz az ISPS-szabályzat által előírt gyakorlatokon.

Biztonsági feladatok ellátására kijelölt tengerészek

4 A „biztonsági feladatok ellátására kijelölt” kifejezés az A-VI/6. szakaszban azokat a tengerészeket jelöli, akik a hajó biztonsági terve szerint meghatározott biztonsági feladatokkal és felelősségi körökkel vannak megbízva.

5 A biztonsági feladatok ellátására kijelölt tengerészek kötelesek karrierjük során legalább egyszer lefolytatni az A-VI/6. szakaszban meghatározott képzést. E képzés felfrissítése vagy újraérvényesítése nem szükséges, ha az érintett tengerész, illetve hajószemélyzet megfelel a VI/6. szabály biztonsággal kapcsolatos bevezető követelményeknek és részt vesz az ISPS-szabályzat által előírt gyakorlatokon.

6 Azok, akik a „biztonsággal kapcsolatos ismertető képzést nyújtják” az A-VI6. szakasz szerint, nem kell, hogy teljesítsék sem az I/6. vagy az A-I/6. szakasz követelményeit.

7 Különleges szükség körülményei között, amikor a biztonsági feladatokra kijelölt képesített személynek kell ellátni a hajón a biztonsággal kapcsolatos feladatokat, és egy ilyen személy ideiglenesen nem áll rendelkezésre, az Igazgatás engedélyezheti, hogy a biztonsági feladatokra való kijelölés nélküli tengerész hajtsa végre ezeket a feladatokat, azzal a feltétellel, hogy az ilyen személy ismerje a hajó biztonsági tervét, a következő kikötőig, vagy a legfeljebb 30 napos időtartam alatt, amelyik a kettő közül nagyobb.

VII. FEJEZET

Alternatív (kettős) képesítésre vonatkozó útmutató

B-VII/1. szakasz

Útmutató az alternatív képesítések kiadásához

(Nincsenek rendelkezések)

B-VII/2. szakasz

Útmutató a különleges integrált fedélzeti és géptéri képzési programokhoz

1 Minden részes Fél biztosítsa azt, hogy az esetleges különleges integrált fedélzeti és géptéri képzési programot

- .1 jóváhagyott képzés program segítségével nyújtsák;
- .2 a parton tartsanak meg tengerészeti oktató intézményekben és/vagy jóváhagyott iskolahajók fedélzetén; és
- .3 dokumentálják a jóváhagyott képzési nyilvántartó naplóban.

B-VII/3. szakasz

Az alternatív képesítések kiadását szabályozó elvekre vonatkozó útmutatás

(Nincsenek rendelkezések)

VIII. FEJEZET

Őrszolgálatra vonatkozó útmutató

B-VIII/1. szakasz

A szolgálatra való alkalmasságot érintő útmutató

Fáradtság megelőzése

1 A pihenési időszakra vonatkozó követelmények betartásakor a „parancsoló üzemeltetési feltételek” kifejezést úgy kell értelmezni, hogy csak alapvető munkát jelenthet a hajón, amelyet nem lehet késleltetni biztonsági vagy környezetvédelmi okok miatt, vagy amit ésszerűen nem lehetett előrelátni az út megkezdésekor.

2 Bár nincsenek egyetemlegesen elfogadott szakmai meghatározások a fáradtságra, a hajó üzemeltetésében szerepet vállaló minden személy ügyeljen azokra a tényezőkre, amelyek hozzájárulhatnak a fáradtsághoz, a teljesség igénye nélkül, a Szervezet által meghatározottakra, és ezeket vegyék figyelembe, amikor döntést hoznak a hajó műveleteiről.

3 A VIII/1. szabály alkalmazásakor a következőket kell figyelembe venni:

- .1 a fáradtság megelőzésére hozott intézkedések biztosítsák, hogy a túlzott vagy indokolatlan együttes munkaidőt nem követelik meg. Különösen az A-VIII. szakaszban előírt minimális pihenési időket nem szabad úgy értelmezni, mintha azt jelentené, hogy az összes többi órát őrszolgálatra vagy egyéb feladatra lehet fordítani;
- .2 a szabadidős időszakok gyakorisága és hossza, és az ellentételezési szabadidő biztosítása lényeges tényező abban, hogy megakadályozzák a fáradtság halmozódását egy időszakon keresztül; és
- .3 a rövid tengeri utakon közlekedő hajókon a rendelkezések megváltoztathatók, feltéve, hogy különleges biztonsági intézkedéseket vezetnek be.

4 Az A-VIII/1. szakasz, 9. pontjában felsorolt kivételeket úgy kell értelmezni, hogy azok megfeleljenek az ILO A tengerészek munkaidejéről és a hajók személyzetéről szóló Egyezményében, 1996. (180.sz.), illetve a hatálybalépésekor a Tengerészeti Munkaügyi Egyezményben, 2006. lefektetett kivételeknek. A részes Felek határozzák meg azokat a körülményeket, amelyek között az ilyen kivételeket alkalmazzák.

5 A tengeri halálesetek kivizsgálása eredményeként kapott információ alapján az Igazgatások folyamatosan vizsgálják felül a fáradtság megelőzésére vonatkozó rendelkezéseiket.

A kábítószerrel és alkohollal való visszaélés megelőzése

6 A kábítószeres és alkoholos visszaélés közvetlenül befolyásolja egy tengerész alkalmasságát és képességét, hogy őrszolgálati feladatait ellássa, vagy meghatározott biztonsági és szennyezésmegelőzési feladatokat végezzen. Amennyiben bebizonyosodik, hogy kábítószer vagy alkohol hatása alatt áll a tengerész, nem engedhető meg, hogy

őrszolgálati feladatokat lásson el, vagy meghatározott biztonsági, szennyeződésmegelőzési kötelességeket teljesítsenek mindaddig, amíg már képességük nincs korlátozva az említett feladatok elvégzésére.

7 az Igazgatások gondoskodjanak arról, hogy megfelelő intézkedéseket hoznak arra, hogy az alkohol és a kábítószeres ne rontsák le az őrszolgálatot adó személyzet és a megjelölt biztonsági és szennyeződésmegelőzési feladatokkal megbízott személyzet képességeit, és szűrési programokat vezessenek be szükség szerint, amelyek:

- .1 beazonosítják a kábítószeres és alkoholos visszaélés eseteit;
- .2 tiszteletben tartják az érintett személyek méltóságát, magánélethez való jogát, bizalmas és alapvető jogszabályban foglalt jogait; és
- .3 figyelembe veszik a vonatkozó nemzetközi útmutatásokat.

8 A társaságok fontolják meg egy egyértelmű, írásba foglalt drog- és alkohol visszaélés politika bevezetését, ideértve alkoholfogyasztás tilalmát az őrszolgálati munka megkezdése előtt négy órán belül, vagy a társaság minőségbiztosítási rendszerébe foglalva, vagy pedig a tengerészek megfelelő tájékoztatását és képzését szolgáló eszközként.

9 Azok, akik kábítószer és alkohol visszaélési programok bevezetésén dolgoznak, vegyék figyelembe az ILO kiadványát az esetlegesen módosított *Kábítószer és alkoholprevenciós programok a tengerészetnél (Tervezői Kézikönyv)*.

B-VIII/2. szakasz

Útmutató az őrszolgálati szervezéshez, és a figyelembe veendő elvek

1 A következő operatív iránymutatást vegyék figyelembe a társaságok, a parancsnokok, és az őrszolgálatos tisztek.

I. RÉSZ – ÚTMUTATÓ A KÉPESÍTÉSHEZ

(Nincsenek rendelkezések)

2. RÉSZ – ÚTMUTATÓ AZ ÚTVONALTERVEZÉSHEZ

(Nincsenek rendelkezések)

3. RÉSZ – ÁLTALÁNOS ŐRSZOLGÁLATI ELVEK

(Nincsenek rendelkezések)

4. RÉSZ – ÚTMUTATÓ A TENGERI ŐRSZOLGÁLATHOZ

4-1. rész – Útmutató a navigációs őrszolgálat tartásához

Bevezetés

2 A különleges hajótípusokhoz, valamint a veszélyes, kockázatos, mérgező, vagy nagyon gyúlékony árut szállító hajókhoz egyedi útmutató lehet szükséges. A parancsnok értelemszerűen dolgozza ki ezt az üzemeltetési útmutatót.

3 Alapvető, hogy a navigációs őrszolgálatot adó tisztek mérjék fel, hogy hatékony feladatvégzésük szükséges a tengeri élet- és vagyonbiztonság, és a tengeri környezet szennyezésének megakadályozása érdekében.

Őrszolgálat horgonyon álláskor

4 Minden hajó parancsnoka, amikor nem védett helyen horgonyoz, egy nyitott előkikötőben, vagy más, lényegében „nyílt tengeri” körülmények között a VIII. fejezet, A-VIII/2. szakasz, 4-1. rész, 51. előírásai szerint az STCW Szabályzat alapján, köteles biztosítani, hogy az őrszolgálati intézkedések mindig a biztonságos őrszolgálat fenntartásának megfelelőek. A fedélzeten szolgálatot teljesítő tiszt mindig felelős a biztonságos őrszolgálat tartásáért horgonyon álláskor.

5 Az őrszolgálat tartásával kapcsolatos intézkedések meghatározásakor, és a hajó biztonságának, valamint a tengeri környezet védelmének megfelelő arányban, a parancsnok vegye figyelembe az összes vonatkozó körülményt és feltételt, mint például:

- .1 folyamatos figyelőszolgálat fenntartása látással és hallással, valamint minden más rendelkezésre álló eszközzel;
- .2 hajók egymás közötti és a hajó és a part közötti kommunikációs követelmények;
- .3 az uralkodó időjárási, tenger viszonyok, jég- és áramlati feltételek;
- .4 a hajó helyzetének folyamatos ellenőrzése;
- .5 a horgonyberendezés természete, mérete és jellemzői;
- .6 forgalmi feltételek;
- .7 a hajó biztonságát esetleg érintő helyzetek;
- .8 be- és kirakodási műveletek;
- .9 készenléti személyzet kijelölése; és
- .10 eljárás a parancsnok riasztására és a gépüzemi készültség fenntartására.

4-2. rész – Útmutató gépzemelési őrszolgálat tartásához

6 Egyedi útmutató lehet szükséges, különleges típusú hajtásberendezésekhez valamint veszélyes, kockázatos, mérgező vagy rendkívül gyúlékony anyagokat, illetve más különleges rakománytípusokat szállító hajókhoz. A gépzemelés vezető értelemszerűen adja ki ezt az üzemeltetési útmutatót.

7 Alapvető fontosságú, hogy a gépzemelési őrszolgálatért felelős tisztek tudatában legyenek annak, hogy a gépzemelési feladatok hatékony végrehajtása szükséges a tengeri élet- és vagyonbiztonság, valamint a tengeri környezet szennyeződésének megakadályozása érdekében.

8 A gépzemelési őrszolgálatot átvevő tiszt a szolgálat átvétele előtt köteles:

- .1 megismerni az életbiztonság érdekében a veszélyes vagy mérgező környezetben elhelyezett berendezés helyét és használatát;
- .2 meggyőződni arról, hogy a vészhelyzeti egészségügyi elsősegély nyújtásához szükséges anyagok könnyen hozzáférhetőek, különösen, ami az égések és forrázások kezeléséhez szükséges; és
- .3 kikötőben, biztonságos horgonyon álláskor, vagy kikötött állapotban, tudomással kell bírni:
 - .3.1 a rakománnyal kapcsolatos tevékenységekről, a karbantartási és javítási műveletek helyzetéről és az őrszolgálatot érintő minden egyéb műveletről; és
 - .3.2 az utasok és személyzet szálláshelyének ellátásában, a rakományműveletekben, az üzemeltetési vízellátásban, és az elszívó rendszerekben alkalmazott segédberendezések tekintetében.

4-3. rész – Útmutató a rádióforgalmazási őrszolgálat tartásához

Általános rész

9 Egyebek között a Rádiószabályzat megköveteli azt, hogy minden egyes fedélzeti rádióállomás engedéllyel rendelkezzen, a parancsnok vagy a hajóért felelős más személy végső hatáskörébe tartozzon, és kizárólag megfelelően képzett személy irányítása alatt üzemeljen. A Rádiószabályzat azt is előírja, hogy vész hívójelet csak a parancsnok, vagy a hajóért felelős más személy meghatalmazásával lehet küldeni.

10 A parancsnok legyen tisztában azzal, hogy az összes vész hívójel küldésére felelősséggel felruházott minden személyt utasítással kell ellátni a hajó összes rádióberendezésének ismerete és megfelelő üzemeltetése szempontjából, ahogyan azt az I/14. szabály 1.5. szakasza előírja. Ezt a fedélzeti vagy a rádiónyilvántartás könyvében kell rögzíteni.

Őrszolgálat

11 A rádiós őrszolgálat követelményein túlmenően, minden tengerjáróhajó parancsnoka biztosítsa a következőket:

- .1 a hajó rádióállomása megfelelően felügyelt legyen az általános kommunikáció rádióforgalmazás céljára, különösen ami a nyilvános forgalmazást illeti, figyelembe véve az engedélyezett személyzet kötelességei miatt felmerülő korlátokat; és
- .2 a hajón rendelkezésre álló rádióberendezés, és ahol fel van szerelve, a tartalék energiaforrás hatékony üzemállapotban legyen karbantartva.

12 A riadótervben a vészhelyzeti események során a rádió-hírközlésért elsődleges felelősséget viselő személy a riadótervben megjelöltek szerint, az összes érintett személyzet tagjának időszakosan adja meg a szükséges utasításokat és információt a rádióberendezés használatáról és a vészhelyzeti és biztonsági célú eljárásokról. Ezt a rádiónaplóban kell rögzíteni.

13 A SOLAS, 1974. hatálya alá nem tartozó minden hajó parancsnoka követelje meg, hogy a rádió őrszolgálatot az Igazgatás által meghatározott módon megfelelően fenntartsák, figyelemmel a Rádiószabályzatra .

Üzemeltetési előírások

14 Indulás előtt a vészhelyzeti rádiókommunikációért elsődleges felelősséggel bíró kijelölt rádiókezelő győződjön meg az alábbiakról:

- .1 az összes vészhelyzeti és biztonsági rádióberendezés és a tartalékenergia forrás hatékony üzemi állapotban van, és hogy ezt a rádiónaplóban rögzítették;
- .2 a nemzetközi megállapodás által megkövetelt összes dokumentum, a hajó rádióállomásaihoz tartozó közlemények, és az Igazgatás által megkövetelt további dokumentumok mind rendelkezésre állnak, és a legutolsó közlemények szerint frissítettek, és az esetleges eltéréseket a parancsnoknak bejelentették;
- .3 a rádió-óra megfelelően van beállítva a szabványos pontos időjelzésnek megfelelően;
- .4 az antennák helyesen vannak beirányozva, sértetlenek és csatlakoztatás alatt állnak; és
- .5 a gyakorlatilag lehetséges mértékig az arra a területre vonatkozó rutinszerű időjárási és navigációs figyelmeztető közleményeket, ahol a hajó majd hajózik, frissítik együtt a parancsnok által meghatározott további területekre vonatkozó jelentésekkel, és ezeket az üzeneteket közvetítik a parancsnoknak.

15 Hajózás közben, és az állomás bekapcsolásakor az őrszolgálatot adó rádiókezelő köteles:

- .1 figyelni a megfelelő vészívó frekvenciákat az esetleges aktuális vészhelyzetek megállapítására; és
- .2 forgalmazási jelentést (név, helyzet, és célkikötő stb.) küldeni a helyi parti állomásnak, és bármely más megfelelő part állomásnak, ahonnan általános forgalmazás várható.

16 Amíg az állomás üzemel, az őrszolgálatot adó rádiókezelő köteles:

- .1 a rádió óráját legalább naponta egyszer egyeztetni a szabványos pontos időjelzéssel;
- .2 forgalmazási jelentést küldeni, amikor egy olyan parti állomás szolgálati területére lép be, vagy ahonnan távozik, amelytől általános közlemények várhatók; és
- .3 továbbítani a jelentéseket a hajójelentő rendszerekbe a parancsnok utasításai szerint.

17 A nyílt tengeren a vészhelyzeti események alkalmával a rádióforgalmazásért elsődleges felelősséggel megbízott vezető köteles biztosítani az alábbiak megfelelő működését:

- .1 digitális szelektív hívás (DSC), vészívó és biztonsági rádióberendezés, legalább hetente egyszer egy próbahívás segítségével; és
- .2 a vészívó és biztonsági rádióberendezést egy teszt segítségével legalább egyszer minden nap, de mindennemű jel kisugárzása nélkül.

E tesztek eredményeit rögzíteni kell a rádiónaplóban.

18 Az általános kommunikáció kezelésére kijelölt rádiókezelő köteles biztosítani hatékony figyelés fenntartását azokon a frekvenciákon, amelyeken várható a forgalmazás, figyelemmel a hajó helyzetére, az olyan parti állomások, illetve parti földi állomások vonatkozásában, ahonnan forgalmazás várható.

Forgalmazáskor a rádiókezelők kötelesek betartani a vonatkozó ITU ajánlásokat.

19 Kikötőbe érkezéskor az állomás kikapcsolásakor a szolgálatos rádiókezelő köteles tájékoztatni a helyi parti állomást, és a további olyan parti állomásokat, amelyekkel fenntartotta a kapcsolatot a hajó érkezéséről. és a rádióállomás kikapcsolásáról.

20 A rádióállomás kikapcsolásakor a vészhelyzeti események idejére a rádiókommunikációért elsődleges felelősséggel megbízott rádiókezelő köteles:

- .1 meggyőződni arról, hogy az adóantennák le vannak földelve; és
- .2 ellenőrizni, hogy a tartalék energiaforrások megfelelően fel vannak töltve.

Vészhelyzeti riasztások és eljárások

21 Minden más forgalmazással szemben abszolút elsőbbséggel rendelkeznek a vészhelyzeti riasztások, vagy vészhelyzeti hívások. Az ilyen jelet vevő összes állomást a Rádiószabályzat arra kötelezi, hogy azonnal szüntessenek meg minden olyan adást, amely zavarhatja a vészhelyzeti kommunikációt.

22 A saját hajót érintő vészhelyzetben a vészhelyzet esetére elsődleges rádiókommunikációs felelősséggel megbízott rádiókezelő haladéktalanul köteles átvenni a Rádiószabályzatban és a vonatkozó ITU-R ajánlásokban foglalt eljárások betartásáért a felelősséget.

23 Vészhelyzeti riasztás vételekor:

- .1 az őrszolgálatot adó rádiókezelő köteles riasztani a parancsnokot, és amennyiben alkalmas, a vészhelyzeti esetekre a rádiókommunikációért elsődleges felelősséggel felruházott rádiókezelőt, és
- .2 a vészhelyzet esetére a rádiókommunikációért elsődleges felelősséggel kijelölt rádiókezelő köteles értékelni a helyzetet, és haladéktalanul átvenni a felelősséget a Rádiószabályzat és a vonatkozó ITU-R ajánlások eljárásainak követéséért.

Sürgősségi közlemények

24 A saját hajót érintő sürgős esetekben a vészhelyzeti rádióforgalmazásért felelősként megjelölt rádiókezelő haladéktalanul köteles a Rádiószabályzat és a vonatkozó ITU-R ajánlások eljárásait követni.

25 Az egészségügyi tanáccsal kapcsolatos kommunikációk esetében a vészhelyzet idejére rádiókommunikációval elsődleges felelősséggel megbízott rádiókezelő köteles a Rádiószabályzat eljárásai követésére, és a vonatkozó nemzetközi dokumentációban (lásd a 14.2. szakaszt) közzétett feltételeket, illetve a műholdas szolgáltató által előírt módszereket betartani.

26 Az egészségügyi szállításokkal kapcsolatos kommunikáció esetében az 1949. augusztus 12-én kelt Genfi Egyezmények mellékletét képező jegyzőkönyvekben meghatározottak és a nemzetközi fegyveres konfliktusok áldozatai védelmére vonatkozó előírások szerint (I. jegyzőkönyv), a vészhelyzetben rádiókommunikációval elsődleges felelősséggel megbízott rádiókezelő köteles a Rádiószabályzat eljárásait betartani.

27 Sürgősségi üzenet vételekor az őrszolgálatot adó rádiókezelő köteles riasztani a parancsnokot, és megfelelő esetben a vészhelyzeti időre a rádiókommunikációért elsődleges felelősséggel megbízott rádiókezelőt.

Biztonsági üzenetek

28 Biztonsági üzenetek közvetítésekor a parancsnok és az őrszolgálatot adó rádiókezelő köteles a Rádiószabályzat eljárásait betartani.

29 Biztonsági üzenet vételekor az őrszolgálatot adó rádiókezelő köteles annak tartalmát rögzíteni, és a parancsnok utasításai szerint eljárni.

30 A hajó – hajó közötti URH rádiókommunikációt a 13.sz. csatornán kell lebonyolítani. A hajó – hajó közötti rádiókommunikációt a Rádiószabályzat „A hajók közötti navigációs biztonsági közlemények” cím alatt ismertetik.

Rádiózási feljegyzések

31 A rádiónaplóba további bejegyzéseket kell tenni a 10., 12., 14., 17. és 33. szakaszok szerint.

32 A nem engedélyezett adásokat, és a káros zavarási eseteket amennyire lehetséges be kell azonosítani, és feljegyezni a rádiónaplóba, valamint az Igazgatás tudomására hozni a Rádiószabályzatnak megfelelően, a rádiónaplóból egy megfelelő kivonat csatolásával.

Akkumulátor karbantartás

33 A rádióberendezés bármely része számára energiaforrást nyújtó akkumulátorok, ideértve a szünetmentes tápegységekhez tartozó akkumulátorokat is, a vészhelyzetben a rádiókommunikációért elsődleges felelősséggel megbízott rádiókezelő felelősségi körébe tartoznak, és:

- .1 naponta terhelés alatt és terhelés nélkül be kell vizsgálni, és szükség esetén teljesen fel kell tölteni;
- .2 hetente egyszer fajsúlymérővel ellenőrizni kell, amikor gyakorlatilag megoldható, vagy olyan esetekben, amikor fajsúlymérő nem alkalmazható, megfelelő terhelési próbát kell végezni; és
- .3 havonta egyszer ellenőrizni kell minden egyes akkumulátor biztonságát, annak csatlakozóit és az akkumulátorok és rekeszük, vagy rekeszeik állapotát.

Ezeknek a vizsgálatoknak az eredményeit be kell jegyezni a rádiónaplóba.

5. RÉSZ – ÚTMUTATÓ A KIKÖTŐI ŐRSZOLGÁLATHOZ

(Nincs rendelkezés)”

III. Kormányrendeletek

A Kormány 67/2012. (IV. 5.) Korm. rendelete egyres kormányrendeletek területfejlesztéssel és területrendezéssel összefüggő módosításáról és hatályon kívül helyezéséről

A Kormány

az Alaptörvény 15. cikk (3) bekezdésében meghatározott eredeti jogalkotói hatáskörében,

az 1. alcím tekintetében a környezet védelmének általános szabályairól szóló 1995. évi LIII. törvény 110. § (7) bekezdés 16. pontjában,

a 2. alcím tekintetében a helyi önkormányzatok címzett és céltámogatási rendszeréről szóló 1992. évi LXXXIX. törvény 22. § a) és b) pontjában,

a 3. alcím tekintetében a területfejlesztésről és a területrendezésről szóló 1996. évi XXI. törvény 27. § (1) bekezdés j) pontjában,

a 4. alcím tekintetében a szociális igazgatásról és szociális ellátásokról szóló 1993. évi III. törvény 132. § (1) bekezdés c) pontjában,

a 7. alcím tekintetében a közoktatásról szóló 1993. évi LXXIX. törvény 94. § (3) bekezdés m) pontjában,

a 8. alcím tekintetében a területfejlesztésről és a területrendezésről szóló 1996. évi XXI. törvény 27. § (1) bekezdés f) pontjában,

a 9. alcím tekintetében a villamos energiáról szóló 2007. évi LXXXVI. törvény 170. § (1) bekezdés 26. pontjában,

a 10. alcím tekintetében a területfejlesztésről és a területrendezésről szóló 1996. évi XXI. törvény 27. § (1) bekezdés b) pontjában,

a 11. alcím tekintetében a területfejlesztésről és a területrendezésről szóló 1996. évi XXI. törvény 27. § (1) bekezdés a), d), f) és p) pontjában,

a 12. alcím tekintetében a területfejlesztésről és a területrendezésről szóló 1996. évi XXI. törvény 27. § (1) bekezdés z) pontjában,

a 13. alcím tekintetében a területfejlesztésről és a területrendezésről szóló 1996. évi XXI. törvény 27. § (1) bekezdés a) és h) pontjában,

a 14. alcím tekintetében a katasztrófavédelemről és a hozzá kapcsolódó egyes törvények módosításáról szóló 2011. évi CXXVIII. törvény 80. § e)–h), k), l) és o) pontjában,

a 31. § a) és b) pontja tekintetében a jogalkotásról szóló 2010. évi CXXX. törvény 31. § (1) bekezdés b) pontjában,

a 31. § c) pontja tekintetében a helyi önkormányzatok címzett és céltámogatási rendszeréről szóló 1992. évi LXXXIX. törvény 22. § b) pontjában,

a 31. § d) és f) pontja tekintetében a területfejlesztésről és területrendezésről szóló 1996. évi XXI. törvény 27. § (1) bekezdés g) pontjában,

a 31. § e) pontja tekintetében a Magyar Köztársaság 2003. évi költségvetéséről szóló 2002. évi LXII. törvény 57. § (7) bekezdés b) pontjában,

a 31. § g) pontja tekintetében a területfejlesztésről és a területrendezésről szóló 1996. évi XXI. törvény 27. § (1) bekezdés n) pontjában,

a 31. § h) pontja tekintetében a Magyar Köztársaság 2006. évi költségvetéséről szóló 2005. évi CLIII. törvény 68. § (4) bekezdésében, valamint a területfejlesztésről és a területrendezésről szóló 1996. évi XXI. törvény 27. § (1) bekezdés g) pontjában,

a 31. § j) pontja tekintetében a Magyar Köztársaság 2008. évi költségvetéséről szóló 2007. évi CLXIX. törvény 66. § (3) bekezdésében és a Magyar Köztársaság 2003. évi költségvetéséről szóló 2002. évi LXII. törvény 57. § (7) bekezdés a) pontjában kapott felhatalmazás alapján,

az Alaptörvény 15. cikk (1) bekezdésében meghatározott feladatkörében eljárva a következőket rendeli el:

1. A környezeti zaj értékeléséről és kezeléséről szóló kormányrendelet módosítása

1. § A környezeti zaj értékeléséről és kezeléséről szóló 280/2004. (X. 20.) Korm. rendelet (a továbbiakban: R1.) 11. § (3) bekezdés d) pontjában a „megyei területfejlesztési tanácsok” szövegrész helyébe a „megyei önkormányzatok” szöveg lép.

2. § Hatályát veszti az R1. 11. § (3) bekezdés c) pontja.

2. A helyi önkormányzatok címzett és céltámogatása felhasználásának részletes szabályairól szóló kormányrendelet módosítása

3. § (1) A helyi önkormányzatok címzett és céltámogatása felhasználásának részletes szabályairól szóló 19/2005. (II. 11.) Korm. rendelet (a továbbiakban: R2.) 1. § (3) bekezdése helyébe a következő rendelkezés lép:
„(3) Az Igazgatóság a beruházási koncepciókat számítógépen dolgozza fel, amelynek eredményét – véleményével ellátva – a helyi önkormányzatokért felelős miniszternek a beruházási koncepció eredeti példányának, a támogatható cél szerinti feladatkörrel rendelkező miniszternek és a megyei önkormányzatnak a beruházási koncepció másolati példányainak csatolásával május 15-ig továbbítja.”
- (2) Az R2. 1. §-a a következő (3a) bekezdéssel egészül ki:
„(3a) A megyei önkormányzat a beruházási koncepció hitelesített másolati példányát véleményezésre megküldi a kijelölt térségi egészségszervezésért felelős államigazgatási szervnek vagy szükség szerint a területi vízgazdálkodási tanácsnak.”
- (3) Az R2. 1. § (4) bekezdése helyébe a következő rendelkezés lép:
„(4) A támogatható cél szerinti feladatkörrel rendelkező miniszter a címzett támogatás iránti támogatási kérelmet megalapozó beruházási koncepciót – a megyei önkormányzatnak az egészségügyi beruházások esetében a kijelölt térségi egészségszervezésért felelős államigazgatási szervvel, a szennyvízelvezetést és -tisztítást szolgáló beruházások esetében a Területi Vízgazdálkodási Tanácsokkal az átalakítás június 5-ig a támogatható cél szerinti feladatkörrel rendelkező miniszter részére megküldött és egyeztetett javaslatainak figyelembevételével – rangsorolja.”
- (4) Az R2. 3. § (2) bekezdése helyébe a következő rendelkezés lép:
„(2) Az Igazgatóság a címzett támogatás iránti kérelmeket számítógépen feldolgozza, amelynek eredményét – véleményével ellátva – a helyi önkormányzatokért felelős miniszternek a címzett támogatás iránti kérelem eredeti példányának, a támogatható cél szerinti feladatkörrel rendelkező miniszternek a címzett támogatás iránti kérelem másolati példányának csatolásával január 5-ig (a helyi önkormányzati képviselők választásának évét követően március 15-ig) továbbítja.”
- (5) Az R2. 7. §-a helyébe a következő rendelkezés lép:
„7. § Az önkormányzat a Cct. 8. számú mellékletében felsorolt célok esetében megvalósíthatósági tanulmányt készített, kamarai tagsággal rendelkező, illetve hatályos névjegyzékben szereplő, tervező szakértővel vagy ilyen személyt alkalmazó szervezettel. A megvalósíthatósági tanulmányt az építési engedélyezési terveket megelőzően – a működő kórházak és szakrendelők gép-műszer beszerzéseinél, ha a telepítéshez építési engedély szükséges – kell elkészíteni és négy példányban benyújtani az igénybejelentés mellékleteként. A megvalósíthatósági tanulmányt a 3. mellékletben meghatározott követelményeknek megfelelően kell elkészíteni.”
- (6) Az R2. 10. § (1) bekezdése helyébe a következő rendelkezés lép:
„(1) Az önkormányzat a céltámogatási igénybejelentést – támogatható célonként külön-külön – négy példányban április 1-jéig nyújtja be az Igazgatóságnak, amelyből egy példány eredeti, a másik három hitelesített másolat.”
- (7) Az R2. 10. § (3)–(5) bekezdése helyébe a következő rendelkezés lép:
„(3) Az Igazgatóság a céltámogatás iránti kérelmeket számítógépen dolgozza fel, amelynek eredményét – véleményével ellátva – a helyi önkormányzatokért felelős miniszternek a céltámogatás iránti kérelem eredeti és egy másolati példányának, a kijelölt térségi egészségszervezésért felelős államigazgatási szervnek a céltámogatási iránti kérelem másolati példányának csatolásával április 15-ig továbbítja. Az Igazgatóság az államháztartásról szóló 2011. évi CXCV. törvény (a továbbiakban: Áht.) 59. § (1) bekezdése alapján a hiányok pótlására és módosítására legfeljebb öt munkanapos határidőt állapíthat meg.
(4) A kijelölt térségi egészségszervezésért felelős államigazgatási szerv ellenőrzi a céltámogatási iránti kérelmek és az Igazgatóság által feldolgozott és rögzített adatok egyezőségét.
(5) A kijelölt térségi egészségszervezésért felelős államigazgatási szerv a támogatási döntésre vonatkozó javaslatát a Cct. 8. mellékletében meghatározott szempontok alapján május 5-ig küldi meg a helyi önkormányzatokért felelős miniszternek és az egészségügyért felelős miniszternek.”
- (8) Az R2. 17. § (1) bekezdése helyébe a következő rendelkezés lép:
„(1) Az önkormányzat a közbeszerzési eljárás lefolytatásáról és eredményéről az eredmény kihirdetését követő 15 munkanapon belül a közbeszerzési és tervpályázati hirdetmények feladásának, ellenőrzésének és közzétételének szabályairól, a hirdetmények mintáiról és egyes tartalmi elemeiről, valamint az éves statisztikai összegezésről szóló

miniszteri rendeletben meghatározott minta szerinti hirdetmény hitelesített másolatának, valamint az 5/A. melléklet szerinti értesítés megküldésével tájékoztatja az Igazgatóságot. Az Igazgatóság a nyomtatványokat továbbítja a helyi önkormányzatokért felelős miniszter részére.”

(9) Az R2. 21. § a) pontja helyébe a következő rendelkezés lép:

(A törvényben előírt határidő lejárta után a helyi önkormányzatokért felelős miniszter értesíti a Kincstárt és az Igazgatóságon keresztül az önkormányzatot a fel nem használt előirányzat elvonásáról. A helyi önkormányzatokért felelős miniszter a fel nem használt előirányzatot akkor vonja el,)

„a) ha az önkormányzat ugyanazon műszaki tartalmú beruházásához címzett és céltámogatásban is részesült, és nem mondott le az egyikről; ez esetben a címzett támogatás kerül elvonásra;”

(10) Az R2. 27. §-a a következő (3) bekezdéssel egészül ki:

„(3) A 10. § (3) bekezdése szerinti céltámogatási igénybejelentés másolati példányát az Igazgatóság 2012. évben, 2012. május 1-ig küldi meg a kijelölt térségi egészségszervezésért felelős államigazgatási szerv részére.”

(11) Az R2. 3. melléklete e rendelet 1. mellékletében foglaltak szerint módosul.

4. §

Az R2.

- a) 1. § (1), (2) és (5) bekezdésében, 2. § (4) bekezdésében a „szakminiszter” szövegrész helyébe a „támogatható cél szerinti feladatkörrel rendelkező miniszter” szöveg,
- b) 1. § (6) bekezdésében a „szakminisztériummal” szövegrész helyébe a „támogatható cél szerinti feladatkörrel rendelkező miniszterrel” szöveg,
- c) 2. § (1) bekezdésében a „szakminisztert” szövegrész helyébe a „támogatható cél szerinti feladatkörrel rendelkező minisztert” szöveg,
- d) 2. § (2) bekezdésében a „szakminisztérium” szövegrész helyébe a „támogatható cél szerinti feladatkörrel rendelkező miniszter” szöveg,
- e) 14. § (9) és (10) bekezdésében az „a Regionális Egészségügyi Tanács” szövegrész helyébe az „a kijelölt térségi egészségszervezésért felelős államigazgatási szerv” szöveg és a „szakminiszter” szövegrész helyébe a „támogatható cél szerinti feladatkörrel rendelkező miniszter” szöveg,
- f) 22. § (1) bekezdésében az „az Ámr.-ben” szövegrész helyébe az „az államháztartásról szóló törvény végrehajtásáról szóló kormányrendeletben (a továbbiakban: Ávr.)” szöveg,
- g) 27. § (2) bekezdésében az „az Ámr.-t” szövegrész helyébe az „az Ávr.-t” szöveg,
- h) 4. melléklet „B)” táblájának I.5. pontjában az „az önkormányzat korrigált saját folyó bevételét a helyi önkormányzatokról szóló 1990. évi LXV. törvény (a továbbiakban: Ötv.) 88. §-a szerint a beruházási adatlap szerinti ütemezésben az alábbiak szerint igazolja [Cct. 10. § (3) bek. b) pont]. Ezen adattal egyidejűleg nyilatkozik, hogy az önkormányzat hitelkérelme legalább a hitelfelvétel évére és az azt követő két évre vonatkozóan megfelel az Ötv. 88. §-ában foglaltaknak” szövegrész helyébe a „nyilatkozata az önkormányzat egyes bevételeiről és kötelezettségvállalásairól” szöveg,
- i) 4. melléklet „G)” táblájának második a) pontjában a „szakminiszterrel” szövegrész helyébe a „támogatható cél szerinti feladatkörrel rendelkező miniszterrel” szöveg,
- j) 4. melléklet „G)” táblájának második a) pontjában a „szakminiszter” szövegrész helyébe a „támogatható cél szerinti feladatkörrel rendelkező miniszter” szöveg,
- k) 4. melléklet „G)” táblájának második b) pontjában a „60 napon túli köztartozás esetén az önkormányzatot a köztartozás megfizetéséig a támogatás nem illeti meg, az esedékes támogatások folyósítása az Ámr. 151. §-ának (2) bekezdése szerint felfüggesztésre kerül, illetve az Áht. 13/A. §-ának (6) bekezdése” szövegrész helyébe a „60 napon túli köztartozás esetén az önkormányzatot a köztartozás megfizetéséig a támogatás nem illeti meg, az esedékes támogatások folyósítása az Ávr. szerint felfüggesztésre kerül, illetve az Áht.” szöveg,
- l) 4. melléklet „G)” táblájának második c) pontjában az „az Ámr.-ben” szövegrész helyébe az „az Ávr.-ben” szöveg,
- m) 4. melléklet „G)” táblájának harmadik b) pontjában az „a szakminiszter, valamint a Regionális Egészségügyi Tanács” szövegrész helyébe az „a támogatható cél szerinti feladatkörrel rendelkező miniszter, valamint a kijelölt térségi egészségszervezésért felelős államigazgatási szerv” szöveg,
- n) 5/A. mellékletében az „Az 5/2009. (III. 31.) IRM rendelet 7. számú mellékletének hitelesített másolata” szövegrész helyébe az „A 92/2011. (XII. 30.) NFM rendelet 9. mellékletének hitelesített másolata” szöveg lép.

- 5. §** Hatályát veszti az R2.
4. melléklet „B)” táblájának I.5.2. pontjában az „[az 1990. évi LXV. törvény 88. § (3) bekezdésének c) pontja szerint]” szövegrész,
 4. melléklet „B)” táblájának I.5.3. pontja,
 4. melléklet „D)” táblája,
 4. melléklet „G)” táblájának harmadik a) pontjában az „az Áht. 13/A. § (4) bekezdésében foglaltak szerint” szövegrész.

3. A területfejlesztés intézményei törvényességi felügyeletének részletes szabályairól szóló kormányrendelet módosítása

- 6. §** A területfejlesztés intézményei törvényességi felügyeletének részletes szabályairól szóló 51/2005. (III. 24.) Korm. rendelet (a továbbiakban: R3.) 1. § (1) bekezdés a) pontja helyébe a következő rendelkezés lép:
(A Kormány általános hatáskörű területi államigazgatási szerve a törvényességi felügyelet ellátása során):
„a) a feladat- és hatáskörébe tartozó ügyben a térségi fejlesztési tanács (a továbbiakban: tanács) elnökének, a tanács törvényben meghatározott feladatai ellátását segítő szervezet (a továbbiakban: munkaszervezet) vezetőjének kérésére szakmai segítséget nyújt;”

- 7. §** Az R3.
2. §-ában az „A Magyar Terület- és Regionális Fejlesztési Hivatal elnöke” szövegrész helyébe az „A területfejlesztésért felelős miniszter” szöveg,
 4. § (2) bekezdésében az „országgyűlési biztos” szövegrész helyébe az „alapvető jogok biztosa és helyettese” szöveg,
 4. § (2) bekezdésében az „az Állami Privatizációs és Vagyonkezelő Rt.” szövegrész helyébe az „a Magyar Nemzeti Vagyonkezelő Zrt.” szöveg,
 4. § (2) bekezdésében az „a Magyar Államkincstár” szövegrész helyébe az „a kincstár” szöveg,
 4. § (3) bekezdés c) pontjában az „a gazdasági társaságokról szóló 1997. évi CXLIV. törvény 23. § (1) bekezdése” szövegrész helyébe az „a gazdasági társaságokról szóló törvény” szöveg,
 8. §-ában az „a Magyar Államkincstár” szövegrész helyébe az „a kincstár” szöveg,
 9. § (1) bekezdésében a „Magyar Államkincstár” szövegrész helyébe a „kincstár” szöveg lép.

- 8. §** Hatályát veszti az R3. 12. §-a.

4. A Szociálpolitikai Tanács összetételéről, szervezetéről és működéséről szóló kormányrendelet módosítása

- 9. §** A Szociálpolitikai Tanács összetételéről, szervezetéről és működéséről szóló 129/2005. (VII. 1.) Korm. rendelet (a továbbiakban: R4.) 2. § (1) bekezdés d) pontja helyébe a következő rendelkezés lép:
(A regionális szociálpolitikai tanács)
„d) együttműködik a helyi önkormányzatokkal, az egyházi és a nem állami fenntartókkal, valamint az ellátást nyújtó szolgáltatókkal és intézményekkel a szociális és gyermekjóléti-gyermekvédelmi ellátórendszer regionális fejlesztése, az ellátási hiányok kiküszöbölése, továbbá egyéb szociális problémák megoldása érdekében.”

- 10. §** Az R4.
2. § (3) bekezdés b) pontjában az „a regionális fejlesztési tanács” szövegrész helyébe az „a régió területébe tartozó megyei önkormányzat” szöveg,
 3. § (1) bekezdés d) pontjában az „a regionális fejlesztési tanácsok fejlesztési” szövegrész helyébe az „a megyei önkormányzatok területfejlesztési” szöveg lép.

5. A Nemzeti Fejlesztési Ügynökségről szóló kormányrendelet módosítása

11. § A Nemzeti Fejlesztési Ügynökségről szóló 130/2006. (VI. 15.) Korm. rendelet 2. §-a a következő o) ponttal egészül ki:
(Az Ügynökség)
„o) ellátja a budapesti 4-es – Kelenföldi pályaudvar–Bosnyák tér közötti – metróvonal megépítése projekt tekintetében a Magyar Állam projektbeli feladatait.”

6. Az EU Költségvetéséből 2007-től támogatandó egyedi projektek és komplex fejlesztések előkészítéséhez szükséges decentralizált forrás felhasználásáról szóló kormányrendelet módosítása

12. § Az EU Költségvetéséből 2007-től támogatandó egyedi projektek és komplex fejlesztések előkészítéséhez szükséges decentralizált forrás felhasználásáról szóló 211/2006. (X. 20.) Korm. rendelet 3. § (3) bekezdésében az „a Regionális Fejlesztési Tanács (a továbbiakban: RFT)” szövegrész helyébe az „a Regionális Fejlesztési Tanács, 2012. január 1-jét követően a jogutódjaként eljáró megyei önkormányzat (a továbbiakban együtt: RFT)” szöveg lép.

7. Az Oktatási Hivatalról szóló kormányrendelet módosítása

13. § Az Oktatási Hivatalról szóló 307/2006. (XII. 23.) Korm. rendelet 41/B. § (1) bekezdés b) és c) pontja helyébe a következő rendelkezés lép:
[A Kormány a fővárosi és megyei kormányhivaltal jelöli ki a közoktatási feladatkörében eljáró oktatási hivatal Kt. 95/A. § (2) bekezdés e) pontjában meghatározott alábbi feladatainak ellátására]
„b) a miniszter megbízásából képviselő ellátása a megyei (fővárosi) közoktatási közalapítvány munkájában;
c) a megyei önkormányzatok és a törvény alapján kötelezően létrehozott térségi fejlesztési tanácsok által kiírt pályázatok elbírálásának folyamatában való részvétel.”

8. A területfejlesztéssel és a területrendezéssel kapcsolatos információs rendszerről és a kötelező adatközlés szabályairól szóló kormányrendelet módosítása

14. § A területfejlesztéssel és a területrendezéssel kapcsolatos információs rendszerről és a kötelező adatközlés szabályairól szóló 31/2007. (II. 28.) Korm. rendelet (a továbbiakban: R5.) 1. § (3) bekezdése helyébe a következő rendelkezés lép:
„(3) A TeIR információkat biztosít a megyei önkormányzatok, illetve a térségi fejlesztési tanácsok és munkaszervezeteik számára a tervezés, a programmenedzselés, a pályázatértékelés és a monitoring tevékenység ellátásához.”
15. § Az R5. 3. § (4) bekezdése helyébe a következő rendelkezés lép:
„(4) A TeIR szolgáltatása biztosítja a teradatok esetében azok térinformatikai feldolgozhatóságát és raszteres, illetve vektoros hozzáférést azon adatok vonatkozásában, ahol ezt az adatgazda szervezetek lehetővé teszik.”
16. § Az R5. 8. § (2) bekezdés l) pontja helyébe a következő rendelkezés lép:
(A TeIR TÉRPORT alrendszerében elérhetőeken túli szolgáltatásaihoz térítésmentesen – jogszabályban meghatározott feladataik ellátása érdekében – a következő szervezetek, illetve személyek férhetnek hozzá:)
„l) a Nemzetgazdasági Tervezési Hivatal,”
17. § (1) Az R5. 2. számú melléklet 1. pontjában foglalt táblázat
1. A:2. mezőjében az „ÁFSZ” szövegrész helyébe az „NFSZ” szöveg,
 2. A:9-A:11. mezőjében az „APEH” szövegrész helyébe a „NAV” szöveg,
 3. A:16. mezőjében az „Energia Központ” szövegrész helyébe a „MEH” szöveg,
 4. A:21. és A:22. mezőjében az „FH” szövegrész helyébe az „NMH” szöveg,
 5. A:23. és A:24. mezőjében az „FVM” szövegrész helyébe a „VM” szöveg,
 6. A:27. mezőjében az „IRM” szövegrész helyébe a „BM” szöveg,
 7. A:28-A:30. mezőjében a „KHEM” szövegrész helyébe az „NFM” szöveg,
 8. A:32. mezőjében a „Kincstár, APEH” szövegrész helyébe a „Kincstár, NAV” szöveg,
 9. A:51., A:52. és A:54-A:61. mezőjében a „KvVM” szövegrész helyébe a „VM” szöveg,
 10. A:53. mezőjében a „KvVM” szövegrész helyébe a „VM, BM” szöveg,

11. A:83. mezőjében az „MSZH” szövegrész helyébe az „SZTNH” szöveg,
12. A:85. és A:88. mezőjében az „NFGM” szövegrész helyébe az „NFM” szöveg,
13. A:86., A:87. mezőjében az „NFGM” szövegrész helyébe az „NGM” szöveg,
14. A:89. mezőjében az „NHH” szövegrész helyébe az „NMHH” szöveg,
15. A:97-A:100. mezőjében az „OKM” szövegrész helyébe a „NEFMI” szöveg,
16. A:107. mezőjében az „SZMM” szövegrész helyébe az „NGM” szöveg,
17. A:108-A:112. mezőjében az „SZMM” szövegrész helyébe a „NEFMI” szöveg lép.

(2) Az R5. 2. számú melléklet 2. pontjában foglalt táblázat

1. A:2. mezőjében az „Adó és Pénzügyi Ellenőrzési Hivatal” szövegrész helyébe a „Nemzeti Adó- és Vámhivatal” szöveg,
2. B:2. mezőjében az „APEH” szövegrész helyébe a „NAV” szöveg,
3. A:3. mezőjében az „Állami Foglalkoztatási Szolgálat” szövegrész helyébe a „Nemzeti Foglalkoztatási Szolgálat” szöveg,
4. B:3. mezőjében az „ÁFSZ” szövegrész helyébe az „NFSZ” szöveg,
5. A:7. mezőjében a „Foglalkoztatási Hivatal” szövegrész helyébe a „Belügyminisztérium” szöveg,
6. B:7. mezőjében az „FH” szövegrész helyébe a „BM” szöveg,
7. A:10. mezőjében a „Földművelésügyi és Vidékfejlesztési Minisztérium” szövegrész helyébe a „Vidékfejlesztési Minisztérium” szöveg,
8. B:10. mezőjében az „FVM” szövegrész helyébe a „VM” szöveg,
9. A:13. mezőjében az „Igazságügyi és Rendészeti Minisztérium” szövegrész helyébe a „Közigazgatási és Igazságügyi Minisztérium” szöveg,
10. B:13. mezőjében az „IRM” szövegrész helyébe a „KIM” szöveg,
11. A:16. mezőjében a „Közlekedési, Hírközlési és Energiaügyi Minisztérium” szövegrész helyébe a „Nemzeti Fejlesztési Minisztérium” szöveg,
12. B:16. mezőjében a „KHEM” szövegrész helyébe az „NFM” szöveg,
13. A:29. mezőjében a „Nemzeti Fejlesztési és Gazdasági Minisztérium” szövegrész helyébe a „Nemzetgazdasági Minisztérium” szöveg,
14. B:29. mezőjében az „NFGM” szövegrész helyébe az „NGM” szöveg,
15. A:30. mezőjében a „Nemzeti Hírközlési Hatóság” szövegrész helyébe a „Nemzeti Média- és Hírközlési Hatóság” szöveg,
16. B:30. mezőjében az „NHH” szövegrész helyébe az „NMHH” szöveg,
17. A:32. mezőjében az „Oktatási és Kulturális Minisztérium” szövegrész helyébe a „Nemzeti Erőforrás Minisztérium” szöveg,
18. B:32. mezőjében az „OKM” szövegrész helyébe a „NEFMI” szöveg lép.

18. § Hatályát veszti az R5.

- a) 5. § (2) bekezdésében a „(regionális, kiemelt térségi, megyei, kistérségi)” szövegrész,
- b) 8. § (2) bekezdés o)–r) pontja,
- c) 2. számú melléklet 2. pontjában foglalt táblázat 6., 14. és 42. sora.

9. A villamos energiáról szóló 2007. évi LXXXVI. törvény egyes rendelkezéseinek végrehajtásáról szóló kormányrendelet módosítása

19. § A villamos energiáról szóló 2007. évi LXXXVI. törvény egyes rendelkezéseinek végrehajtásáról szóló 273/2007. (X. 19.) Korm. rendelet (a továbbiakban: R6.) 24. számú mellékletében foglalt táblázat F:28-F:35. mezőjében az „Energia Központ Nonprofit Kft.” szövegrész helyébe a „Magyar Energia Hivatal” szöveg lép.

20. § Hatályát veszti az R6. 24. számú mellékletében foglalt táblázat F:37. mezőjében az „elemzést készít, Energia Központ Nonprofit Kft. adatokat gyűjt” szövegrész.

10. A kedvezményezett térségek besorolásáról szóló kormányrendelet módosítása

21. § Hatályát veszti a kedvezményezett térségek besorolásáról szóló 311/2007. (XI. 17.) Korm. rendelet 4. §-a.

11. A területfejlesztési koncepció, a területfejlesztési program és a területrendezési terv tartalmi követelményeiről, valamint illeszkedésük, kidolgozásuk, egyeztetésük, elfogadásuk és közzétételük részletes szabályairól szóló kormányrendelet módosítása

22. § (1) A területfejlesztési koncepció, a területfejlesztési program és a területrendezési terv tartalmi követelményeiről, valamint illeszkedésük, kidolgozásuk, egyeztetésük, elfogadásuk és közzétételük részletes szabályairól szóló 218/2009. (X. 6.) Korm. rendelet (a továbbiakban: R7.) 1. § g) és h) pontja helyébe a következő rendelkezés lép:
(E rendelet alkalmazásában:)
- „g) *kidolgozásért felelős szerv*: a területfejlesztésről és a területrendezésről szóló törvénynek megfelelően az Országos Területfejlesztési Koncepció, az Országos Területrendezési Terv és a kiemelt térség (Budapesti Agglomeráció és a Balaton Kiemelt Üdülőkörzet) területrendezési tervének kidolgozása esetén a Kormány; a megye és az egyéb kiemelt térségek területrendezési terv kidolgozása esetén a megyei önkormányzat; a megye területfejlesztési koncepciója és programja kidolgozásának esetében a megyei önkormányzat; a kiemelt térség területfejlesztési koncepciója és programja kidolgozásának esetében a térségi fejlesztési tanács,
- h) *kiserőmű*: a villamos energiáról szóló törvényben meghatározott, engedélyköteles kiserőművek közül az 5 MW, és az ezt meghaladó, de 50 MW-nál kisebb teljesítőképességű kiserőmű, ideértve a szélerőműparkot is,”
- (2) Az R7. 5. §-a helyébe a következő rendelkezés lép:
- „5. § (1) A térség nagyságrendjét, illetve az elfogadás szintjét tekintve a területfejlesztési koncepciók és programok egymásra épülő rendszert alkotnak.
- (2) A megye területfejlesztési koncepciója és programja nem lehet ellentétes
- a) az Országos Területfejlesztési Koncepcióban (a továbbiakban: OTK),
- b) az Országos Területrendezési Tervben (a továbbiakban: OTRT), a Budapesti Agglomeráció és a Balaton Kiemelt Üdülőkörzet kiemelt térség területrendezési tervében,
- c) a megyei területrendezési tervben foglaltakkal.
- (3) A kiemelt térség területfejlesztési koncepciója és programja nem lehet ellentétes
- a) az OTK-ban,
- b) az OTRT-ben, a Budapesti Agglomeráció és a Balaton Kiemelt Üdülőkörzet kiemelt térség területrendezési tervében,
- c) a megyei területrendezési tervben
- d) a megyei területfejlesztési koncepcióban és programban foglaltakkal.”
- (3) Az R7. 12. § (1) bekezdése helyébe a következő rendelkezés lép:
- „(1) A megye és a kiemelt térség területfejlesztési koncepciója és programja előkészítő és javaslattevő fázisból áll.”
- (4) Az R7. 12. § (3) és (4) bekezdése helyébe a következő rendelkezés lép:
- „(3) A javaslattevő fázisban ki kell dolgozni a megye és a kiemelt térség jövőképét és ennek legkedvezőbb fejlesztési irányát.
- (4) A területfejlesztési koncepció elfogadására jogosult megyei önkormányzat vagy térségi fejlesztési tanács, kiemelt térség esetében a területfejlesztés stratégiai tervezéséért felelős miniszter dönt arról, hogy a (2) bekezdésben meghatározott előkészítő fázis elkészült munkarészei megfelelnek-e a további tervezés alapjával.”
- (5) Az R7. 12. §-a a következő (5) bekezdéssel egészül ki:
- „(5) A területfejlesztési program elfogadására jogosult megyei önkormányzat vagy térségi fejlesztési tanács, kiemelt térség esetében a területfejlesztésért felelős miniszter dönt arról, hogy a (2) bekezdésben meghatározott előkészítő fázis elkészült munkarészei megfelelnek-e a további tervezés alapjával.”
- (6) Az R7. 18. § (5) bekezdése helyébe a következő rendelkezés lép:
- „(5) A megyei területfejlesztési koncepciót és programot véleményezésre meg kell küldeni a 10. melléklet 1. és 2., 6–8., 10. és 13. pontjában meghatározott szervezetnek, továbbá a szomszédos megyei önkormányzatoknak.”
- (7) Az R7. 20. § (4) bekezdése helyébe a következő rendelkezés lép:
- „(4) A megye területrendezési tervét véleményezésre meg kell küldeni a 11. melléklet 1–14. és 16–18. pontjában meghatározottaknak.”

- (8) Az R7. 23. §-a helyébe a következő rendelkezés lép:
- „23. § (1) A területfejlesztésért, a területrendezésért és a területfejlesztés stratégiai tervezéséért felelős miniszter az Országgyűlés által elfogadott területi terveket, a Kormány által elfogadott területfejlesztési koncepciókat és programokat, valamint a megyei önkormányzatok által megküldött, rendelettel elfogadott területfejlesztési koncepciókat, területfejlesztési programokat és területrendezési terveket közzéteszi a Kormány honlapján, valamint a TeIR-ben.
- (2) A megyei önkormányzat, az általa elfogadott területfejlesztési koncepciókat, területfejlesztési programokat és területrendezési tervet közzéteszi a megyei önkormányzat honlapján, valamint a területfejlesztési koncepciót megküldi a területfejlesztés stratégiai tervezéséért felelős miniszternek, a területfejlesztési programot megküldi a területfejlesztésért felelős miniszternek.”

23. § Az R7.

- a) 19. §-ában a „két hónapot” szövegrész helyébe a „45 napot” szöveg,
 - b) 1. mellékletének címében a „társégi, a regionális, a megyei és a kistérségi szintű” szövegrész helyébe a „társégi és a megyei szintű” szöveg,
 - c) 1. melléklet 1. pontjában az „A régió / megye / kiemelt térség / kistérség” szövegrész helyébe az „A megye/kiemelt térség” szöveg,
 - d) 3. melléklet 1. pont e) alpontjában az „országos és regionális szintű koncepcionális tervdokumentumokkal (OTK, OFK, országos ágazati stratégiák, a megyét érintő regionális fejlesztési koncepció);” szövegrész helyébe az „országos szintű tervdokumentumokkal;” szöveg,
 - e) 3. melléklet 2.2. pont e) alpontjában az „azokat a régió és kistérségek által megfogalmazott intézkedéseket” szövegrész helyébe az „azokat az intézkedéseket” szöveg,
 - f) 5. melléklet 1. pont f) alpontjában a „más koncepcionális régiós és egyéb tervdokumentumokkal (OTK, OFK, ágazati stratégiák);” szövegrész helyébe a „más országos és megyei tervdokumentumokkal;” szöveg,
 - g) 6. melléklet 2. pont h) alpontjában az „a régiók” szövegrész helyébe az „a megyék” szöveg,
 - h) 10. melléklet 3. pont b) alpontjában a „Nemzeti Hírközlési Hatóság” szövegrész helyébe az „érintett megyei és fővárosi kormányhivatal” szöveg
- lép.

24. § Hatályát veszti az R7.

- a) 4. § (4) bekezdése,
- b) 6. § (1) és (3) bekezdése,
- c) 8. § (3) bekezdésében a „(régióra)” szövegrész,
- d) 18. § (3) és (6) bekezdése,
- e) 1. melléklet 2.1. pont b) alpontjában az „érintettség esetén kiemelten a Budapesti Agglomeráció fejlesztési koncepciójában és programjában, illetve a Balatoni Kiemelt Üdülőkörzet fejlesztési koncepciójában és programjában foglaltak,” szövegrész,
- f) 1. melléklet 2.1. pont g) alpontjában a „ , kistérségi szinten a kistérség minden településének” szövegrész,
- g) 2. melléklete,
- h) 4. melléklete,
- i) 10. melléklet 7., 9. és 10. pontja,
- j) 11. melléklet 9., 11. és 12. pontja,
- k) 11. mellékletében a „* Megjegyzés a 13. ponthoz A megyei népegészségügyi szakigazgatási szerv feladatait a Veszprém Megyei Népegészségügyi Szakigazgatási Szerv Fejér megyére, Komárom-Esztergom megyére és Veszprém megyére kiterjedő illetékességgel látja el.” szövegrész.

12. A területfejlesztéssel és a területrendezéssel összefüggésben megőrzendő dokumentumok gyűjtéséről, megőrzéséről, nyilvántartásáról és hasznosításáról szóló kormányrendelet módosítása

25. § (1) A területfejlesztéssel és a területrendezéssel összefüggésben megőrzendő dokumentumok gyűjtéséről, megőrzéséről, nyilvántartásáról és hasznosításáról szóló 16/2010. (II. 5.) Korm. rendelet (a továbbiakban: R8.) 1. § a) pont aa) alpontja helyébe a következő rendelkezés lép:

[A területfejlesztéssel és a területrendezéssel összefüggésben megőrzendő dokumentumok (a továbbiakban: dokumentációk) a következők:

a területfejlesztési koncepció, a területfejlesztési program és a területrendezési terv tartalmi követelményeiről, valamint illeszkedésük, kidolgozásuk, egyeztetésük, elfogadásuk és közzétételük részletes szabályairól szóló 218/2009. (X. 6.) Korm. rendelet (a továbbiakban: R.) szerint elfogadott területi tervek, beleértve a területi tervek módosításait is:]

„aa) az Országos Területfejlesztési Koncepció, a megye, a kiemelt térség területfejlesztési koncepciója és programja,”

- (2) Az R8. 1. § e) pontja helyébe a következő rendelkezés lép:

[A területfejlesztéssel és a területrendezéssel összefüggésben megőrzendő dokumentumok (a továbbiakban: dokumentációk) a következők:]

„e) az Országos Területfejlesztési Tanács, a térségi fejlesztési tanácsok üléseiről készült jegyzőkönyvek,”

- (3) Az R8. 1. § g) és h) pontja helyébe a következő rendelkezés lép:

[A területfejlesztéssel és a területrendezéssel összefüggésben megőrzendő dokumentumok (a továbbiakban: dokumentációk) a következők:]

„g) az országos, kiemelt térségi és megyei szintű monitoring jelentés, éves elemző jelentés, a területi folyamatok alakulásáról szóló jelentés;

h) az országos, kiemelt térségi és megyei szintű fejlesztési koncepció, program és terv értékelő, elemző jelentése.”

- (4) Az R8. 3. § (5) bekezdése helyébe a következő rendelkezés lép:

„(5) Az 1. § e) pontja szerinti jegyzőkönyvet az Országos Területfejlesztési Tanács és a térségi fejlesztési tanács a hitelesítést követő 90 napon belül megküldi a Dokumentációs Központnak.”

26. § Hatályát veszti az R8. 1. § a) pont ab) alpontja.

13. A területi monitoring rendszerről szóló kormányrendelet módosítása

27. § (1) A területi monitoring rendszerről szóló 37/2010. (II. 26.) Korm. rendelet (a továbbiakban: R9.) 2. alcíme helyébe a következő alcím lép:

„2. Országos szintű területi monitoring feladatok

3. § (1) Az országos területi folyamatok alakulásának, az országos, térségi és megyei fejlesztési koncepciók, tervek, programok területi hatásainak megismerése, megvalósulása és hasznosulása, valamint a területrendezési tervek érvényesülésének elősegítése érdekében a területfejlesztésért-, a területfejlesztés stratégiai tervezéséért-, valamint a területrendezésért felelős miniszter

a) figyelemmel kíséri, elemzi és értékeli a területi monitoring rendszer működését, és

b) javaslatot tesz a területi monitoring rendszer továbbfejlesztésére,

(2) Az (1) bekezdés szerinti célok teljesítése érdekében a területrendezésért felelős miniszter a területrendezési dokumentációk megőrzéséért felelős szervezet (Dokumentációs Központ) közreműködésével

a) közreműködik az ország és térségei helyzetét bemutató jelentés kidolgozásában;

b) kidolgozza a területrendezési tervek érvényesítésének hatásait bemutató több éves jelentést;

c) elvégzi az Országos Területrendezési Terv, a Budapesti Agglomeráció, valamint a Balaton kiemelt üdülőkörzet területrendezési tervek érvényesítése hatásainak értékelését.

(3) Az (1) bekezdés szerinti célok teljesítése érdekében a területfejlesztés stratégiai tervezéséért felelős miniszter

a) kidolgozza az ország és térségei helyzetét bemutató jelentést,

b) közreműködik a nemzetközi és a határmenti területfejlesztési tevékenységet bemutató jelentés kidolgozásában,

c) kidolgozza az ország területi folyamatainak alakulását és a területfejlesztési politika hatásait bemutató több éves jelentést,

d) közreműködik a nemzetközi és a határmenti területfejlesztési tevékenységet bemutató több éves jelentés kidolgozásában,

e) elvégzi a következő fejlesztési koncepciók területi szempontú értékelését, valamint ez alapján kezdeményezheti a felülvizsgálatukat:

ea) Nemzeti Stratégiai Referenciakeret,

eb) Új Magyarország Vidékfejlesztési Stratégiai Terv,

ec) ágazati és ágazatközi koncepciók,

ed) Balaton kiemelt üdülőkörzet fejlesztési koncepciója,

ef) megyei területfejlesztési koncepciók,

f) elvégzi a következő területfejlesztési programok területi szempontú értékelését, valamint ez alapján kezdeményezheti a felülvizsgálatukat:

fa) Új Magyarország Fejlesztési Terv operatív programjai,

fb) Új Magyarország Vidékfejlesztési Program,

fc) ágazati és ágazatközi programok,

fd) Balaton kiemelt üdülőkörzet fejlesztési programja,

fe) megyei területfejlesztési program,

g) elvégzi a Nemzeti Vidékfejlesztési Terv utólagos területi szempontú értékelését.

(4) Az (1) bekezdés szerinti célok teljesítése érdekében a területfejlesztésért felelős miniszter

a) közreműködik az ország és térségei helyzetét bemutató jelentés kidolgozásában,

b) kidolgozza a területfejlesztést közvetlenül és közvetetten szolgáló hazai, az Európai Unió által társfinanszírozott, valamint egyéb nemzetközi pénzeszközök felhasználását bemutató jelentést,

c) kidolgozza a nemzetközi és a határmenti területfejlesztési tevékenységet bemutató jelentést,

d) kidolgozza a területfejlesztést közvetlenül és közvetetten szolgáló hazai, és az Európai Unió által társfinanszírozott, valamint egyéb nemzetközi pénzeszközök felhasználását bemutató több éves jelentést,

e) kidolgozza a nemzetközi és a határmenti területfejlesztési tevékenységet bemutató több éves jelentést,

f) elvégzi az Új Magyarország Fejlesztési Terv operatív programjainak előzetes, közbülső és utólagos értékelését, valamint ez alapján kezdeményezheti a felülvizsgálatukat."

(2) Az R9. 3. alcíme helyébe a következő alcím lép:

„3. Kiemelt térségi szintű területi monitoring feladatok

4. § A Balaton kiemelt üdülőkörzet térségi területi folyamatai alakulásának megismerése, a kiemelt térségi fejlesztési koncepció és program megvalósulása és hasznosulása érdekében a Balaton Fejlesztési Tanács

a) elemzi és értékeli a kiemelt térségi szintű területi monitoring rendszer működését,

b) elemzi a kiemelt térség helyzetét bemutató éves elemző jelentést,

c) elemzi a kiemelt térség területi folyamatainak alakulását bemutató több éves jelentést,

d) évente tájékoztatást ad a területfejlesztés stratégiai tervezéséért, valamint a területfejlesztésért felelős miniszter, a területileg érintett megyei önkormányzatok részére a kiemelt térségi területi monitoring rendszer működéséről és a kiemelt térségi értékelési jelentésekről a tárgyévet követő március 31-ig,

e) elvégzi a kiemelt térségi fejlesztési koncepció felülvizsgálatát, valamint a felülvizsgálat alapján a koncepció módosítását,

f) elvégzi a kiemelt térségi fejlesztési program előzetes, közbülső és utólagos értékelését, valamint az előzetes és közbülső értékelés alapján a felülvizsgálatát."

(3) Az R9. 5. alcíme helyébe a következő alcím lép:

„5. Megyei szintű területi monitoring feladatok

7. § A megyei területi folyamatok alakulásának, a megyei területfejlesztési koncepció és program megvalósulása és hasznosulása, valamint a megyei területrendezési terv érvényesülésének elősegítése érdekében a megyei önkormányzat

a) elemzi és értékeli a megyei szintű területi monitoring rendszer működését,

b) elemzi és véleményezi a megyei éves elemző értékelési jelentést,

c) elemzi és véleményezi a megyei területi folyamatok alakulását bemutató több éves jelentést,

d) évente tájékoztatást ad a területfejlesztés stratégiai tervezéséért, valamint a területfejlesztésért felelős miniszter, valamint a területileg érintett kiemelt térségi fejlesztési tanács részére a megyei területi monitoring rendszer működéséről és a megyei értékelési jelentésekről a tárgyévet követő március 31-ig,

e) elvégzi a megyei területfejlesztési koncepció felülvizsgálatát, valamint a felülvizsgálat alapján a koncepció módosítását,

f) elvégzi a megyei területfejlesztési program előzetes, közbülső és utólagos értékelését, valamint az előzetes és közbülső értékelés alapján a felülvizsgálatát,

g) elvégzi a megyei területrendezési terv érvényesítésének értékelését és erről évente tájékoztatást ad a területrendezésért felelős miniszter részére a tárgyévet követő március 31-ig."

28. § Az R9. 6. alcím címében a „monitoring bizottságok közös szabályai” szövegrész helyébe a „monitoringra vonatkozó közös szabályok” szöveg lép.
29. § Hatályát veszti az R9.
a) 4. alcíme, és
b) 9. §-a.

14. A veszélyes anyagokkal kapcsolatos súlyos balesetek elleni védekezésről szóló kormányrendelet módosítása

30. § A veszélyes anyagokkal kapcsolatos súlyos balesetek elleni védekezésről szóló 219/2011. (X. 20.) Korm. rendelet 47. §-a a következő (4a) bekezdéssel egészül ki:
„(4a) A (4) bekezdésben foglaltak megsértése miatt nem alkalmazható katasztrófavédelmi bírság azzal szemben, aki az adatszolgáltatási kötelezettségének 2012. május 15-ig eleget tesz.”

15. Egyes kormányrendeletek hatályon kívül helyezése

31. § Hatályát veszti
a) a Zánkai Gyermekek és Ifjúsági Centrum, Oktatási és Üdültetési Közhasznú Társaság alapításáról szóló 21/1996. (II. 7.) Korm. rendelet,
b) a vállalkozási övezetek létrehozásának és működésének szabályairól szóló 189/1996. (XII. 17.) Korm. rendelet,
c) a helyi önkormányzatok címzett és céltámogatási igénybejelentéséhez kapcsolódó megvalósíthatósági tanulmány tartalmáról és értékelésének rendjéről szóló 104/1998. (V. 22.) Korm. rendelet,
d) a területfejlesztési céllelőirányzat felhasználásának részletes szabályairól szóló 26/2003. (III. 4.) Korm. rendelet,
e) a térség- és településfelzárkóztatási céllelőirányzat felhasználásának részletes szabályairól szóló 27/2003. (III. 4.) Korm. rendelet,
f) az országos jelentőségű területfejlesztési programokra szolgáló fejezeti kezelésű előirányzatok felhasználásának részletes szabályairól szóló 75/2004. (IV. 15.) Korm. rendelet,
g) a megyei (fővárosi) közigazgatási hivataloknak a kistérségi fejlesztési tanácsok és a Budapesti Agglomerációs Fejlesztési Tanács létrehozásával és a térségi fejlesztési tanács átalakulásával kapcsolatos feladatairól, a megalakulással és átalakulással kapcsolatos eljárás rendjéről, továbbá az egyeztető fórumok létrejöttének és működésének szabályairól szóló 258/2004. (IX. 16.) Korm. rendelet,
h) a 2006. évi decentralizált fejlesztési programok előirányzatainak régiók és megyék közötti felosztásáról, valamint a terület- és régiófejlesztési céllelőirányzat felhasználásának részletes szabályairól szóló 90/2004. (IV. 25.) Korm. rendelet és a decentralizált helyi önkormányzati fejlesztési támogatási programok előirányzatai, valamint a vis maior tartalék felhasználásának részletes szabályairól szóló 295/2005. (XII. 23.) Korm. rendelet módosításáról szóló 7/2006. (I. 13.) Korm. rendelet,
i) az Országos Labdarúgó-pálya Létesítési Program keretében megvalósuló beruházások támogatásáról szóló 363/2007. (XII. 23.) Korm. rendelet, és
j) a decentralizált helyi önkormányzati fejlesztési támogatási programok előirányzatai, valamint a vis maior tartalék felhasználásának részletes szabályairól szóló 47/2008. (III. 5.) Korm. rendelet.

16. Záró rendelkezések

32. § Ez a rendelet a kihirdetését követő napon lép hatályba, és a hatálybalépését követő napon hatályát veszti.

Orbán Viktor s. k.,
miniszterelnök

1. melléklet a 67/2012. (IV. 5.) Korm. rendelethez

A helyi önkormányzatok címzett és céltámogatása felhasználásának részletes szabályairól szóló 19/2005. (II. 11.) Korm. rendelet 3. mellékletének módosítása

1. Az R2. 3. melléklet 10–12. pontja helyébe a következő rendelkezés lép:

„10. Önkormányzat kettős finanszírozás elkerülése érdekében tett nyilatkozata, mely szerint a működő kórházak és szakrendelők egészségügyi gép-műszer beszerzései tárgyban benyújtott jelen igénybejelentésében szereplő műszaki tartalomra egyidejűleg más pályázati forrásból (európai uniós vagy hazai) támogatást nem igényelt, illetve támogatásban nem részesült.

11. Céltámogatással megvalósuló működő kórházak és szakrendelők egészségügyi gép-műszer beszerzései megvalósíthatósági tanulmánya. A megvalósíthatósági tanulmány tartalmazza, hogy a központi támogatási igénnyel összefüggésben tervezett beruházás, az arra irányuló megoldás szakmai, műszaki és pénzügyi szempontból megvalósítható, gazdaságos, az adott fejlesztéssel összefüggő megoldási lehetőségekre figyelemmel tartalmazza a beruházási cél megvalósulásának, az igények kielégítésének legelőnyösebb módját, az érintett önkormányzat, illetve a lakosság elviselhető anyagi teherviselését nem haladja meg, és ezzel összefüggésben az üzemeltetés feltételei is folyamatosan biztosíthatóak.

12. A megvalósíthatósági tanulmány elemzi a beruházás szakmai indokoltságát, az ellátandó feladat, a vonzáskörzet ellátottainak száma, a meglévő állapot (meglévő gép-műszer típusa, beszerzésének időpontja, javítás, karbantartás gyakorisága, állaga stb.), az ellátási igény várható alakulása morbiditási (igénybevételi) mutatók alapján, az ellátási igény területi eloszlása, a beruházással elérni kívánt ellátottsági szint alapján.”
2. Az R2. 3. melléklete a következő 13–17. ponttal egészül ki:

„13. A megvalósíthatósági tanulmány egy komplex, részletes elemzés, mely az egészségügyi gép-műszer beruházás szakmai, műszaki, pénzügyi, üzemeltetési és gazdaságossági szempontok szerinti együttes feltárását és értékelését tartalmazza. A megvalósíthatósági tanulmány műszaki szempontok szerinti vizsgálata kiterjed a meglévő, illetve a megszüntetendő egészségügyi gépek- műszerek állagának, az alkalmazott technológiák, berendezések műszaki színvonalának bemutatására, a bővítési lehetőségekre, a korszerűsítés szükségessége, időszzerűsége, a tervezett gép-műszer kapacitásának elemzése, beszerzésének körülményei (energiafelhasználási igény változása, földem megerősítés szükségessége stb.), valamint a környezeti hatások elemzésére.

14. A megvalósíthatósági tanulmány a beruházás gazdaságosságának vizsgálatakor a megvalósíthatósági tanulmány bemutatja és elemzi a becsült beruházási költségeket, a beszerzési, beszerelési és működési költségeket, kiterjed a járulékos költségekre, a beruházási költségek évenkénti alakulására és a beszerzési lehetőségek (külföld, belföld stb.) vizsgálatára, részletesen bemutatja a megvalósítás pénzügyi forrásait.

15. A megvalósíthatósági tanulmány a beruházás forrás-összetételének vizsgálatakor a megvalósíthatósági tanulmány ágazati jellemzőknek megfelelően tartalmazza az önkormányzati saját forrást, az elkülönített állami pénzalapok és az egyéb állami támogatások tervezett igénybevételét, a lakossági források, a fejlesztési hozzájárulások, egyéb források (hitel, kötvény, alapítványi támogatás stb.) tervezett igénybevételét.

16. A megvalósíthatósági tanulmány-elemzést ad az egyes források elmaradásának kezelésére, valamint a hitelfelvétel, kötvénykibocsátás megalapozottságának bemutatására.

17. A megvalósíthatósági tanulmány az üzemeltetés feltételeinek vizsgálata során – az ágazati jellemzők figyelembevételével – kiterjed az üzemeltetés, illetve a közszolgáltatás jogi, intézményi kereteire, a jelenlegi és a beruházás üzembe helyezése után várható üzemeltetési költségekre. Az üzemeltetési költségek összehasonlíthatósága érdekében az ágazatokra jellemző fajlagos mutatókat kell ismertetni. Be kell mutatni a különböző kihasználtsághoz tartozó fajlagos üzemeltetési költségeket, a főbb költségösszetevők arányát, valamint – szolgáltatás esetén – a díjszint, a díjszerkezet és a lakosságot érintő terhek változásának várható alakulását.”

V. A Kormány tagjainak rendeletei

A belügyminiszter 17/2012. (IV. 5.) BM rendelete a szabálysértési elzárás végrehajtásának részletes szabályairól

A szabálysértésekről, a szabálysértési eljárásról és a szabálysértési nyilvántartási rendszerről szóló 2012. évi II. törvény 250. § (2) bekezdés e) pontjában kapott felhatalmazás alapján, az egyes miniszterek, valamint a Miniszterelnökséget vezető államtitkár feladat- és hatásköréről szóló 212/2010. (VII. 1.) Korm. rendelet 37. § d) és o) pontjában meghatározott feladatkörömben eljárva, a legfőbb ügyész véleményének kikérésével a következőket rendelem el:

1. Az elzárást foganatosító szervek

1. § (1) Az elzárást a szabálysértési elzárás végrehajtását foganatosító intézetek kijelöléséről szóló kormányrendeletben meghatározott büntetés-végrehajtási intézetben kell végrehajtani.
- (2) Ha az elkövető előzetes letartóztatásban van vagy szabadságvesztést tölt, az elzárást ugyanabban a büntetés-végrehajtási intézetben kell végrehajtani.

2. A büntetésként kiszabott elzárás végrehajtása

2. § (1) Ha az elkövető az elzárást kiszabó határozat jogerőre emelkedésekor szabálysértési őrizetben van, őt a rendőrség a bíróság jogerős, végrehajthatósági záradékkal, valamint eredeti bírói aláírással ellátott határozatával (a továbbiakban: bírósági határozat) adja át a büntetés-végrehajtási intézetnek, egyidejűleg közli az elzárás végrehajthatósága elévülésének időpontját.
- (2) Ha a szabálysértési hatóságnak tudomása van arról, hogy az elkövető előzetes letartóztatásban van, vagy szabadságvesztést, illetve más ügyben kiszabott elzárását tölti, a bírósági határozatot, illetve az elzárás végrehajthatósága elévülésének időpontjára vonatkozó közlést annak az előzetes letartóztatást foganatosító büntetés-végrehajtási intézetnek, javítóintézetnek vagy rendőrségi fogdának küldi meg, ahol az előzetes letartóztatást foganatosítják vagy a szabadságvesztést, illetve a más ügyben kiszabott elzárást végrehajtták.
- (3) Ha az elkövetőt az előzetes letartóztatásból szabadlábra helyezték, illetve a szabadságvesztésből vagy az elzárásból szabadították, a büntetés-végrehajtási intézet, a javító intézet, vagy a rendőrségi fogda a bírósági határozatot – a szabadulás napjának megjelölésével – haladéktalanul visszaküldi az azt megküldő szabálysértési hatóságnak.
3. § (1) Ha az elkövető az elzárást kiszabó határozat jogerőre emelkedésekor nincs őrizetben, a szabálysértési hatóság a bírósági határozat egyidejű megküldésével (átadásával) felhívja, hogy az elzárás végrehajtása végett a megjelölt napon, a felhívásban meghatározott büntetés-végrehajtási intézetben jelentkezzen. Egyidejűleg a bírósági határozat egy példányát megküldi a büntetés-végrehajtási intézetnek, a fiatalokorú elkövető esetén az elkövető törvényes képviselőjének és a lakóhely szerint illetékes gyámhatóságnak, továbbá közli az elzárás megkezdésének és végrehajthatósága elévülésének időpontját.
- (2) A felhívást úgy kell kiadni, hogy azt az elkövető a büntetés-végrehajtási intézetben való jelentkezésre meghatározott időpont előtt legalább nyolc nappal megkapja.
- (3) Az elkövetőt figyelmeztetni kell, hogy
- egynapi ételmezt és tisztasági csomagot (tisztálkodó szerek, egy váltás fehérnemű) hozhat magával,
 - hozzátartozója vagy az elkövető által megjelölt más személy csomagot küldhet az elkövető részére,
 - a jelentkezés elmulasztása esetén elővezetését rendelik el, és ennek költségét meg kell térítenie.
- (4) Az elkövetőt tájékoztatni kell, hogy
- a Társadalombiztosítási Azonosító Jelét (TAJ számot) igazoló hatósági igazolványát,
 - aktuálisan fennálló megbetegedéseire kezelőorvosa által rendelt, folyamatosan alkalmazott gyógyszeres kezelésére, gyógyászati segédeszközökre vonatkozó, rendelkezésére álló dokumentumokat (házi/szakorvosi ambuláns vizsgálati lap, lelet, kórházi zárójelentés, szakorvosi javaslat támogatással történő

gyógyszerrendeléshez, előjegyzés járóbeteg szakvizsgálatokra, fekvőbeteg intézeti gyógykezelésre stb.), illetve aktuális egészségi állapotának megfelelő, dokumentummal igazoltan a kezelőorvos által rendelt gyógyszereit, gyógyászati segédeszközeit hozza magával.

- 4. §**
- (1) A szabálysértési hatóság a 3. § (1) bekezdésében megjelölt felhívást az elkövető jelentkezésére meghatározott naptól követő nyolc napig nyilvántartja. Ha szabályszerűen kézbesített felhívás esetén e határidő elteltéig az elzárás foganatba vételéről értesítés nem érkezett, az elkövető elővezetését rendeli el. Az elrendelt elővezetésről az ügyészt elektronikus úton kell értesíteni.
 - (2) Az elővezetést elrendelő határozat tartalmazza:
 - a) a szabálysértési hatóság, valamint az elzárást kiszabó bíróság megnevezését, a határozatok számát és keltét,
 - b) az elkövető nevét, születési nevét, születési helyét és idejét, anyja nevét, lakóhelyét, illetve ismert tartózkodási helyét, ahonnan elővezethető, valamint a fiatalkorú elkövető törvényes képviselőjének nevét, születési nevét, születési helyét és idejét, anyja nevét, lakóhelyét, illetve ismert tartózkodási helyét,
 - c) a szabálysértés megnevezését, a szabálysértésekről, a szabálysértési eljárásról és a szabálysértési nyilvántartási rendszerről szóló 2012. évi II. törvény (a továbbiakban: Szabs. tv.) szerinti minősítését, valamint a kiszabott elzárás tartamát, a Szabs. tv. 9. § (3) bekezdésének figyelembevételével,
 - d) annak a büntetés-végrehajtási intézetnek a megnevezését, ahová az elkövetőt elő kell vezetni, valamint azt, hogy az elkövetőt melyik napon kell a büntetés-végrehajtási intézetbe elővezetni, továbbá, hogy ha az elővezetés megkísérlése nem vezet eredményre, azt meddig lehet újból megkísérelni,
 - e) az ügyintéző aláírását, és a szabálysértési hatóság körbélyegzőjét.
 - (3) Sikertelen elővezetés esetén az elővezetés újabb határnapjaként az elővezetésre meghatározott naptól számított nyolcadik napot kell megjelölni, kivéve, ha az elzárás elévülése ennél rövidebb idő alatt következik be.
 - (4) Az elővezetést foganatosító rendőr az elővezetési határozat egy példányát átadja az elkövetőnek. A rendőr az elkövetőt az elővezetési határozat két példányával adja át a büntetés-végrehajtási intézetnek. A határozat egy példányát a büntetés-végrehajtási intézet visszatartja, egy példányon az elkövető átvételét igazolja, és azt a rendőrnek visszaadja.

3. Pénzbírság, helyszíni bírság, illetve közérdekű munka helyébe lépő elzárás végrehajtása

- 5. §**
- (1) A szabálysértési hatóság a meg nem fizetett pénzbírságot, a meg nem fizetett helyszíni bírságot, valamint a nem teljesített közérdekű munkát elzárásra átváltoztató bírósági határozatot megküldi az elkövetőnek, a fiatalkorú elkövető esetén a fiatalkorú törvényes képviselőjének és a lakóhely szerint illetékes gyámhatóságnak, valamint a büntetés-végrehajtási intézetnek. Az átváltoztató bírósági határozat büntetés-végrehajtási intézetnek megküldött példányához csatolja a pénzbírságról rendelkező határozatot, a helyszíni bírság kiszabásáról szóló nyomtatványt vagy a közérdekű munkáról rendelkező határozatot, valamint közli az elzárás megkezdésének és végrehajthatósága elévülésének időpontját.
 - (2) Az átváltoztató bírósági határozat elkövetőnek megküldött példányához felhívást csatol, amely tartalmazza:
 - a) a pénzbírság, a helyszíni bírság, illetve a közérdekű munka helyébe lépő elzárás tartamát, a Szabs. tv. 9. § (3) bekezdésének figyelembevételével,
 - b) azt a felhívást, hogy az elkövető melyik napon, melyik büntetés-végrehajtási intézetben jelentkezzen,
 - c) a 3. § (3) és (4) bekezdésében meghatározott figyelmeztetést illetve tájékoztatást,
 - d) azt a figyelmeztetést, hogy a pénzbírság illetve helyszíni bírság az elzárás megkezdése előtt, illetve annak tartama alatt is megfizethető, és ez esetben az elkövető az elzárás végrehajtása (további végrehajtása) alól mentesül,
 - e) az ügyintéző aláírását és a szabálysértési hatóság körbélyegzőjét.
 - (3) A közérdekű munka átváltoztatása esetét kivéve a felhíváshoz kitöltött készpénzátutalási megbízást – amely tartalmazza a határozat egyedi azonosítására alkalmas ügyszámát, a pénzbírságot, illetve a helyszíni bírságot kiszabó hatóság vagy bíróság megnevezését, a célszámla nemzetközi fizetési számlaszámát (IBAN), a nemzetközi banki azonosító (BIC) kódját és a pénzbírság összegét – kell mellékelni.
 - (4) A felhívást úgy kell kiadni, hogy azt az elkövető a büntetés-végrehajtási intézetben való jelentkezésre meghatározott időpont előtt legalább nyolc nappal megkapja.

- 6. §**
- (1) A szabálysértési hatóság a bírósági határozatot az elkövető jelentkezésére meghatározott napot követő nyolc napig megőrzi. Az elkövető elővezetését kell elrendelni, ha a szabályszerűen kézbesített felhívás esetén e határidő elteltéig az elzárás foganatosításának végrehajtásáról értesítés nem érkezett, illetve a pénzbírságot, helyszíni bírságot nem fizették meg.
 - (2) Az elővezetést elrendelő határozat tartalmazza:
 - a) a 4. § (2) bekezdésében felsoroltakat, továbbá
 - b) a közérdekű munka átváltoztatása esetét kivéve azt a figyelmeztetést, hogy ha az elkövető vagy helyette más a pénzbírságot, illetve a helyszíni bírságot az elővezetés megkezdéséig, vagy annak foganatosítása alatt megfizeti és ezt igazolja az elővezetést mellőzni kell.
 - (3) Az elővezetés újabb határnapjaként az elővezetésre meghatározott naptól számított nyolcadik napot kell megjelölni, kivéve, ha a büntetés elévülése ennél rövidebb idő alatt következik be.
 - (4) Az elővezetési határozatot a szabálysértési hatóság állítja ki, és annak négy példányát – a kitöltött készpénzátutalási megbízással együtt, amely tartalmazza a határozat egyedi azonosítására alkalmas ügyszámát, a pénzbírságot, illetve a helyszíni bírságot kiszabó hatóság vagy bíróság megnevezését, a célszámla nemzetközi fizetési számlaszámát (IBAN), a nemzetközi banki azonosító (BIC) kódját és a pénzbírság összegét – az elkövető lakóhelye vagy tartózkodási helye szerint illetékes rendőri szervnek küldi meg, kivéve, ha az ügyész az elővezetési határozatot hatályon kívül helyezi.
- 7. §**
- (1) Az elővezetést foganatosító rendőr az elővezetési határozatot az elkövetőnek – a készpénzátutalási megbízással együtt átadja. Ha az elkövető az elővezetés foganatosítása közben a pénzbírságot, illetve a helyszíni bírságot meg kívánja fizetni, erre a rendőrnek a helyszínen lehetőséget kell biztosítani vagy az elkövetőt a legközelebbi készpénzbefizetésre alkalmas helyre kell kísélnie.
 - (2) Ha az elkövető a pénzbírságot, helyszíni bírságot teljesen megfizette, a rendőr az elővezetést mellőzi, és az elővezetési határozat két példányára rávezeti, hogy a pénzbírság, helyszíni bírság megfizetése megtörtént. A rendőri szerv a határozat egy példányát az elővezetést elrendelőnek visszaküldi.
 - (3) Ha az elkövető a pénzbírságot, helyszíni bírságot nem fizette meg, őt a rendőr az elővezetési határozat három példányával a büntetés-végrehajtási intézetnek átadja. A határozat egy példányát a büntetés-végrehajtási intézet visszatartja, két példányon az elkövető átvételét igazolja, és azokat a rendőrnek visszaadja. A rendőri szerv az átvétel igazolását tartalmazó elővezetési határozat egy példányát az elővezetést elrendelő szervnek visszaküldi.
 - (4) Az elővezetés költségét az elővezetési határozat visszaküldött példányán fel kell tüntetni.
- 8. §** Ha a pénzbírságnak, valamint a helyszíni bírságnak csak egy részét fizették meg az elzárás megkezdése után, úgy a meg nem fizetett összegnek megfelelő tartamú elzárást kell végrehajtani.

4. Értesítés befogadásról, illetve az elzárás kitöltéséről

- 9. §** A büntetés-végrehajtási intézet az elzárás foganatba vételéről, az elzárás kitöltéséről, illetve az elkövetőnek a pénzbírság, helyszíni bírság megfizetése folytán történt szabadon bocsátásáról haladéktalanul értesíti
- a) a szabálysértési hatóságot,
 - b) a fiatalkorú elkövető törvényes képviselőjét, valamint a lakóhely szerint illetékes gyámhatóságot.

5. Halasztás, félbeszakítás

- 10. §**
- (1) Az elzárás elhalasztása iránti kérelmet az első fokon eljáró bíróságnál lehet előterjeszteni, illetve jegyzőkönyvbe mondani. A kérelem előterjesztésének nincs halasztó hatálya.
 - (2) A szabálysértési hatóság a nála előterjesztett kérelmet továbbítja a bíróság részére. Ha az elkövető elővezetése iránt már intézkedett, erről a bíróságot tájékoztatja.
 - (3) Az elzárás félbeszakításáról – okának, tartamának, illetve a letöltött napok számának megjelölésével – a büntetés-végrehajtási intézet értesíti a szabálysértési hatóságot, valamint a fiatalkorú elkövető törvényes képviselőjét. A büntetés-végrehajtási intézet felhívja az elkövetőt, hogy a félbeszakításra engedélyezett határidő utolsó napját követő napon jelentkezzen az elzárás további folytatására.
 - (4) Ha a félbeszakításra engedélyezett határidő eltelt, és az elkövető nem jelentkezett az elzárás folytatására, a büntetés-végrehajtási intézet erről értesíti a szabálysértési hatóságot, valamint a fiatalkorú elkövető törvényes képviselőjét. A szabálysértési hatóság ilyenkor a 4. §, illetve a 6. § rendelkezéseinek alkalmazásával intézkedik az

elkövető személy elővezetésére. Ebben az esetben az elkövető csak a szabálysértési hatóság újabb intézkedésére fogadható be.

6. Intézkedés az ismeretlen helyen tartózkodó elkövető személy felkutatására

- 11. §** Ha az elkövető ismeretlen helyen tartózkodik és ezért az elzárásról szóló határozat nem kézbesíthető, illetve az elővezetés nem foganatosítható, a szabálysértési hatóság az elkövető lakóhelyét, illetve tartózkodási helyét annak megállapítása céljából ellenőrzi a központi személyi adat- és lakcímnnyilvántartásban, vagy az elkövető utolsó lakóhelye, illetve tartózkodási helye szerint illetékes helyi szervét keresi meg. Ezek a szervek a szükséges tájékoztatást kötelesek haladéktalanul megadni.

7. Elzárás végrehajtása szabadságvesztést töltő, előzetes letartóztatásban lévő, illetve idegenrendészeti őrizetben lévő elkövető személy esetén

- 12. §** (1) Ha az elkövető előzetes letartóztatását rendőrségi fogdában foganatosítják, amennyiben az előzetes letartóztatást megszüntetik, őt az elzárásról rendelkező bírósági határozattal, valamint az elzárás végrehajthatósága elévülésének időpontjára vonatkozó közléssel a büntetés-végrehajtási intézetbe kell átkísírtetni.
- (2) Ha idegenrendészeti őrizet végrehajtása során elzárás végrehajtására érkezik határozat, az őrizetet annak megérkezése napján meg kell szakítani, és a következő naptól az elzárást kell végrehajtani. A megszakításról az idegenrendészeti őrizetet elrendelő hatóságot haladéktalanul értesíteni kell.

8. Befogadás

- 13. §** Az elkövető elzárás végrehajtására a bíróság jogerős és végrehajthatósági záradékkal ellátott elzárást kiszabó, illetve meg nem fizetett pénzbírságot, helyszíni bírságot vagy közérdekű munkát elzárásra átváltoztató határozata alapján fogadható be.
- 14. §** (1) A befogadás során az elkövető személyazonosságát meg kell állapítani. A befogadás alapjául szolgáló iratok vizsgálatára és a személyazonosság megállapítására a szabadságvesztés és az előzetes letartóztatás végrehajtásának szabályairól szóló 6/1996. (VII. 12.) IM rendelet (a továbbiakban: R.) 11. §-át kell alkalmazni.
- (2) Nincs helye befogadásnak, ha
- a bíróság határozata a büntetés-végrehajtási intézethez nem érkezett meg, és azt az elzárás megkezdésére jelentkező elkövető sem hozta magával, valamint ha kétséget kizáróan megállapítható, hogy a jelentkező személy az elkövetővel nem azonos,
 - orvosi vizsgálat megállapítja, hogy olyan súlyos betegségben szenved, amely miatt sürgősségi ellátásra, kórházi ápolásra szorul,
 - orvosi igazolás bizonyítja azt, hogy az elkövető veszélyeztetett terhes vagy terhessége a negyedik hónapot elérte,
 - az elkövető a lakóhelye szerint illetékes önkormányzat jegyzője által kiállított igazolással bizonyítja, hogy felügyeletre, folyamatos ápolásra, illetve kiszolgáltatásra szoruló hozzátartozója az elzárás végrehajtása esetén felügyelet nélkül maradna.
- (3) A (2) bekezdés b)–d) pontjában meghatározott esetekben az elzárást foganatosító szerv a befogadás akadályáról értesíti a szabálysértési hatóságot. A szabálysértési hatóság az értesítés alapján az elzárás végrehajtására új határnapot állapít meg.
- (4) Az elkövetőt ideiglenesen kell befogadni, ha a személyazonossága kétségessé válik, az elzárás végrehajtására vonatkozó határozat hiányos vagy kijavításra szorul, illetve, ha az elzárást foganatosító szerv az elzárás végrehajtását kizáró ok gyanúját észleli.
- (5) Ha az elzárást foganatosító szerv az elkövetőt a (2) bekezdés alapján nem fogadta be, erről haladéktalanul értesíti az elzárás végrehajtásáról gondoskodó szabálysértési hatóságot, valamint a fiatalkorú elkövető törvényes képviselőjét. Ideiglenes befogadás esetén az elzárást foganatosító szerv haladéktalanul megkeresi az illetékes szervet a személyazonosság tisztázása, illetve a szükséges iratok kiegészítése, kijavítása, pótlása iránt.
- 15. §** (1) A befogadott elkövetőt – közösségbe helyezés előtt – egészségügyi szempontból meg kell vizsgálni. Az egészségügyi vizsgálatot a 41. §-ban foglaltak figyelembevételével kell elvégezni. A befogadással kapcsolatos közbeeső

intézkedésekre és értesítésekre, valamint az elkövetőnél lévő tárgyak átvételére az R. 17. §-át, 18. §-ának (3)–(5) bekezdését, 19. §-át és 21. §-át kell alkalmazni.

- (2) A befogadott elkövetőt el kell látni az R. 2. számú mellékletének 1. és 3. pontjában meghatározott étkezési felszereléssel, valamint ágyneművel és ágyfelszereléssel.
- (3) A nyilvántartásba vett elkövetőt az elhelyezési körletre kell kísérni, és részére a megfelelő körletet, lakóhelyiséget vagy zárkát, továbbá fekvőhelyet kell kijelölni.
- (4) Az elkövetőt a befogadása után haladéktalanul tájékoztatni kell jogairól és kötelezettségeiről. Az elkövető jogainak és kötelezettségeinek ismertetésére az R. 24. §-át kell alkalmazni. Az elkövetőt írásban nyilatkoztatni kell, hogy részt kíván-e venni a munkáltatásban.
- (5) A nem magyar állampolgárságú elkövető vonatkozásában az R. 222. §-ának (1) és (2) bekezdését, a 223. §-át, a 224. §-ának (1) és (2) bekezdését, a 225–227. §-át, továbbá a 230. §-át kell alkalmazni.

9. Az elzárás kezdő és utolsó napjának megállapítása

- 16. §**
- (1) Az elkövető befogadása után haladéktalanul meg kell állapítani az elzárás kezdő és utolsó napját.
 - (2) Az elzárás kezdő napja, ha az elkövető
 - a) felhívásra jelentkezett, vagy elővezették, a büntetés-végrehajtási intézetbe befogadás napja,
 - b) előzetes letartóztatásban volt, vagy szabadságvesztést töltött, az előzetes letartóztatás megszűnését vagy megszüntetését követő nap, a szabadságvesztés utolsó napját követő nap, illetve a feltételes szabadságra bocsátás napja,
 - c) idegenrendészeti őrizetet tölt, és elzárás végrehajtására érkezik bírósági határozat, az idegenrendészeti őrizet megszakítását követő nap,
 - d) elzárást tölt, és újabb elzárás végrehajtására érkezik bírósági határozat, az előző elzárás utolsó napját követő nap.
 - (3) Az elzárás utolsó napját úgy kell megállapítani, hogy az elzárás kezdő napjához naptári napok szerint hozzá kell adni az elzárás kitöltetlen napjainak számát. A számítás eredményeül így kapott napot megelőző nap lesz az elzárás utolsó napja.
 - (4) Az elzárás kitöltetlen tartamának megállapításakor az elzárás tartamából le kell vonni az elzárásba beszámítandó időt. Nem számítható be a félbeszakításon töltött idő, valamint a büntetés-végrehajtási intézettől engedély nélkül távol töltött idő tényleges tartama.
 - (5) Ha a rendőrség az elkövetőt az előállítás napján nem adja át a büntetés-végrehajtási intézetnek, a rendőrségi fogdában töltött időt – a rendőrség igazolása alapján – az elzárás tartamába be kell számítani.
 - (6) Az elzárás megállapított utolsó napjáról az elkövetőt, a szabálysértési hatóságot és a bíróságot a befogadás után haladéktalanul, de legkésőbb 72 órán belül írásban tájékoztatni kell.
 - (7) A végrehajtás folyamatosságának megszakadása esetén az elzárás utolsó napját ismételten meg kell állapítani. Az ezzel kapcsolatos tájékoztatásra a (6) bekezdést kell alkalmazni.

- 17. §**
- (1) Az elzárásokat a bírósági határozatok érkezési sorrendjében kell végrehajtani.
 - (2) Ha egyidejűleg több elzárás végrehajtására érkezik bírósági határozat, először a büntetesként kiszabott elzárást kell végrehajtani. Több büntetesként kiszabott elzárás esetén először azt kell végrehajtani, amelynek a tartama hosszabb. A közérdekű munka, pénzbírság, helyszíni bírság helyébe lépő elzárások közül először a hosszabb tartamút kell végrehajtani.

10. Az elzárás megszakítása

- 18. §**
- Ha az elzárás végrehajtása alatt előzetes letartóztatás, szabadságvesztés, kényszergyógykezelés vagy javítóintézeti nevelés végrehajtása iránt érkezik értesítés, az elzárást az értesítésnek az intézethez érkezése napjával meg kell szakítani.

11. Felügyelet és ellenőrzés

- 19. §**
- (1) Az elkövető az elzárást fogantató szerv területén szabadon mozoghat, kivéve, ahol az elkövetők tartózkodása tilos.
 - (2) Az elkövető biztonsági elkülönítésére az R. 46. §-át, a személymotosásra az R. 49. §-át, a biztonsági ellenőrzésre és a szemlére az R. 50. §-át kell alkalmazni.

12. Házirend

- 20. §**
- (1) A házirendet az elzárást foganatosító szerv vezetője határozza meg, attól csak a vezető engedélyével, vagy rendkívüli szükség esetén lehet eltérni.
 - (2) A házirendben meg kell határozni minden olyan tevékenységet, amely az elzárást foganatosító szerv életrendjét, az elkövetők jogainak gyakorlását és kötelezettségeinek teljesítését biztosítja, így különösen:
 - a) az ébresztő és a takarodó,
 - b) az étkezés,
 - c) a szabad levegőn tartózkodás,
 - d) a munkavégzés,
 - e) a szabadidő eltöltésének rendjét, továbbá
 - f) a jogorvoslatok előterjesztésének helyét és idejét.
 - (3) A takarodó és az ébresztő között legalább nyolc óra folyamatos pihenőidőt kell biztosítani.
 - (4) Az étkezésre naponta háromszor kell időt biztosítani. Az étkezési idő főétkezésnél harminc perc, egyéb étkezésnél legalább húsz perc. A szabad levegőn tartózkodás tartama naponta legalább egy óra, ezt nem kell külön biztosítani azok részére, akik a szabadban dolgoznak.
 - (5) Ha az elkövető engedély nélkül eltávozott, a szabálysértési hatóságot, valamint a fiatakorú elkövető törvényes képviselőjét haladéktalanul értesíteni kell, annak közlésével, hogy az elkövető az elzárásból hány napot töltött ki. Az engedély nélküli távollét tartama az elzárás tartamába nem számít be. A közlés alapján a szabálysértési hatóság a 4. §, illetve a 6. § megfelelő rendelkezéseinek alkalmazásával intézkedik az elkövető elővezetésére. Az elkövető csak a szabálysértési hatóság újabb intézkedésére fogadható be.
 - (6) Az elkövető fegyelmi felelősségre vonására, illetve a fogva tartással összefüggő kártérítésre vonatkozó rendelkezéseket külön jogszabályok tartalmazzák.

13. Panasz, kérelem

- 21. §**
- (1) Az elkövető és a fiatakorú elkövető törvényes képviselője panaszt terjeszthet elő, és kérheti egyéni sérelme orvoslását.
 - (2) Az elkövető és a fiatakorú elkövető törvényes képviselője panaszát és kérelmét – amennyiben elintézése nem tartozik az elzárást foganatosító szerv vezetőjének hatáskörébe – az elzárást foganatosító szerv illetékes szervezeti egységének vezetője az előterjesztéstől számított három napon belül intézi el. Ha az elkövető, vagy a fiatakorú elkövető törvényes képviselője a döntést, illetve az intézkedést nem tartja kielégítőnek, annak közlésétől számított három napon belül panasszal fordulhat az elzárást foganatosító szerv vezetőjéhez, aki az ügyben nyolc napon belül dönt.
 - (3) Ha a panasz, illetve a kérelem elintézése az elzárást foganatosító szerv vezetőjének hatáskörébe tartozik, a vezető az előterjesztéstől számított öt napon belül dönt. Ha az elkövető, vagy a fiatakorú elkövető törvényes képviselője a döntést, illetve az intézkedést nem tartja kielégítőnek, annak közlésétől számított három napon belül az a büntetés-végrehajtás országos parancsnokához (a továbbiakban: országos parancsnok) panasszal fordulhat, aki az ügyben nyolc napon belül dönt.
 - (4) Ha az elkövető ügyében a panasz vagy a kérelem elbírálása közvetlenül az országos parancsnok hatáskörébe tartozik, az országos parancsnok az előterjesztéstől számított öt napon belül dönt. Ha az elkövető, vagy a fiatakorú elkövető törvényes képviselője a döntést vagy az intézkedést nem tartja kielégítőnek, annak közlésétől számított három napon belül panasszal fordulhat a szabálysértési szabályozásért felelős miniszterhez, aki az ügyben nyolc napon belül dönt.
 - (5) A panasz vagy kérelem tárgyában hozott döntést az elkövetővel közölni kell.
 - (6) Az elkövető, és a fiatakorú elkövető törvényes képviselője panaszának a sérelmezett intézkedés végrehajtására nincs halasztó hatálya.
 - (7) Vizsgálat nélkül el kell utasítani az ugyanazon ügyben ismételt előterjesztett panaszt, ha az új, addig nem ismert tényt nem tartalmaz.
- 22. §** Ha az elkövető panasza, kérelme nem az elzárást foganatosító szerv működésével függ össze, illetve, ha annak elbírálása nem tartozik az elzárást foganatosító szerv hatáskörébe, azt haladéktalanul továbbítani kell annak a szervnek, amelynek az elkövető címezte, vagy amelyik az intézkedésre jogosult.

- 23. §** Ha az elkövető bűncselekménnyel kapcsolatos feljelentést vagy tanúvallomást kíván tenni, a büntetés-végrehajtás törvényessége feletti felügyeletet ellátó ügyészt kell értesíteni. Az elzárást foganatosító szerv dolgozója ellen irányuló bejelentés vagy feljelentés esetén az elzárást foganatosító szerv vezetője azt átteszi az illetékes ügyészséghez.

14. Közérdekű bejelentés

- 24. §** (1) Ha az elkövető olyan közérdekű bejelentést, javaslatot tesz, amely az elzárást foganatosító szerv tevékenységével függ össze, azt a szerv vezetője megvizsgálja, és döntését nyolc napon belül közli az elkövetővel.
(2) Ha a közérdekű bejelentés, illetve javaslat nem az elzárást foganatosító szerv hatáskörébe tartozik, azt az előterjesztéstől számított nyolc napon belül az intézkedésre jogosult szervnek kell megküldeni.

15. Az elkövető jogainak gyakorlása

- 25. §** Az elkövető jogainak gyakorlására az R. 2–4. §-át, a 6. §-ának (1) bekezdését, valamint a 7–9. §-át, a vallásgyakorlásra az R. 93–97. §-át kell alkalmazni.

16. Művelődési tevékenység

- 26. §** Az elkövető az elzárást foganatosító szerv könyvtárát használhatja, rádióműsort hallgathat, a televízió műsorát nézheti, filmvetítésen, ismeretterjesztő előadáson részt vehet.

17. Az elkövető jutalmazása

- 27. §** Az elkövetőt az elzárást foganatosító szerv vezetője, illetve helyettese jutalomban részesítheti. A jutalmazásra az R. 80. §-ának (1) bekezdését, 81. §-ának (1) és (4) bekezdését kell alkalmazni.

18. Levelezés és a távbeszélő használata

- 28. §** A levelezésre az R. 85–87. §-át, a távbeszélő használatára az R. 92. §-át kell alkalmazni.

19. Látogatás

- 29. §** A látogatók biztonsági ellenőrzésére az R. 88–90. §-át, a beléptetésére a büntetés-végrehajtási szervek területére be- és kilépés, valamint büntetés-végrehajtási szervek területén tartózkodás részletes szabályairól szóló rendelet előírásait kell alkalmazni.

20. Csomagküldés

- 30. §** (1) Az elkövető havonta egy csomagot kaphat.
(2) A csomagküldésre egyebekben az R. 91. §-át, továbbá 1. számú mellékletét kell alkalmazni.

21. Munkáltatás

- 31. §** (1) Az elkövető munkáltatásáról – orvosi vélemény alapján – a befogadási és foglalkoztatási bizottság dönt.
(2) Az elkövető köteles a kijelölt munkát szakismereteinek és képességeinek megfelelően, fegyelmezetten elvégezni, a munkavédelemmel, a környezetvédelemmel és a tűzvédelemmel kapcsolatos előírásokat megtartani.
(3) Az elkövető munkáltatás céljából az elítéltekkel és az előzetesen letartóztatottakkal együtt szállítható.
(4) A büntetés-végrehajtási intézeten kívül az elkövető felügyelet vagy ellenőrzés mellett végezhet munkát.
- 32. §** (1) Ha az orvos az elkövetőt betegnek vagy munkavégzésre képtelennek nyilvánítja, munkára beosztani nem szabad.
(2) A megváltozott munkaképességű elkövetőt a munkaképességének megfelelő munkával kell foglalkoztatni.

- 33. §** (1) Az elkövető munkáltatására az R. 101–111. §-át, a 113–118. §-át, a 124–129. §-át, a 133. §-át, valamint a 134. §-át kell alkalmazni.
- (2) Az R. 134. §-a szerinti eljárás során a munkáltató által megbízott személy, valamint a munkáltató szerv vezetője az elkövető panaszát, illetve kérelmét az előterjesztéstől számított 3 napon belül intézi el. A döntése ellen az elkövető annak közlésétől számított 3 napon belül a munkáltató szerv vezetőjéhez, illetve a szabálysértési szabályozásért felelős miniszter által kijelölt személyhez fordulhat, aki az ügyben 8 napon belül dönt.

- 34. §** Az elkövetőt megillető egészségbiztosítási ellátásokra (egészségügyi szolgáltatásra, baleseti ellátásokra) vonatkozó rendelkezéseket külön jogszabályok tartalmazzák.

22. Elhelyezés és anyagi ellátás

- 35. §** (1) Az elkövetőket egyedül, ha azonban ennek feltételei hiányoznak közösen az R. 136. §-a szerinti lakóhelyiségekben kell elhelyezni.
- (2) A közös elhelyezés során
- a) az elzárást töltőket a más jogcímen fogva tartottaktól,
 - b) a férfiakat a nőktől,
 - c) fiatalkorúakat a felnőtt korúaktól,
 - d) a fertőző betegségek és a járványok megelőzése érdekében szükséges járványügyi intézkedésről szóló rendelet szerint vagy orvosi javallatra a betegeket az egészségesektől
- el kell különíteni. Az elkülönítésre az R. 39. §-ának (4) bekezdését, míg az elkövetők elhelyezésére egyebekben az R. 135. §-át, a 137. §-át, a 138. §-át, a 140. §-át, a 143. §-át, továbbá a 144. §-át kell alkalmazni.

- 36. §** Az elkövető ételmezésére az R. 147. §-át kell alkalmazni.

- 37. §** (1) Ha az elkövető saját ruhája használhatatlan, vagy nem az évszaknak megfelelő, az R. 2. számú mellékletének 2. pontja szerinti formaruházattal kell ellátni. A részére kiadott ruházat megóvásáról, valamint saját ruhája tisztán tartásáról az elkövető köteles gondoskodni.
- (2) A munkával foglalkoztatott elkövető részére munkaruhát és szükség szerint védőruhát kell kiadni. Ennek tisztításáról és javításáról a büntetés-végrehajtási intézet gondoskodik.
- (3) Az elkövető részére biztosítani kell a tisztálkodáshoz szükséges feltételeket. Erre vonatkozóan az R. 150–152. §-át kell alkalmazni.

- 38. §** A szükségleti cikkek vásárlására az R. 153. §-ának (1) bekezdését, valamint 154–156. §-át kell alkalmazni.

23. A letét kezelése

- 39. §** Az elkövető letétjének kezelésére az R. 157. §-át és a 158. §-át kell alkalmazni.

24. Az elzárás végrehajtásának költsége

- 40. §** A tartási költségekhez való hozzájárulásra az R. 159. §-át, valamint a 160. §-át, a levonások, költségek és egyéb tartozások tekintetében az R. 161. §-át, az elkövetőt terhelő költségek és egyéb tartozások megfizetésére az R. 163. §-át kell alkalmazni.

25. Egészségügyi ellátás

- 41. §** Az elzárás végrehajtása alatt az elkövető részére biztosítandó egészségügyi ellátásra a fogvatartottak egészségügyi ellátásáról szóló 5/1998. (III. 6.) IM rendeletet (a továbbiakban: ER.) az alábbi eltérésekkel kell alkalmazni:
- a) az ER. 8. §-ában előírt szűrővizsgálatok közül, amennyiben szükséges, a tüdőszűrést kell elvégezni; egyéb, önként igénybe vehető szűrővizsgálat elvégzését az az elkövető kérheti, akinek az elzárás időtartama a vizsgálatot követően még legalább 30 nap;

- b) az ER. 10. § szerinti gépjárművezetői alkalmasság elbírálására az elkövető csak a munkáltatása érdekében jogosult;
- c) az ER. 15. §-ában meghatározott fogpótlást és gyógyászati segédeszközt az elzárást foganatosító szerv térítésmentesen csak akkor köteles biztosítani, ha azt munkabaleset vagy az elzárást foganatosító szervnek felróható okból bekövetkezett egészségkárosodás indokolja; az ER. 15. §-ának (5)–(7) bekezdése nem alkalmazható;
- d) az ER. 18. §-ának (2) bekezdése, 20. §-ának (3) bekezdése, 21–29. §-ai, valamint 30. §-ának (1) bekezdése nem alkalmazható.

26. Előállítás

- 42. §** Az elkövető bírósági ügyben vagy közjegyzői eljárásban történő előállítására – ha nem került sor e célból az elzárás félbeszakítására – az R. 188–191/A. §-át kell alkalmazni.

27. Az elkövető kihallgatása és nyomozás céljából történő kiadása

- 43. §** Az elkövető kihallgatására, valamint nyomozás céljából történő kiadására az R. 192. §-át és a 193. §-át kell alkalmazni.

28. Szabadon bocsátás

- 44. §**
- (1) Az elkövetőt szabadon kell bocsátani
 - a) az elzárás végrehajtásának utolsó napján, figyelemmel az őrizet és előállítás tartamának a Szabs. tv. 9. § (3) bekezdése szerinti beszámítására,
 - b) ha az elzárás végrehajtását félbeszakítják,
 - c) ha az elzárásra átváltotatott pénzbírságot, helyszíni bírságot, illetve az elzárásból hátralevő tartamnak megfelelő részét megfizették.
 - (2) Az elkövető szabadon bocsátásáról a szabálysértési hatóságot, a bíróságot, valamint a fiatalkorú elkövető törvényes képviselőjét haladéktalanul értesíteni kell.
 - (3) A szabadítással kapcsolatban egyebekben az R. 205. §-át és a 206. §-át kell alkalmazni.

29. A szabaduló segélyezése

- 45. §**
- (1) Az elkövetőt a szabadulásakor utazási igazolvánnyal kell ellátni, ha a hazautazáshoz szükséges pénzzel nem rendelkezik, vagy az elzárást nem abban a megyében hajtják végre, ahol az állandó lakóhelye van.
 - (2) A szabaduló elkövető részére ruházati segély csak akkor adható, ha a szabadulásakor az évszaknak megfelelő ruházattal nem rendelkezik.

30. Záró rendelkezések

- 46. §** Ez a rendelet 2012. április 15-én lép hatályba.
- 47. §** Hatályát veszti az elzárás, illetőleg a pénzbírságot helyettesítő elzárás végrehajtásának részletes szabályairól szóló 7/2000. (III. 29.) IM–BM együttes rendelet.

Dr. Pintér Sándor s. k.,
belügyminiszter

A belügyminiszter 18/2012. (IV. 5.) BM rendelete a közfoglalkoztatáshoz szükséges beszerzések sajátos szabályairól

A közbeszerzésről szóló 2011. évi CVIII. törvény 182. § (4) bekezdésében kapott felhatalmazás alapján az egyes miniszterek, valamint a Miniszterelnökséget vezető államtitkár feladat- és hatásköréről szóló 212/2010. (VII. 1.) Korm. rendelet 37. § w) pontjában meghatározott feladatkörömben eljárva – az egyes miniszterek, valamint a Miniszterelnökséget vezető államtitkár feladat- és hatásköréről szóló 212/2010. (VII. 1.) Korm. rendelet 84. § d) pontjában meghatározott feladatkörében eljáró nemzeti fejlesztési miniszterrel egyetértésben – a következőket rendelem el:

1. § *A közfoglalkoztatás ellátásához szükséges beszerzés:* a rendelet 1. mellékletében meghatározott beszerzési tárgyakat érintő beszerzés.
2. § A rendelet hatálya a közbeszerzésről szóló 2011. évi CVIII. törvény (a továbbiakban: Kbt.) által ajánlatkérőként meghatározott, a közfoglalkoztatásról szóló törvényben megjelölt szervezeteknek (a továbbiakban: ajánlatkérő) a Kbt. 10. § (1) bekezdése alapján az uniós értékhatárt el nem érő, a közfoglalkoztatás ellátásához szükséges áru vagy szolgáltatás beszerzéseire terjed ki.
3. § Az ajánlatkérő a rendelet hatálya alá eső közbeszerzés megvalósításakor a Kbt. Második részében meghatározott szabályok szerint jár el – a Kbt. 122. §-ban és a rendeletben meghatározott eltérésekkel.
4. § (1) A Kbt. 122. § (3) bekezdésben meghatározott szabályokat a (2) bekezdésben foglalt eltéréssel kell alkalmazni.
(2) Az ajánlattételi határidőt az ajánlatkérő nyílt eljárásban és meghívásos eljárásban – kivéve a gyorsított eljárást – nem határozhatja meg az eljárást megindító felhívást tartalmazó hirdetmény feladásának napjától, illetve az ajánlattételi felhívás megküldésének napjától számított tizenöt napnál rövidebb időtartamban. A több szakaszból álló eljárások részvételi szakaszában annyi részvételi határidőt kell biztosítani, amely alatt megfelelően lehet részvételre jelentkezni.
5. § Ez a rendelet a kihirdetését követő napon lép hatályba.

Dr. Pintér Sándor s. k.,
belügyminiszter

1. melléklet a 18/2012. (IV. 5.) BM rendelethez

A közfoglalkoztatás ellátásához szükséges beszerzés tárgya

- I. A közfoglalkoztatás ellátásához szükséges árubeszerzéshez kapcsolódó tárgyak:
1. mezőgazdasági és kertészeti termékek beszerzése,
 2. mezőgazdasági, erdőgazdálkodási, építőipari gépbeszerzések,
 3. kertészeti és mezőgazdasági gépek, eszközök, építőipari tárgyi eszközök,
 4. személyszállító, építőipari termékszállító, mezőgazdasági terményszállító eszközök,
 5. szem vagy szárított gyümölcs tisztítására, válogatására vagy osztályozására szolgáló gép,
 6. kertészeti, mezőgazdasági és erdészeti gépek alkatrészei,
 7. üvegház,
 8. beltéri és kültéri építőanyag szükségletek biztosítása,
 9. kenőanyagok,
 10. kivitelezéshez szükséges kisebb értékű szerszámok, gépek beszerzése, építőanyagok, építkezési anyagokhoz kapcsolódó termékek,
 11. munka- és védőruházat, egyéni védőeszközök és kiegészítők,
 12. ár- és belvíz elleni védekezésre történő felkészülést biztosító, a védművek, műtárgyak kialakításához, karbantartásához szükséges eszközök, anyagok,
 13. vízi létesítmények építéséhez, mezőgazdasági vízhasznosítást biztosító munkálatok elvégzéséhez szükséges berendezések, eszközök, anyagok.
- II. A közfoglalkoztatás ellátásához szükséges szolgáltatás beszerzéshez kapcsolódó tárgyak:
1. mezőgazdasági termeléssel és a termelés előkészítésével kapcsolatos szolgáltatások,
 2. egészségügyi szolgáltatás,
 3. közfoglalkoztatási jogviszony keretében végzett tevékenység ellátásához szükséges gépek, berendezések kölcsönzése kezelővel vagy kezelő nélkül,
 4. hulladékártórolás, újrafeldolgozási szolgáltatások,
 5. építési beruházás körébe nem tartozó árokásási, tereprendevezési munka,
 6. szállítási szolgáltatások,
 7. oktatási és képzési szolgáltatások,
 8. felnőtt- és egyéb oktatási szolgáltatások,
 9. örökségvédelmi, műemléki érdekű építési kivitelezési munkával kapcsolatos szakmai szolgáltatások.

**A honvédelmi miniszter 4/2012. (IV. 5.) HM rendelete
a Honvédelmi Minisztérium által nyújtott lakhatási támogatásokról szóló
19/2009. (XII. 29.) HM rendelet módosításáról**

A honvédelemről és a Magyar Honvédségről, valamint a különleges jogrendben bevezethető intézkedésekről szóló 2011. évi CXIII. törvény 81. § (2) bekezdés f) pontjában, a Magyar Honvédség hivatásos és szerződéses állományú katonáinak jogállásáról szóló 2001. évi XCV. törvény 287. § (2) bekezdés f) pont fa)–fc) alpontjában, a közalkalmazottak jogállásáról szóló 1992. évi XXXIII. törvény 85. § (5) bekezdés q) pontjában, valamint (7) bekezdés a) pont ab) alpontjában kapott felhatalmazás alapján, a honvédelemről és a Magyar Honvédségről, valamint a különleges jogrendben bevezethető intézkedésekről szóló 2011. évi CXIII. törvény egyes rendelkezéseinek végrehajtásáról szóló 290/2011. (XII. 22.) Korm. rendelet 2. § (1) bekezdésében meghatározott feladatkörömben eljárva a következőket rendelem el:

- 1. §** A Honvédelmi Minisztérium által nyújtott lakhatási támogatásokról szóló 19/2009. (XII. 29.) HM rendelet (a továbbiakban: R.) 1. § (1) bekezdése helyébe a következő rendelkezés lép:
„(1) E rendelet állapítja meg a Magyar Honvédség hivatásos és szerződéses állományú katonáinak jogállásáról szóló 2001. évi XCV. törvény (a továbbiakban: Hjt.) 126. §-ában meghatározott lakhatási támogatásokra – beleértve a lakások és helyiségek bérletére, valamint az elidegenítésükre vonatkozó egyes szabályokról szóló 1993. évi LXXVIII. törvény (a továbbiakban: Lakástörvény) hatálya alá tartozó lakások és személygépkocsi-tároló helyiségek (állóhelyek) bérletére és elidegenítésére – vonatkozó szabályoknak a honvédelemért felelős miniszter által vezetett minisztériumban (a továbbiakban: HM), továbbá a honvédelemért felelős miniszter közvetlen alárendeltségébe, valamint közvetlen irányítása alá tartozó szervezeteknél, továbbá a Magyar Honvédség katonai szervezeteinél (a továbbiakban együtt: honvédelmi szerv) történő alkalmazását.”
- 2. §** (1) Az R. 3. § (9) bekezdése helyébe a következő rendelkezés lép:
„(9) Az e rendeletben meghatározott
a) HM központi lakásgazdálkodási szerv;
b) lakáscélú támogatási szerv;
c) helyi lakásgazdálkodási szerv;
d) fővárosi helyi lakásgazdálkodási szerv;
e) HM vagyonkezelői feladatokat ellátó szerv
feladatait ellátó honvédelmi szerveket a lakhatási támogatásokkal összefüggő feladatok ellátásáról szóló HM utasítás határozza meg.”
(2) Az R. 3. §-a a következő (13) bekezdéssel egészül ki:
„(13) A szolgálati járandóságban részesülő személyekre a szolgálati nyugállományú katonákra vonatkozó szabályokat kell alkalmazni.”
- 3. §** Az R. 5. § (1) bekezdése a következő d) ponttal egészül ki:
(*HM rendelkezésű lakásra jogosult*)
„d) az állomány hősi halottá nyilvánított tagjának özvegye és a c) pont szerinti feltételeknek megfelelő élettársa, ezek hiányában a hősi halott saját háztartásában eltartott gyermeke.”
- 4. §** Az R. 57. § (3) bekezdése helyébe a következő rendelkezés lép:
„(3) A lakás karbantartási költségtérítés mértéke nem haladhatja meg a visszaadott lakásra az e rendelet szerint megállapítható részleges felújítási átalány összegének 50%-át, de legfeljebb a 150 ezer forintot.”
- 5. §** Az R. 62. § (5) bekezdése helyébe a következő rendelkezés lép:
„(5) Ha a lakásbérlet megszüntetésekor a felek pénzbeli térítésben is megállapodtak, a szerződéshez a HM központi lakásgazdálkodási szerv jóváhagyása is szükséges. A pénzbeli térítés kifizetéséről a megállapodás jóváhagyását követően a lakáscélú támogatási szerv gondoskodik.”
- 6. §** Az R. 64. §-a helyébe a következő rendelkezés lép:
„64. § (1) A térítés mértékének alapja a lakásra vagy lakásokra a 81. § (1) bekezdése alapján kiszámított lakbérnek megfelelő összeg vagy összegek különbözete.

- (2) A kiürítési térítés a lakbér egy évre kiszámított összegének
- helyi lakásgazdálkodási szerv székhelye szerinti településen a negyvenötszöröse,
 - más helységben – a (4) bekezdésben foglalt kivétellel – a harmincegyszerese.
- (3) A cseretérítés a két lakás egy évre kiszámított lakbéreinek különbözetét képező összegnek
- helyi lakásgazdálkodási szerv székhelye szerinti településen a harminchatszorosa,
 - más helységben – a (4) bekezdésben foglalt kivétellel – a huszonhétyszerese.
- (4) A térítés mértékének megállapítása során a (2) bekezdés a) pontját és a (3) bekezdés a) pontját kell alkalmazni a fővárosi helyi lakásgazdálkodási szervhez az 1. mellékletben utalt Budaörs és Budakeszi települések vonatkozásában is.”

- 7. §** Az R. 65. § (2) bekezdésének b) pontja helyébe a következő rendelkezés lép:
[A 30. § (1) bekezdés vagy a 31. § (1) bekezdés szerinti feltétel bekövetkezéséig szóló lakásbérlet megszüntetésekor a kiürítési térítésben akkor lehet megállapodni, ha a bérlő]
 „b) a lakást legalább öt éve folyamatosan bérlí.”
- 8. §** Az R. 75. § (3) bekezdése helyébe a következő rendelkezés lép:
 „(3) A megállapodáshoz a HM központi lakásgazdálkodási szerv jóváhagyása szükséges. A térítés kifizetéséről a megállapodás jóváhagyását és a lakás kiürítésének igazolását követően a lakáscélú támogatási szerv gondoskodik.”
- 9. §** (1) Az R. 106. § (1)–(3) bekezdése helyébe a következő rendelkezések lépnek:
 „(1) Az állami tulajdonú, HM rendelkezésű személygépkocsi-tároló helyiség havi – általános forgalmi adó nélküli – bérleti díja 200 Ft/m².
 (2) Az állóhely havi – általános forgalmi adó nélküli – bérleti díja 100 Ft/m².
 (3) A lakóépülethez tartozó zárt területen lévő olyan személygépkocsi várakozó helyet, amelynek hasznosítására a honvédelmi szerv jogosult, a helyi lakásgazdálkodási szerv vezetője kérelemre, a lakóépületben lévő lakás személygépkocsi tároló helyiséggel (állóhellyel) nem rendelkező bérlője vagy vele jogszerűen együttlakó hozzátartozója tulajdonában lévő – lakásonként egy darab – személygépkocsi parkolására kijelölheti és kizárólagos használatba adhatja. A várakozó hely havi – általános forgalmi adó nélküli – használati díja 60 Ft/m².”
- (2) Az R. 106. §-a következő (5) bekezdéssel egészül ki:
 „(5) Az (1)–(3) bekezdés szerinti bérleti díj összegét az épület (gépkocsi tároló helyiség, állóhely) létesítésétől (műszaki átadásától) számított tizedik év végéig 15%-kal növelni kell.”
- 10. §** Az R. „A lakásbérleti szerződés megkötésével kapcsolatos feladatok” alcímet megelőzően a következő 164/A. §-sal egészül ki:
 „164/A. § Az állomány hősi halottá nyilvánított tagja hozzátartozójának a honvédelmi szerv bérlőkijelölése folytán határozatlan időtartamra bérbe adott önkormányzati lakás elidegenítése esetén a lakás bérlőkijelölési jogáról térítésmentesen le kell mondani a tulajdonos önkormányzat javára, feltéve, hogy az elidegenítés a hősi halott özvegye, 5. § (1) bekezdés c) pont szerinti feltételeknek megfelelő túlélő élettársa vagy a hősi halott gyermeke javára történik.”
- 11. §** Az R. 171. § (1) bekezdése helyébe a következő rendelkezés lép:
 „(1) A szállóbérlet a honvédelmi szerv állományába tartozó személy és vele elhelyezett hozzátartozója esetében a 168. § (1) és (2) bekezdésben meghatározott jogosult helyőrségben betöltött beosztásának megszűnéséig, minden más esetben legfeljebb egy év meghatározott időtartamra szólhat.”
- 12. §** Az R. a következő 181/A. §-sal egészül ki:
 „181/A. § (1) Tulajdoni formától függetlenül – a (2) bekezdésben foglaltak figyelembevételével – nyújtható lakásvásárlás céljából vissza nem térítendő juttatás az állomány hősi halottá nyilvánított tagjának özvegye, vagy az 5. § (1) bekezdés c) pont szerinti feltételeknek megfelelő túlélő élettársa, illetve annak hiányában a hősi halott saját háztartásában eltartott gyermeke részére.
 (2) Amennyiben a hősi halott saját háztartásában eltartott gyermeket hagyott hátra, a vissza nem térítendő juttatás csak akkor nyújtható, ha a lakás tulajdonjogát az eltartott gyermek szerzi meg.
 (3) A vissza nem térítendő juttatás összege a lakás vételárának az igénylő részére megállapítható személyi jövedelemadóval és az egyéni társadalombiztosítási járulékkal megnövelt összege.
 (4) A vissza nem térítendő juttatás nyújtására e rendelet sorrendiségi szabályainak mellőzésével kerülhet sor.”

- 13. §** Az R. 197. §-a a következő (6) bekezdéssel egészül ki:
„(6) A kölcsönből fennálló tartozás 30%-a, mint lakáscélra nyújtott hitel törvény felhatalmazása alapján kiadott jogszabály alapján elengedett részének minősülő kedvezmény illeti meg azt a munkáltatói kölcsönben részesülő személyt, aki legkésőbb 2012. június 30-ig bejelenti a tartozás egyösszegű, határidő előtti kiegyenlítése iránti szándékát. Ez esetben az (1) bekezdésben foglalt feltételt nem kell alkalmazni. A kérelem benyújtására és elbírálására a (3)–(4) bekezdés az irányadó azzal, hogy az igazolásban a kölcsöntartozás határidő előtti egyösszegű kifizetésére – az igazolás kiállításától számított – a 30 napnál hosszabb jogvesztő határidőt nem lehet meghatározni.”
- 14. §** Az R. 199. §-a helyébe a következő rendelkezés lép:
„199. § (1) A munkáltatói kölcsön iránt benyújtott kérelmeket a lakáscélú támogatási szerv a beérkezés sorrendjében, az e célra rendelkezésre álló pénzügyi fedezet figyelembevételével bírálja el.
(2) Az (1) bekezdés szerint e célra rendelkezésre álló pénzügyi fedezet legfeljebb 30%-át a HM Központi Lakásbizottság javaslatára a honvédelemért felelős miniszter egyes helyőrségeket érintő, a honvédség átalakításával összefüggő, vagy más központi lakásgazdálkodási feladat megvalósítására lakáscélú támogatásra összpontosíthatja, illetve átcsoportosíthatja.
(3) Amennyiben az igénylés okirati hiányosság miatt érdemben nem bírálható el, a lakáscélú támogatási szerv a kérelmezőt az igénylés nyilvántartásba vételét követő 30 napon belül hiánypótlásra felhívja. A hiánypótlási határidő legfeljebb a kérelem nyilvántartásba vételétől számított 6 hónap lehet, amelyet a lakáscélú támogatási szerv indokolt esetben, kérelemre egy alkalommal, legfeljebb további 6 hónappal hosszabbíthat meg. A hiánypótlási határidő további meghosszabbítását – kérelemre, különös méltánylást érdemlő esetben, a lakáscélú támogatási szerv javaslatára – a HM központi lakásgazdálkodási szerv vezetője engedélyezheti. A hiánypótlási határidő összességében – a hosszabbításokkal együtt – nem haladhatja meg az igénylés nyilvántartásba vételétől számított 3 évet.”
- 15. §** Az R. 224. §-a helyébe a következő rendelkezés lép:
„224. § A HM vagyonkezelői feladatokat ellátó szerv a HM rendelkezésű lakások és lakóépülethez tartozó, nem lakáscélú helyiségek hasznosításával kapcsolatos, e rendeletben és a lakhatási támogatásokkal összefüggő feladatok ellátásáról szóló HM utasításban részére meghatározott feladatok ellátásával közreműködik a honvédelmi ágazat lakásgazdálkodásában. E feladatait a HM központi lakásgazdálkodási szerv szakmai irányításával, önálló hatáskörben, az ország egészére kiterjedő illetékességgel látja el.”
- 16. §** Az R. 226. § d) pontja helyébe a következő rendelkezés lép:
(A HM központi lakásgazdálkodási szerv lakásgazdálkodási feladatai:)
„d) ellenőrzi a helyi lakásgazdálkodási szervek, valamint a HM vagyonkezelői feladatokat ellátó szerv lakhatástámogatással és lakásgazdálkodással összefüggő tevékenységét,”
- 17. §** Az R. 229. § (8) bekezdése helyébe a következő rendelkezés lép:
„(8) A bizottság alakuló ülésén saját tagjai közül elnököt választ. A titkári teendőik ellátására a helyőrségi lakásgazdálkodási előadót, illetve a keretgazda lakásbizottságnál arra alkalmas személyt kell – feladatainak munkaköri leírásban történő rögzítésével – kijelölni.”
- 18. §** (1) Az R. 237. § (4) bekezdés helyébe a következő rendelkezés lép:
„(4) A honvédelmi szerv állományába tartozó közszolgálati munkavállalót az általa köztisztviselői, kormánytisztviselői vagy közalkalmazotti jogviszony alapján megszerzett lakhatási támogatás jogfolytonosan megilleti. A jogviszony változása előtt, lakhatási támogatás iránt benyújtott és még nem teljesített kérelmét, igénylését pedig jogfolytonosan kell az állománycsoportjába átsorolni, illetve azon belül nyilvántartani.”
- (2) Az R. 237. § (8) bekezdése helyébe a következő rendelkezés lép:
„(8) Az igényjogosult részére juttatott HM rendelkezésű lakás és személygépkocsi-tároló helyiség honvédelmi szervvel fennálló kormánytisztviselői vagy közalkalmazotti, továbbá a kormánytisztviselők jogállásáról szóló 2010. évi LVIII. törvény hatályba lépése előtt létesített köztisztviselői jogviszony megszűnéséig szóló, bérleti szerződésben kikötött feltételét a munkavállaló esetében a jogviszonyban beállt változást követően a honvédelmi szervvel fennálló munkaviszony megszűnéséig szóló feltételnek kell tekinteni. Az igényjogosult részére juttatott HM rendelkezésű lakás és személygépkocsi-tároló helyiség honvédelmi szervvel fennálló köztisztviselői jogviszony megszűnéséig szóló bérleti szerződésben kikötött feltételét, amennyiben a bérlő honvédelmi szervvel fennálló köztisztviselői jogviszonya

a kormánytisztviselők jogállásáról szóló törvény alapján kormánytisztviselőivé alakult át, a honvédelmi szervvel fennálló kormánytisztviselői jogviszony megszűnéséig szóló feltételnek kell tekinteni.”

(3) Az R. 237. § (11) bekezdése helyébe a következő rendelkezés lép:

„(11) A lakhatási támogatásra való jogosultság, továbbá a 34. § (1) bekezdés a) pontjában, a 68. § (3) bekezdés a) pontjában, valamint a 201. § (1) bekezdés a) pontjában meghatározott időtartam megállapításakor a fennálló jogviszony időtartamába be kell számítani a honvédelmi szervnél szolgálati, kormánytisztviselői, köztisztviselői, közalkalmazotti, munkavállalói jogviszonyban folyamatosan eltöltött időt.”

19. § Az R. 242. § (1) bekezdése helyébe a következő rendelkezés lép:

„(1) A 2010. január 1-jét megelőzően benyújtott, de addig nem teljesített vissza nem térítendő juttatás iránti kérelem esetén a 181. § szerinti maximális mérték és a személyi jövedelemadóról szóló törvény szerint adómentesen juttatható összeg közötti különbözet juttatása helyett – a 188. §-ban és a 189. §-ban foglaltakat meghaladó mértékben – kiegészítő munkáltatói kölcsön nyújtható, amennyiben azt az igénylő kéri. Az igénylést benyújtó személyt 2010. január 1-jét követően – az adójogi változásokra kiterjedő tájékoztatással – 30 napos határidővel haladéktalanul nyilatkoztatni kell arról, hogy a vissza nem térítendő juttatás iránti kérelmét változatlan formában fenntartja, vagy a kiegészítő munkáltatói kölcsönre tér át. A kérelem elmulasztását a korábban benyújtott igénylés változatlan formában történő fenntartásának kell tekinteni.”

20. § Az R. a következő 244/A. §-sal egészül ki:

„244/A. § (1) A Honvédelmi Minisztérium által nyújtott lakhatási támogatásokról szóló 19/2009. (XII. 29.) HM rendelet módosításáról szóló 4/2012. (IV. 5.) HM rendelet (a továbbiakban: R₁) 3. §-ával megállapított 5. § (1) bekezdés d) pontját, 10. §-ával megállapított 164/A. §-át, valamint 12. §-ával megállapított 181/A. §-át az állomány 2010. január 1-jét követően elhunyt és hősi halottá nyilvánított tagjának özvegye, túlélő élettársa, vagy gyermeke vonatkozásában kell alkalmazni.

(2) Az R₁ 9. § (2) bekezdésével megállapított 106. § (5) bekezdését az R₁ 9. §-ának hatálybalépését követően kötött garázsbérelti szerződések vonatkozásában kell alkalmazni.

(3) Amennyiben 2011. január 1-je és e rendelet R₁ 14. §-ával megállapított 199. §-ának hatályba lépése között az igénylések I–II. kategóriákba sorolása megtörtént, azokat – amennyiben a kérelmezőre nézve az új besorolás nem hátrányosabb – haladéktalanul újra be kell sorolni, és az új besorolás tényéről és indokairól a kérelmezőt tájékoztatni kell.

(4) Az állami tulajdonú, HM vagyongazdálkodási szerv a lakóházkezelő szervvel együttműködve az R₁ kihirdetését követő hónap utolsó napjáig tájékoztatja a bérlőket, használókat.

(5) Az R₁ 4–6. §-aival megállapított 57. § (3) bekezdést, 62. § (5) bekezdést, valamint 64. §-t az R₁ hatálybalépését követően benyújtott kérelmek vonatkozásában kell alkalmazni.”

21. § (1) Az R.

- a) 2. § (1) bekezdés b) pontjában a „köztisztviselőjére” szövegrész helyébe a „kormánytisztviselőjére”,
- b) 5. § (4) bekezdésében, 10. § (6) bekezdés b)–c) pontjában, 30. § (1) bekezdésében, 31. § (1) bekezdésében, 34. § (1) bekezdés f) pontjában, 36. § (2) bekezdésében, 61. § (1) bekezdés a) és c) pontjában, 68. § (3) bekezdés a) és f)–i) pontjában, 76. § (2) bekezdésében, 79. § (2) bekezdés b) pontjában, 115. § (3) bekezdésében, 123. § (1) és (5) bekezdésében, 130. § (1) bekezdésében, 138. § (1) bekezdés a) pontjában, 182. § (1) bekezdés b) pontjában, 188. § (3) bekezdés a) pontjában, 196. § (1) és (4) bekezdésében, 201. § (1) bekezdés a) és f)–i) pontjában, 205. §-ában, 206. § (3) bekezdés a) pontjában, 209. § (2) bekezdésében, 237. § (9) és (10) bekezdésében, 238. § (1) bekezdésében a „köztisztviselői” szövegrész helyébe a „kormánytisztviselői”,
- c) 5. § (4) bekezdésében, 6. § (1) bekezdés b) pontjában, 34. § (2) bekezdésében, 172. § (1) bekezdésében, 182. § (1) bekezdésében, 204. §-ában, 219. § (1) és (2) bekezdésében, 237. § (10) bekezdésében a „köztisztviselő” szövegrész helyébe a „kormánytisztviselő”,
- d) 16. § (1) bekezdés c) pontjában a „köztisztviselők” szövegrész helyébe a „kormánytisztviselők”,
- e) 30. § (1)–(2) bekezdésében, 31. § (1) bekezdésében a „köztisztviselőnek” szövegrész helyébe a „kormánytisztviselőnek”,
- f) 101. § (1) bekezdés c) pontjában a „köztisztviselőjének” szövegrész helyébe a „kormánytisztviselőjének”,
- g) 168. § (2) bekezdésében, 237. § (10) bekezdésében a „köztisztviselője” szövegrész helyébe a „kormánytisztviselője”,

- h) 30. § (8) bekezdésében, 80. § (1) bekezdésében, 123. § (4) bekezdésében a „köztisztviselői” szövegrészek helyébe a „kormánytisztviselői”,
 - i) 219. § (4) bekezdésében a „köztisztviselő” szövegrészek helyébe a „kormánytisztviselő” szöveg lép.
- (2) Az R. 3. § (8) bekezdés a) pontjában, 89. § (1) és (2) bekezdésében, 99. § (2) és (3), valamint (5) bekezdésében, 100. § (2) bekezdésében, 120. § (2) bekezdésében, 130. § (1) bekezdésében, 147. § (2) bekezdés b) pontjában, 151. §-ában, 158. § (2) bekezdésében, 159. §-ában, 169. § (7) bekezdésében és 227. § (3) bekezdésében a „területi lakásgazdálkodási szerv” szövegrész helyébe a „HM vagyonkezelői feladatokat ellátó szerv” szöveg lép.
- (3) Az R.
- a) 120. § (1) bekezdésében a „területi lakásgazdálkodási szervnél” szövegrész helyébe a „HM vagyonkezelői feladatokat ellátó szervnél”,
 - b) 137. § (2) bekezdésében a „területi lakásgazdálkodási szervnek” szövegrész helyébe a „HM vagyonkezelői feladatokat ellátó szervnek”,
 - c) 150. §-ában a „területi lakásgazdálkodási szervet” szövegrész helyébe a „HM vagyonkezelői feladatokat ellátó szervet”, továbbá
 - d) 160. § (2) bekezdésében a „területi lakásgazdálkodási szervhez” szövegrész helyébe a „HM vagyonkezelői feladatokat ellátó szervhez” szöveg lép.
- (4) Az R.
- a) 7. § (3) bekezdés b) pontjában a „területi lakásgazdálkodási szerv lakásügyi egységének” szövegrész helyébe a „fővárosi helyi lakásgazdálkodási szerv”,
 - b) 21. § (3) bekezdésében a „területi elhelyezési és fenntartási feladatokat ellátó szerv (a továbbiakban: területi lakásgazdálkodási szerv) lakásügyi egységét” szövegrész helyébe a „fővárosi helyi lakásgazdálkodási szervet”,
 - c) 21. § (4) bekezdésében a „területi lakásgazdálkodási szerv lakásügyi egységét” szövegrész helyébe a „fővárosi helyi lakásgazdálkodási szervet”, továbbá
 - d) 222. §-ában a „budapesti helyi lakásgazdálkodási szerv” szövegrész helyébe a „fővárosi helyi lakásgazdálkodási szerv” szöveg lép.
- (5) Az R.
- a) 13. § (3) bekezdésében a „területi lakásgazdálkodási szerv és lakhatás-támogatási egységének, valamint a budapesti helyi lakásgazdálkodási szerv” szövegrész helyébe a „lakáscélú támogatási szerv, valamint a fővárosi helyi lakásgazdálkodási szerv”, továbbá
 - b) 226. § j) pontjában a „helyi és területi lakásgazdálkodási szervek” szövegrész helyébe a „helyi lakásgazdálkodási szervek és a HM vagyonkezelői feladatokat ellátó szerv” szöveg lép.
- (6) Az R. 30. § (4) bekezdésében a „területi lakásgazdálkodási szerv lakhatás-támogatási egységének” szövegrész helyébe a „HM központi lakásgazdálkodási szerv” szöveg lép.
- (7) Az R.
- a) 161. §-ában a „területi lakásgazdálkodási szerv lakhatás-támogatási egységétől” szövegrész helyébe a „lakáscélú támogatási szervtől”,
 - b) 185. § (1) bekezdésében a „területi lakásgazdálkodási szerv lakhatástámogatási egységéhez” szövegrész helyébe a „lakáscélú támogatási szervhez”,
 - c) 193. § (1) bekezdésében a „területi lakásgazdálkodási szerv lakhatástámogatási egységénél” szövegrész helyébe a „lakáscélú támogatási szervhez”,
 - d) 196. § (6) bekezdésében a „területi lakásgazdálkodási szerv lakhatás-támogatási egységét” szövegrész helyébe a „lakáscélú támogatási szervet”,
 - e) 197. § (3) bekezdésében a „területi lakásgazdálkodási szerv lakhatástámogatási egységével” szövegrész helyébe a „lakáscélú támogatási szervvel”,
 - f) 198. § (1) bekezdésében a „területi lakásgazdálkodási szerv lakhatástámogatási egységéhez” szövegrész helyébe a „lakáscélú támogatási szervhez”,
 - g) 204. §-ában a „területi lakásgazdálkodási szerv lakhatás-támogatási egységét” szövegrész helyébe a „lakáscélú támogatási szervet”, továbbá

h) 238. § (1) bekezdés b) pontjában a „területi lakásgazdálkodási szerv lakhatástámogatási egységét” szövegrész helyébe a „lakáscélú támogatási szervet” szöveg lép.

(8) Az R.

a) 162. § (2) bekezdésében, 206. § (2) bekezdésében, 223. § (1) és (2) bekezdésében és 226. § i) pontjában a „területi lakásgazdálkodási szerv lakhatástámogatási egysége” szövegrész helyébe,

b) 193. § (3) bekezdésében, 196. § (6) bekezdésében, 197. § (3) bekezdésében a „területi lakásgazdálkodási szerv lakhatás-támogatási egysége” szövegrész helyébe, továbbá

c) 193. § (4) bekezdésében a „területi lakásgazdálkodási szerv lakhatástámogatási egysége” szövegrészek helyébe a „lakáscélú támogatási szerv” szöveg lép.

(9) Az R. 181. § (1) bekezdésben az „az adóterhet nem viselő járandóság törvényben megállapított” szövegrész helyébe az „a személyi jövedelemadóról szóló törvény szerint adómentesen juttatható lakáscélú munkáltatói támogatás” szöveg lép.

(10) Az R.

a) 2. § (1) bekezdés a) pontjában, 3. § (7) bekezdés b) pontjában, 16. § (1) bekezdés b) pontjában, 169. § (3) bekezdés a) pontjában, 172. § (2) bekezdésében a „tiszthelyettesi” szövegrész helyébe az „altiszi,

b) 38. § (1) bekezdésében, 169. § (5) bekezdésében, 194. § (1) bekezdés g) pontjában, 211. § (1) bekezdésében, 213. § (1) bekezdésében, 241. § (3) bekezdésében a „tiszthelyettes” szövegrész helyébe az „altiszt”,

c) 101. § (1) bekezdés a) pontjában a „tiszthelyettesnek” szövegrész helyébe az „altisztnek”,

d) 168. § (1) bekezdés b) pontjában az „a tiszthelyettesi” szövegrész helyébe az „az altiszi”,

e) 213. § (2) bekezdésében a „tiszthelyettest” szövegrész helyébe az „altisztet”

szöveg lép.

22. § Az R. 1. melléklete helyébe az 1. melléklet lép.

23. § (1) Hatályát veszti az R.

a) 221. § (1) bekezdése,

b) 240. § (2) bekezdése és

c) 241. § (13) bekezdése.

(2) Hatályát veszti az R. 197. § (6) bekezdése.

24. § (1) Ez a rendelet – a (2) és (3) bekezdésben foglalt kivétellel – a kihirdetését követő 8. napon lép hatályba.

(2) A 9. § e rendelet kihirdetését követő második hónap első napján lép hatályba.

(3) A 23. § (2) bekezdése 2012. szeptember 1-jén lép hatályba.

25. § Ez a rendelet 2012. szeptember 2-án hatályát veszti.

Dr. Hende Csaba s. k.,
honnvédelmi miniszter

1. melléklet a 4/2012. (IV. 5.) HM rendelethez

„1. melléklet a 19/2009. (XII. 29.) HM rendelethez

A helyi lakásgazdálkodási szervek és az azokhoz utalt települések

Helyi lakásgazdálkodási szerv	Utalt település
1. Debrecen helyőrség-parancsnokság	Erdőbénye, Gönc, Hajdúsámson, Hajdúhadház, Mátészalka, Mezőkövesd, Miskolc, Nyíregyháza, Sárospatak, Telkibánya, Tiszavasvári, Körmend,
2. Győr helyőrség-parancsnokság	Kőszeg, Mosonmagyaróvár, Szombathely,
3. Hódmezővásárhely helyőrség-parancsnokság	Békéscsaba, Szeged
4. Kalocsa helyőrség-parancsnokság	Baja, Öregcsertő-Csornapuszta
5. Kaposvár helyőrség-parancsnokság	Homokszentgyörgy, Kapoly, Marcali, Nagyatád, Nagykanizsa, Pécs, Pincehely, Siklós, Tab, Taszár
6. Kecskemét helyőrség-parancsnokság	Izsák, Jánoshalma, Kiskőrös, Kiskunfélegyháza, Kiskunhalas, Szabadszállás
7. Pápa helyőrség-parancsnokság	Celldömök, Kup
8. Pusztavacs helyőrség-parancsnokság	Táborfalva
9. Szentendre helyőrség-parancsnokság	Esztergom
10. Szentes helyőrség-parancsnokság	Csongrád, Orosháza
11. Székesfehérvár helyőrség-parancsnokság	Alcsútdoboz, Balatonkenese, Dunaújváros, Mór, Pét, Sárbogárd,

Helyi lakásgazdálkodási szerv	Utalt település
12. Szolnok helyőrség-parancsnokság	Szekszárd, Várpalota, Velence Boconád, Cegléd, Eger, Gyöngyös, Jászberény, Kál, Mátraháza, Mezőtúr, Salgótarján
13. Tata helyőrség-parancsnokság	Kisbér, Tatabánya
14. Tápiószecső helyőrség-parancsnokság	Balatonfüred,
15. Veszprém helyőrség-parancsnokság	Devecser, Hévíz, Lenti, Tapolca, Újdörögd, Zalaegerszeg
16. Fővárosi helyi lakásgazdálkodási szerv	Aszód, Budakeszi, Budaörs, Buják, Dunakeszi, Dunavarsány, Ercsi, Gödöllő, Gyömrő, Jobbágyi, Nagyoroszi, Nagytarcsa, Százhalombatta, Szigethalom, Vác, Verőce"

IX. Határozatok Tára

A Kormány 1098/2012. (IV. 5.) Korm. határozata a Cseh Köztársaság és Magyarország között a minősített adatok cseréjéről és kölcsönös védelméről szóló egyezmény szövegének végleges megállapításáról

A Kormány

1. egyetért a Cseh Köztársaság és Magyarország között a minősített adatok cseréjéről és kölcsönös védelméről szóló egyezmény (a továbbiakban: Egyezmény) bemutatott szövegével;
2. felhatalmazza a közigazgatási és igazságügyi minisztert, vagy az általa kijelölt személyt az Egyezmény bemutatott szövegének – a megerősítés fenntartásával történő – végleges megállapítására;
3. felhívja a külügyminisztert, hogy az Egyezmény szövegének végleges megállapításához szükséges meghatalmazási okiratot adja ki;
4. elfogadja az Egyezmény kihirdetéséről szóló törvénytervezetet, és elrendeli az Egyezmény szövegének végleges megállapítását követően annak az Országgyűléshez történő benyújtását. A törvényjavaslat előadójának a Kormány a közigazgatási és igazságügyi minisztert jelöli ki.

Orbán Viktor s. k.,
miniszterelnök

A Kormány 1099/2012. (IV. 5.) Korm. határozata a Szlovák Köztársaság és Magyarország között a minősített adatok cseréjéről és kölcsönös védelméről szóló egyezmény szövegének végleges megállapításáról

A Kormány

1. egyetért a Szlovák Köztársaság és Magyarország között a minősített adatok cseréjéről és kölcsönös védelméről szóló egyezmény (a továbbiakban: Egyezmény) bemutatott szövegével;
2. felhatalmazza a közigazgatási és igazságügyi minisztert, vagy az általa kijelölt személyt az Egyezmény bemutatott szövegének – a megerősítés fenntartásával történő – végleges megállapítására;
3. felhívja a külügyminisztert, hogy az Egyezmény szövegének végleges megállapításához szükséges meghatalmazási okiratot adja ki;
4. elfogadja az Egyezmény kihirdetéséről szóló törvénytervezetet, és elrendeli az Egyezmény szövegének végleges megállapítását követően annak az Országgyűléshez történő benyújtását. A törvényjavaslat előadójának a Kormány a közigazgatási és igazságügyi minisztert jelöli ki.

Orbán Viktor s. k.,
miniszterelnök

A Kormány 1100/2012. (IV. 5.) Korm. határozata egyres állami vagyontárgyak ingyenes tulajdonba adásáról

1. A Kormány az állami vagyonról szóló 2007. évi CVI. törvény (a továbbiakban: Vtv.) 36. § (2) bekezdés c) pontja, valamint 36. § (3) bekezdése alapján úgy dönt, hogy az 1. mellékletben felsorolt állami vagyonba tartozó ingatlanok ingyenesen az ott megjelölt helyi önkormányzatok (a továbbiakban: önkormányzat) tulajdonába kerüljenek.
2. A Kormány a Vtv. 36. § (2) bekezdés e) pontja, valamint 36. § (3) bekezdése alapján úgy dönt, hogy a 2. mellékletben felsorolt ingóságok (a továbbiakban: ingóságok) ingyenesen a Baptista Szeretetszolgálat Alapítvány (a továbbiakban: Alapítvány) tulajdonába kerüljenek állami feladatok ellátásának elősegítése érdekében.
3. A tulajdonba adásról a Magyar Nemzeti Vagyonkezelő Zrt. (a továbbiakban: MNV Zrt.) az önkormányzattal – 2012. szeptember 30-ig – a tulajdonosváltás ingatlan-nyilvántartásba történő bejegyzésére alkalmas szerződést köt.
4. A szerződés megkötése előtt az MNV Zrt. a Polgári Törvénykönyv szerinti jóhiszemű eljárásnak, együttműködési és tájékoztatási kötelezettségnek eleget téve köteles tájékoztatni az önkormányzatokat az ingatlanra vonatkozó terhekről, korlátozásokról, a folyamatban lévő eljárásokról és az egyéb jogi természetű ügyekről, valamint átadni az ezekkel kapcsolatban rendelkezésre álló dokumentumokat. A szerződésekben – a tulajdon átruházási szerződésekre vonatkozó általános jogszabályi követelményeken túlmenően – a következők rögzítése is szükséges:
 - a) az önkormányzat saját költségvetése terhére vállalja az ingatlan környezeti állapotának felmérését, szükség esetén kármentesítését, illetve ha az ingatlanon tervezett tevékenység engedélyköteles, akkor a szükséges engedélyek megszerzését, az ingatlan ingyenes tulajdonba adásával összefüggésben esetlegesen felmerülő általános forgalmi adó megfizetését;
 - b) az önkormányzat az ingatlan tulajdonjogát a fennálló terhekkkel együtt szerzi meg;
 - c) az önkormányzat vállalja, hogy az ingatlan vonatkozásában az állammal szemben semmilyen követelést nem támaszt;
 - d) az önkormányzat vállalja, hogy a tulajdonjog ingyenes átruházásáról szóló megállapodásban előírt kötelezettségek teljesítéséről – a megállapodás hatályba lépését követő évtől számított – minden év december 31. napjáig írásban tájékoztatja az MNV Zrt.-t; amennyiben az önkormányzat e kötelezettségének nem tesz eleget, a vagyonelemek tulajdonjogának ingyenes átruházásáról szóló megállapodásban rögzített nettó forgalmi értékének 5 százalékát köteles az MNV Zrt. erre vonatkozó felhívásának kézhezvételétől számított 30 napon belül, mint késedelmi kötbért megfizetni;
 - e) a bérbeadással – vagy más jogcímen – hasznosított ingatlan esetében az önkormányzat vállalja a fennálló jogviszonyokból eredő kötelezettségeket és a tulajdonossal szemben támasztott esetleges jövőbeni követelésekért való helytállást;
 - f) az ingatlant az önkormányzat a tulajdonjog megszerzésétől számított 15 évig nem idegenítheti el, és az ingatlant a birtokbavételétől számított 15 évig az 1. mellékletben és az átadási megállapodásban meghatározott, az adott ingatlanra megjelölt hasznosítási célnak megfelelően köteles hasznosítani, valamint állagát megővni; ha az önkormányzat e kötelezettségeinek részben vagy egészben nem tesz eleget, köteles a tulajdon-átruházási szerződésben rögzített forgalmi értéknek a kötelezettség megszegésének napjától számított – az MNV Zrt. fizetésre történő felszólító levele kézhezvétele napján érvényes – jegybanki alapkamattal növelt összegét az MNV Zrt.-nek megfizetni a felszólítás kézhezvételétől számított 60 napon belül, és a jogsértő állapotot megszüntetni; ennek elmulasztása esetén az MNV Zrt. a szerződéstől azonnali hatállyal eláll;
 - g) ha a vagyonkezelő, felügyeleti szerve vagy a sportigazgatási szerv az ingyenes tulajdonba adáshoz szükséges hozzájáruló nyilatkozatát külön feltételhez kötötte, a tulajdonba adásról szóló megállapodásban e feltételek teljesülését biztosítani kell.
5. A Balatonfüred 80/3 hrsz.-ú ingatlan ingyenes tulajdonba adására vonatkozó szerződés megkötésére az olimpiai központokról szóló 38/2004. (III. 12.) Korm. rendelet megfelelő módosítása után kerülhet sor.
6. Az ingóságok tulajdonba adásáról az MNV Zrt. – 2012. május 30-ig – szerződést köt az Alapítvánnyal, amelyben a tulajdon átruházási szerződésekre vonatkozó általános jogszabályi követelményeken túlmenően – a következők rögzítése is szükséges:
 - a) az Alapítvány részére átadandó ingóságok per-, teher- és igénymentesek;
 - b) az Alapítvány vállalja, hogy az ingyenesen tulajdonába kerülő ingóságok vonatkozásában a tulajdonba adással és az ingóságok műszaki és egyéb állapotával kapcsolatban a Magyar Állammal szemben semmilyen követelést nem

támaszt; az átadott ingóságok rendeltetésszerű használatra való alkalmasságáról a későbbi felhasználás során az Alapítvány gondoskodik.

7. Az ingatlanok és ingóságok tulajdonjogának térítésmentes átruházására irányuló szerződés csak abban az esetben köthető meg, ha a jogosult az adózás rendjéről szóló 2003. évi XCII. törvény 178. § 32. pontja szerint – az általa történő szerződéskötéskor – köztartozásmentes adózónak minősül, és az MNV Zrt.-vel szemben lejárt tartozással nem rendelkezik. A köztartozással kapcsolatos kizáró feltétel fennállásának hiányát a jogosult harminc napnál nem régebben kiállított közokirattal igazolja, vagy nyilatkozik arról, hogy szerepel a köztartozásmentes adózói adatbázisban.

Felelős: nemzeti fejlesztési miniszter a 3–7. pontokban meghatározott feladatok végrehajtásáért

Határidő: 2012. szeptember 30.

8. A Kormány felhívja a nemzeti erőforrás minisztert, hogy az olimpiai központokról szóló 38/2004. (III. 12.) Korm. rendelet módosítására irányuló előterjesztést készítse el annak érdekében, hogy a Balatonfüred 80/3 hrsz.-ú ingatlan ingyenes tulajdonba adására vonatkozó szerződés megkötésre kerülhessen.

Felelős: nemzeti erőforrás miniszter

Határidő: 2012. április 15.

Orbán Viktor s. k.,
miniszterelnök

1. melléklet az 1100/2012. (IV. 5.) Korm. határozathoz

Helyi önkormányzatok részére ingyenesen átadandó ingatlanok

Sor-szám	Önkormányzat	Ingatlan/ tulajdoni hányad	Feladat/cél	Ingatlan-nyilvántartási megnevezés	Terület (m ²)
1.	Attala Község Önkormányzata	Attala 0159/3 1/1	épített és természeti környezetvédelme, köztisztaság és településtisztaság biztosítása/illegális hulladéklerakás felszámolása	kivett anyaggyödör	12 918
2.	Balatonfüred Város Önkormányzata	Balatonfüred 80/3 1/1	gyermek és ifjúsági feladatokról való gondoskodás, sport támogatása/ifjúsági vitorlás edzőtábor és utánpótlás nevelés biztosítása	kivett üdülőépület, udvar, vendéglátó egység és rendezetlen funkciójú épület	13 313
3.	Balatonfüred Város Önkormányzata	Balatonfüred 80/4 1/1	gyermek és ifjúsági feladatokról való gondoskodás, sport támogatása/ifjúsági vitorlás edzőtábor és utánpótlás nevelés biztosítása	kivett üdülőépület, udvar	6 707
4.	Bogádmindszent Község Önkormányzata	Bogádmindszent 02 1/1	közösségi tér biztosítása sport támogatása/ sportpálya sportcélú használata, szabadidős sport tevékenység biztosítása	kivett sporttelep	9 963

Sor-szám	Önkormányzat	Ingtalan/ tulajdoni hányad	Feladat/cél	Ingtalan-nyilvántartási megnevezés	Terület (m ²)
5.	Bogárdmindszent Önkormányzata	Bogárdmindszent 36/9 1/1	településrendezés, településfejlesztés/ közterület biztosítása	kivett lakóház, udvar	1 137
6.	Budapest Főváros IV. kerület Újpest Önkormányzata	Budapest 71815 1139/2292	településfejlesztés, településrendezés/ közterület rendezés	kivett orvosi rendelő	2 292
7.	Dávod Község Önkormányzata	Dávod 1675 1/1	köztisztaság és településtisztaság biztosítása/ szennyvíztisztító telep kialakítása	kivett szérűskert	7 202
8.	Drégelypalánk Község Önkormányzata	Drégelypalánk 017 1/1	településfejlesztés, településrendezés/ turizmus fejlesztése	kivett út	2 477
9.	Drégelypalánk Község Önkormányzata	Drégelypalánk 019/2 1/1	településfejlesztés, településrendezés/ turizmus fejlesztése	kivett saját használatú út	9 263
10.	Drégelypalánk Község Önkormányzata	Drégelypalánk 019/4 1/1	településfejlesztés, településrendezés/ turizmus fejlesztése	kivett üzemi épület és udvar	7 093
11.	Drégelypalánk Község Önkormányzata	Drégelypalánk 019/5 1/1	településfejlesztés, településrendezés/ turizmus fejlesztése	kivett telephely	10 832
12.	Drégelypalánk Község Önkormányzata	Drégelypalánk 019/6 1/1	településfejlesztés, településrendezés/turiz- mus fejlesztése	kivett saját használatú út	20 916
13.	Drégelypalánk Község Önkormányzata	Drégelypalánk 019/7 1/1	településfejlesztés, településrendezés/ turizmus fejlesztése	kivett telephely	7 760
14.	Drégelypalánk Község Önkormányzata	Drégelypalánk 019/9 1/1	településfejlesztés, településrendezés/ turizmus fejlesztése	kivett telephely	1 614
15.	Drégelypalánk Község Önkormányzata	Drégelypalánk 029/2 1/1	településfejlesztés, településrendezés/ turizmus fejlesztése	kivett saját használatú út	16 057
16.	Drégelypalánk Község Önkormányzata	Drégelypalánk 029/6 1/1	településfejlesztés, településrendezés/ turizmus fejlesztése	kivett üzemi épület és udvar	297
17.	Dunakeszi Város Önkormányzata	Dunakeszi 2742/1 1/1	közösségi tér biztosítása, egészséges életmód közösségi feltételeinek elősegítése/játszóter, park, sportpálya kialakítása	kivett medence	10 479
18.	Gyöngyös Város Önkormányzata	Gyöngyös 4534 1/1	közművelődés, tudományos, művészeti tevékenység biztosítása/ közművelődés, tudományos, művészeti tevékenység biztosítása (kulturális önszerveződés)	kivett kultúrház, művelődési intézmény	1 319
19.	Győr Megyei Jogú Város Önkormányzata	Győr 6406/2 1/1	településrendezés/ közterület, gyalogos sétány kialakítása	kivett hajóállomás	391

Sorszám	Önkormányzat	Ingtalan/ tulajdoni hányad	Feladat/cél	Ingtalan-nyilvántartási megnevezés	Terület (m ²)
20.	Hercegkút Község Önkormányzata	Hercegkút 372 1/1	településrendezés, épített és természeti környezet védelme/ pihenőpark kialakítása	kivett beépítetlen terület	4 064
21.	Hercegkút Község Önkormányzata	Hercegkút 411/18 1/1	településrendezés, épített és természeti környezet védelme/ pihenőpark kialakítása	kivett kopárság	4 483
22.	Jánoshalma Város Önkormányzata	Jánoshalma 1/4 65/237	polgármesteri hivatal működtetése/Pénzügyi Osztályhoz tartozó irodák elhelyezése	kivett pártház	65
23.	Jászjákóhalma Község Önkormányzata	Jászjákóhalma 0159/8 1/1	sport- és kulturális feladatok ellátása/sport-, szabadidő-, kulturális rendezvények	kivett Holt-Tarna	44 543
24.	Kőkút Község Önkormányzata	Kőkút 065/4 1/1	köztemető fenntartása	kivett temető	4 443
25.	Létavértes Város Önkormányzata	Létavértes 1419/2 1/1	helyi közutak fenntartása/járóbeteg szakellátó központ létrehozása keretében közlekedési terület kialakítása	kivett magánút	863
26.	Marcali Város Önkormányzata	Marcali 0261/1 1/1	helyi közutak és közterületek fenntartása/kerékpárút kialakítása	kivett csatorna	28
27.	Marcali Város Önkormányzata	Marcali 0271/5 1/1	helyi közutak és közterületek fenntartása/kerékpárút kialakítása	kivett csatorna	178
28.	Marcali Város Önkormányzata	Marcali 0282/1 1/1	helyi közutak és közterületek fenntartása/kerékpárút kialakítása	kivett vízfolyás	286
29.	Mezőkovácsháza Város Önkormányzata	Mezőkovácsháza 2252 1/1	közművelődés/tájház kialakítása	kivett lakóház, udvar, gazdasági épület	2 030
30.	Nézsza Község Önkormányzata	Nézsza 04/2 1/1	helyi energiaszolgáltatás biztosítása/nyomássza- bályozó üzemeltetése	kivett gázfogadó	228
31.	Nyíregyháza Megyei Jogú Város Önkormányzata	Nyíregyháza 31212 1/1	településfejlesztés, településrendezés/ közút fenntartása	kivett közút	9 129
32.	Pácin Város Önkormányzata	Pácin 527/6/A/2 1/1 (és a kapcsolódó eszmei tulajdoni hányad)	szociális alapfeladatok/ szociális alapszolgáltatási központ kialakítása	lakás	73
33.	Pácin Város Önkormányzata	Pácin 541/1 1/1	alapfokú nevelés és oktatás biztosítása és lakásgazdálkodás/ pedagógus szolgálati lakás	kivett lakóház, udvar	2 371
34.	Pácin Város Önkormányzata	Pácin 32/1 1/1	sport támogatása, egészséges életmód feltételeinek biztosítása/ sportcentrum kialakítása	kivett határátkelőhely, vám épület	8 831

Sorszám	Önkormányzat	Ingtalan/ tulajdoni hányad	Feladat/cél	Ingtalan-nyilvántartási megnevezés	Terület (m ²)
35.	Rábahidvég Község Önkormányzata	Rábahidvég 258 1/1	közterületek fenntartása/ közpark létrehozása	kivett lakóház, udvar, gazdasági épület	2 086
36.	Sopronhorpács Község Önkormányzata	Sopronhorpács 316/5 1/1	településrendezés/ közterület fenntartása	kivett beépítetlen terület	969
37.	Sopronhorpács Község Önkormányzata	Sopronhorpács 316/7 1/1	településrendezés/ közterület fenntartása	kivett beépítetlen terület	158
38.	Szakáld Község Önkormányzata	Szakáld 024/11 1/1	településfejlesztés, településrendezés/ közforgalmi út biztosítása	kivett út	8 931
39.	Szinpetri Község Önkormányzata	Szinpetri 34/1 1/1	helyi tömegközlekedés biztosítása/buszmegálló fenntartása	kivett autóbuszváró	127
40.	Szinpetri Község Önkormányzata	Szinpetri 34/3 1/1	helyi tömegközlekedés biztosítása/buszmegálló fenntartása	kivett autóbuszváró	83
41.	Szombathely Megyei Jogú Város Önkormányzata	Szombathely 019/5 1/1	településfejlesztés, településrendezés/ ipari park kialakítása	kivett közforgalom elől el nem zárt magán út	17 626
42.	Tiszasziget Község Önkormányzata	Tiszasziget 043/1 1/1	egészségügyi és szociális ellátás biztosítása/ szociális intézmény létrehozása	állami terület II. (változás alatt)	19 543
43.	Tiszasziget Község Önkormányzata	Tiszasziget 064/7 1/1	egészséges életmód közösségi feltételeinek elősegítése/közösségi célú vendégház kialakítása	kivett üdülő (változás alatt)	76 789

2. melléklet az 1100/2012. (IV. 5.) Korm. határozathoz

A Baptista Szeretetszolgálat Alapítvány tulajdonába kerülő ingóságok jegyzéke

Az ingóságok készletazonosítója (darabszám/pár)

841113121100 (500); 841113128801 (500); 853241321305 (100); 853911122104 (500); 858111121100 (50);
858111711101 (50); 841211121103 (200); 841214121110 (200); 878853121109 (100); 798232100003 (200);
798233100009 (200); 841111121308 (1000); 843711122105 (1000); 843711121107 (1000); 990001983902 (164);
882219121107 (1000); 256721112404 (300); 258117992302 (3); 258117992302 (20); 253117992203 (600);
856121121704 (178); 238211161203 (200); 878624121510 (100); 875621121107 (100); 815666121103 (1000)

A Kormány 1101/2012. (IV. 5.) Korm. határozata a lakosság állampapír állományának növeléséhez szükséges intézkedésekről

A Kormány

1. felhívja a nemzeti fejlesztési minisztert, hogy vizsgálja meg a közbeszerzésekről szóló 2011. évi CVIII. törvény olyan tartalmú módosításának lehetőségeit, amely a törvény tárgyi hatálya alóli mentességét kiegészíti úgy, hogy a Magyar Államkincstár értékpapír forgalmazásához közvetlenül kapcsolódó európai uniós értékhatár alatti beszerzései minél szélesebb körben a közbeszerzési törvény hatálya alól kivételt képezzenek;

Felelős: nemzeti fejlesztési miniszter

Határidő: 2012. április 10.

2. az államháztartásról szóló 2011. évi CXCV. törvény 21. § (6) bekezdése alapján a lakosság állampapír állományának növelése érdekében a számítástechnikai rendszerek fejlesztése, marketing tevékenység, új értékesítési pontok kialakítása, valamint az azokhoz közvetlenül kapcsolódó többletkiadásokra 1957,9 millió forint 1. melléklet szerinti átcsoportosítását rendeli el a Magyarország 2012. évi központi költségvetéséről szóló 2011. évi CLXXXVIII. törvény 1. melléklet, XV. Nemzetgazdasági Minisztérium fejezet, 8. Magyar Államkincstár cím javára, valamint a X. Közigazgatási és Igazságügyi Minisztérium fejezet, 8. Fővárosi, megyei kormányhivatalok és Megyei Intézményfenntartó szervek, átvett intézmények cím, 1. Fővárosi, megyei kormányhivatalok alcím javára, a XI. Miniszterelnökség fejezet, 3. Rendkívüli kormányzati intézkedések cím terhére, elszámolási, a fel nem használt rész tekintetében visszafizetési kötelezettséggel;
Felelős: nemzetgazdasági miniszter
közigazgatási és igazságügyi miniszter
Határidő: átcsoportosításra azonnal
elszámolásra és a visszafizetési kötelezettség teljesítésére: 2012. december 20.
3. felhívja a nemzetgazdasági minisztert, hogy a Magyar Program Egyszerűsítési Programjának elfogadásáról szóló 1304/2011. (IX. 2.) Korm. határozat 1. melléklet 19. pontjában foglaltak keretében kezdeményezze a fiatalok életkezdési támogatásáról szóló 2005. évi CLXXIV. törvény módosítását a családi pótlékról szóló igazolás benyújtási kötelezettségnek a Start-értékpapírszámla számlanyitási feltételeinek sorából történő törlése érdekében;
Felelős: nemzetgazdasági miniszter
Határidő: 2012. április 10.
4. felhívja a nemzetgazdasági minisztert, hogy vizsgálja meg a fiatalok életkezdési támogatásáról szóló 2005. évi CLXXIV. törvény módosításának lehetőségét a Start-értékpapírszámlához kapcsolódó éves befizetési korlát törlése vonatkozásában;
Felelős: nemzetgazdasági miniszter
Határidő: 2012. április 10.
5. felhívja a nemzetgazdasági minisztert, hogy vizsgálja meg a fiatalok életkezdési támogatásáról szóló 2005. évi CLXXIV. törvény módosítását a Start-értékpapírszámla megnyitására jogosultak, valamint a számlatulajdonosok körének bővítésére vonatkozóan;
Felelős: nemzetgazdasági miniszter
Határidő: 2012. április 10.
6. felhívja a nemzetgazdasági minisztert, hogy kezdeményezze a fiatalok életkezdési támogatásáról szóló 2005. évi CLXXIV. törvény módosítását a Start-értékpapírszámla Magyar Államkincstárnál történő kizárólagos vezetésére (a törvénymódosítás hatályba lépését követően új kedvezményezett javára nyitott számla esetében);
Felelős: nemzetgazdasági miniszter
Határidő: 2012. április 10.
7. felhívja a nemzetgazdasági minisztert, hogy az Államadósság Kezelő Központ Zrt. útján intézkedjen a jelenleg kibocsátott lakossági állampapíroknál rövidebb futamidejű lakossági papír kibocsátásáról;
Felelős: nemzetgazdasági miniszter
Határidő: 2012. április 10.
8. felhívja a nemzetgazdasági minisztert, hogy az Államadósság Kezelő Központ Zrt. útján vizsgálja meg, hogy milyen, a Magyar Államkincstárnál elérhető folyamatos, állampapírba történő befektetési lehetőség teremthető meg, és erről számoljon be a Kormány részére;
Felelős: nemzetgazdasági miniszter
Határidő: 2012. április 10.
9. felhívja a nemzetgazdasági minisztert, hogy a Magyar Államkincstár útján haladéktalanul intézkedjen új budapesti Állampénztári Iroda kirendeltségek kialakításáról, első ütemben Budapest XI., Bartók Béla út 120–122., második ütemben Budapest II., Csalogány u. 9–11., harmadik ütemben Budapest V., Hold u. 4.;
Felelős: nemzetgazdasági miniszter
Határidő: azonnal

10. felhívja a nemzetgazdasági minisztert, hogy a Magyar Államkincstár útján vizsgálja meg új, vidéki Állampénztári Iroda kirendeltségek nyitásának feltételeit és helyét, tekintettel a lakossági állampapír forgalmazás kiterjesztése mellett a kincstári számlavezetési ügyfélkör folyamatos bővülésére is;
Felelős: nemzetgazdasági miniszter
Határidő: 2012. április 10.
11. egyetért azzal, hogy a Magyar Posta Zrt. is fontos szerepet tölthet be a lakosság állampapír-állományának növelésében, ezért felhívja a nemzeti fejlesztési minisztert, hogy vizsgálja meg a Magyar Posta Zrt. szerepvállalásának lehetőségeit;
Felelős: nemzeti fejlesztési miniszter
Határidő: 2012. április 10.
12. felhívja a nemzetgazdasági minisztert, a közigazgatási és igazságügyi minisztert és a nemzeti fejlesztési minisztert, hogy hozzanak olyan intézkedéseket, amelyekkel egyszerűbbé, könnyebben hozzáférhetővé válik a Magyar Államkincstárnál történő számlanyitás – különösen oly módon, hogy e célra az okmányirodák és az ügyfélkapu igénybe vehetők legyenek;
Felelős: nemzetgazdasági miniszter
közigazgatási és igazságügyi miniszter
nemzeti fejlesztési miniszter
Határidő: 2012. április 10.
13. felhívja a nemzetgazdasági minisztert, a közigazgatási és igazságügyi minisztert és a nemzeti fejlesztési minisztert, hogy vizsgálják meg, milyen lehetőségek teremthetők meg az okmányirodáknál történő értékpapír-nyilvántartási számla nyitására, valamint értékpapír forgalmazás bevezetésére;
Felelős: nemzetgazdasági miniszter
közigazgatási és igazságügyi miniszter
nemzeti fejlesztési miniszter
Határidő: 2012. április 10.
14. felhívja a nemzetgazdasági minisztert, hogy a Magyar Államkincstár útján intézkedjen a megnövekedett igények miatt az informatikai rendszerek kapacitás-bővítése és fejlesztése bevezetéséhez szükséges hardver beszerzésekről;
Felelős: nemzetgazdasági miniszter
Határidő: azonnal
15. felhívja a nemzetgazdasági minisztert, hogy a Magyar Államkincstár útján intézkedjen a Magyar Államkincstár honlapjának értékpapír-forgalmazással kapcsolatos módosításáról, különös tekintettel annak áttekinthetőbbé tételére vonatkozóan;
Felelős: nemzetgazdasági miniszter
Határidő: 2012. április 10.
16. felhívja a nemzetgazdasági minisztert, hogy a Magyar Államkincstár útján hozzon intézkedéseket a Magyar Államkincstár honlapjának fejlesztésére, különös tekintettel az értékpapír-forgalmazás markánsabb marketingjével kapcsolatosan;
Felelős: nemzetgazdasági miniszter
Határidő: 2012. május 31.
17. felhívja a nemzetgazdasági minisztert, hogy a Magyar Államkincstár útján intézkedjen a Magyar Államkincstár értékpapír-kereskedési rendszerének fejlesztéséről, különös tekintettel a Webkincstár számlanyitási regisztráció fejlesztésére, valamint a számlanyitás egyszerűsítésére;
Felelős: nemzetgazdasági miniszter
Határidő: 2012. április 30.
18. felhívja a nemzetgazdasági minisztert, hogy a Magyar Államkincstár útján intézkedjen a Magyar Államkincstár értékpapír-kereskedési rendszerének fejlesztéséről, különös tekintettel a Webkincstár ügyfélbarátabb működésére;
Felelős: nemzetgazdasági miniszter
Határidő: 2012. augusztus 31.

19. felhívja a nemzetgazdasági minisztert, hogy a Magyar Államkincstár útján vizsgálja meg az okostelefonon történő értékpapír forgalmazás fejlesztésének lehetőségeit, különös tekintettel arra, hogy ezzel a fejlesztéssel új ügyfélkör bevonására nyílhathat lehetőség;
- Felelős:* nemzetgazdasági miniszter
Határidő: 2012. április 30.
20. felhívja a nemzetgazdasági minisztert, hogy kezdeményezze a közszféra központosított illetményszámfejtési rendszerébe (a továbbiakban: KIR) tartozó munkavállalói által – a munkáltatón keresztül – adott nyilatkozat alapján történő értékpapírvásárlás jogszerűvé tétele érdekében a foglalkoztatási jogviszonnal kapcsolatos és egyéb jogszabályok módosítását, különös tekintettel a személyes adatok védelmére;
- Felelős:* nemzetgazdasági miniszter, közigazgatási és igazságügyi miniszter
Határidő: 2012. április 10.
21. felhívja a nemzetgazdasági minisztert, hogy a 20. pont szerinti jogszabálmódosítások megtörténte után intézkedjen az érintett kincstári informatikai rendszerek (KIR, értékpapír-kereskedési rendszer) fejlesztéséről;
- Felelős:* nemzetgazdasági miniszter
Határidő: 2012. május 31.
22. felhívja a nemzetgazdasági minisztert, hogy hozzon intézkedéseket arról, hogy a közszférában minden munkavállaló számára – jóváhagyása esetén – a Magyar Államkincstár értékpapír számlát nyisson;
- Felelős:* nemzetgazdasági miniszter
Határidő: 2012. május 31.
23. felhívja a nemzetgazdasági minisztert, hogy vizsgálja meg egy, a lakosság állampapír-tartásának növelését elősegítő marketingkampány lehetőségeit és tegyen javaslatot a Miniszterelnökséget vezető államtitkárnak a marketingkampány elindítására;
- Felelős:* nemzetgazdasági miniszter
Miniszterelnökséget vezető államtitkár
Határidő: 2012. április 10.
24. felhívja a nemzetgazdasági minisztert, hogy a 23. pont szerinti marketingkampány keretében az Államadósság Kezelő Központ és a Magyar Államkincstár útján alakítsa ki a megyei helyi médiákban való megjelenés és a potenciális ügyfelek megszólításának lehetséges elemeit, valamint határozza meg a vonatkozó költségeket, különös tekintettel a helyi újságokban való hirdetésekre, szórólapokra és ügyfélmegállító táblákra.
- Felelős:* nemzetgazdasági miniszter
Határidő: 2012. április 10.

Orbán Viktor s. k.,
miniszterelnök

A Kormány 1102/2012. (IV. 5.) Korm. határozata az Európai Mezőgazdasági Vidékfejlesztési Alap társfinanszírozásában megvalósuló nemzeti vidékfejlesztési program végrehajtásával kapcsolatos feladatokról

A Kormány az Európai Mezőgazdasági Vidékfejlesztési Alap társfinanszírozásában megvalósuló nemzeti vidékfejlesztési program (a továbbiakban: Program) végrehajtásának gyorsítása és a végrehajtás racionalizálása érdekében felhívja a vidékfejlesztési minisztert, hogy

1. javítsa a kormányzati koordinációt a Programból finanszírozott intézkedések tervezése során, kiemelt figyelemmel az egyes beavatkozási célok és az adott cél elérése tekintetében hatáskörrel rendelkező miniszterek között, tekintettel arra, hogy a vidékfejlesztési miniszter hatáskörén túlmutató támogatási célok kidolgozásáért a hatáskörrel rendelkező miniszter felel azzal, hogy az intézkedésre elsődlegesen a Program „Turisztikai tevékenységek ösztönzése” és „A mezőgazdasághoz és erdőgazdálkodáshoz kapcsolódó képzések” jogcímeivel kapcsolatban kerüljön sor a nemzetgazdasági miniszterrel, a nemzeti fejlesztési miniszterrel és a nemzeti erőforrás miniszterrel összehangolt eljárás során, mindkét jogcím vonatkozásában, továbbá a „Vidéki örökség megőrzése” jogcímmel kapcsolatban a nemzeti erőforrás miniszterrel összehangolt eljárás során;

Felelős: vidékfejlesztési miniszter
nemzeti erőforrás miniszter
nemzetgazdasági miniszter
nemzeti fejlesztési miniszter
érintett miniszterek

Határidő: 2013. december 31.

2. a belügyminiszter, a nemzeti fejlesztési miniszter valamint a közigazgatási és igazságügyi miniszter egyidejű bevonásával mérje fel azon lehetőség megteremtését, hogy a Helyi Akció Csoportok munkaszervezete, illetve a Mezőgazdasági és Vidékfejlesztési Hivatal által ellátott, a LEADER Helyi Akciócsoportok feladat ellátásához az Európai Mezőgazdasági Vidékfejlesztési Alapból nyújtandó vidékfejlesztési támogatás részletes feltételeiről szóló 30/2012. (III. 24.) VM rendelet 2. § (1) bekezdés j) pontja szerinti, a támogatási és kifizetési kérelmek feldolgozásával, értékelésével kapcsolatos feladatok végrehajtásába milyen módon vonhatóak be a megyei önkormányzatok hivatalai vagy a 2013-tól megalakuló járási hivatalok;

Felelős: vidékfejlesztési miniszter
közigazgatási és igazságügyi miniszter
nemzeti fejlesztési miniszter
belügyminiszter

Határidő: 2012. június 30.

3. tegye meg a szükséges intézkedéseket az egyszerűsítés végrehajtására vonatkozó jogszabályok indokolt módosítása tekintetében;

Felelős: vidékfejlesztési miniszter

Határidő: 2012. szeptember 30.

4. a kötelezettségvállalással terhelt, de a támogatási rendszer sajátosságaiból eredően esetlegesen felhasználásra nem kerülő forrásokat mérje fel.

Felelős: vidékfejlesztési miniszter

Határidő: 2013. december 31.

*Orbán Viktor s. k.,
miniszterelnök*

**A Kormány 1103/2012. (IV. 5.) Korm. határozata
a rendkívüli kormányzati intézkedések előirányzatból történő átcsoportosításról**

A Kormány az államháztartásról szóló 2011. évi CXCV. törvény 21. § (6) bekezdése alapján nemzeti ünnepek, valamint a kiemelt fontosságú rendezvények megvalósítására 150,0 millió forint melléklet szerinti átcsoportosítását rendeli el elszámolási, a fel nem használt rész tekintetében visszafizetési kötelezettséggel a Magyarország 2012. évi központi költségvetéséről szóló 2011. évi CLXXXVIII. törvény 1. melléklet X. Közigazgatási és Igazságügyi Minisztérium fejezet, 20. Fejezeti kezelésű előirányzatok cím, 2. Célelőirányzatok alcím, 7. Nemzeti és kiemelt ünnepek, egyéb rendezvények, események támogatása jogcímcsoport javára, a XI. Miniszterelnökség fejezet, 3. Rendkívüli kormányzati intézkedések cím terhére.

Felelős: nemzetgazdasági miniszter

Határidő: átcsoportosításra azonnal

elszámolásra és a visszafizetési kötelezettség teljesítésére: 2012. október 15.

Orbán Viktor s. k.,
miniszterelnök

Melléklet az 1103/2011. (IV. 5.) Korm. határozathoz

X. Közigazgatási és Igazságügyi Minisztérium
 XI. Miniszterelnökség

ADATLAP A KÖLTSÉGVETÉSI ELŐIRÁNYZATOK MÓDOSÍTÁSÁRA
 a Kormány hatáskörében
 Költségvetési év: 2012.

AHT egyedi azonosító	Fejlesztési szám	Cím száma	Alcím száma	Jog-cím szám	Jog-cím csoport száma	Előir. csoport száma	Kiemelt előir. szám	Fejlesztési név	Cím név	Alcím név	Jog-cím név	Jog-cím csoport név	Előir. csoport név	KIA D Á S O K Kiemelt előirányzat neve	Millió forintban, egy tizedessel	
															Módosítás (+/-)	A módosítást követő évre áthúzódó hatása
X.		20						Közigazgatási és Igazságügyi Minisztérium Fejlesztési kezelési előirányzatok								
240801			7			1		Nemzeti és kiemelt ünnepok, események támogatása Miközösi költségvetés							150,0	
XI.		3				3		Miniszterelnökség Rendkívüli kormányzati intézkedések							-150,0	

Az előirányzatmódosítás érvényessége: a.) a költségvetési évben egyszeri jellegű

AHT egyedi azonosító	Fejlesztési szám	Cím száma	Alcím száma	Jog-cím szám	Jog-cím csoport száma	Előir. csoport száma	Kiemelt előir. szám	Fejlesztési név	Cím név	Alcím név	Jog-cím név	Jog-cím csoport név	Előir. csoport név	BEVÉTELEK Kiemelt előirányzat neve	Millió forintban, egy tizedessel	
															Módosítás (+/-)	A módosítást követő évre áthúzódó hatása

Az előirányzatmódosítás érvényessége: a.) a költségvetési évben egyszeri jellegű

ÁHT. egyedi azonosító	Fejlesztési szám	Cím száma	Alcím száma	Jog-cím szám	Jog-cím csoport száma	Előir. csoport száma	Kiemelt előir. szám	Fejlesztési név	Cím név	Alcím név	Jog-cím név	Jog-cím csoport név	Előir. csoport név	TÁMOGATÁS Kiemelt előirányzat neve	Millió forintban, egy tizedessel	
															Módosítás (+/-)	A módosítást követő évre áthúzódó hatása
X.		20						Közigazgatási és Igazságügyi Minisztérium Fejlesztési kezelési előirányzatok							150,0	

Az előirányzatmódosítás érvényessége: a.) a költségvetési évben egyszeri jellegű

Fejlesztési Állami Szervezetek Magyar Államkincstár Nemzetgazdasági Minisztérium	Az adatlap 5. példányban töltendő ki				I. n.év	II. n.év	III. n.év	IV. n.év
	Az adatlap 5. példányban töltendő ki	A támogatás folyósítása/zárolása (módosítása +/-)	időarányos teljesítményarányos egyeb.	azonnal				
		1 példány	1 példány	1 példány			150,0	

* Az összetartozó előirányzat-változásokat (+/-) egymást követően kell szerepeltetni.

A miniszterelnök 37/2012. (IV. 5.) ME határozata főiskolai tanár kinevezéséről

A felsőoktatásról szóló 2005. évi CXXXIX. törvény 101. § (3) bekezdés b) pontjában foglalt jogkörömben – a nemzeti erőforrás miniszternek a fenntartóval egyetértésben tett előterjesztésére –

*Fülöpné dr. Erdő Máriát és
dr. Sárkány Pétert*

– 2012. április 10-ei hatállyal – főiskolai tanárrá kinevezem.

*Orbán Viktor s. k.,
miniszterelnök*

A miniszterelnök 38/2012. (IV. 5.) ME határozata az Országos Statisztikai Tanács tagjainak megbízásáról

A statisztikáról szóló 1993. évi XLVI. törvény 7. § (4) bekezdése alapján – a közigazgatási és igazságügyi miniszter előterjesztésére –

*Asztalos Vikort, a Miniszterelnökség politikai főtanácsadóját,
dr. Besenyei Lajost, a Magyar Tudományos Akadémia Statisztikai és Jövőkutatási Tudományos Bizottsága elnökét,
a Miskolci Egyetem professor emeritusát,
dr. Bozsonyi Károlyt, a Károli Gáspár Református Egyetem általános rektor helyettesét,
dr. Dankó Istvánt, a Honvédelmi Minisztérium helyettes államtitkárát,
Deák Ilonát, a Magyar Agrárkamara szakértőjét,
Gáll Attilát, Iszkaszentgyörgy polgármesterét,
Kassai Róbertet, az Ipartestületek Országos Szövetsége alelnökét,
Kálmánné Juhász Ilonát, az Országos Egészségbiztosítási Pénztár közgazdasági főigazgató-helyettesét,
dr. Laczka Évát, a Központi Statisztikai Hivatal elnökhelyettesét,
dr. Lajtai Györgyöt, a Munkástanácsok Országos Szövetsége szakértőjét,
dr. Magyariné dr. Nagy Editet, a Belügyminisztérium helyettes államtitkárát,
Misovicz Tibort, a Külügyminisztérium helyettes államtitkárát,
dr. Nagy Tibort, a Legfőbb Ügyészség főosztályvezető ügyészét,
Nátrán Rolandot, a Nemzetgazdasági Minisztérium helyettes államtitkárát,
dr. Németh Pált, a Pénzügyi Szervezetek Állami Felügyelete vezető statisztikusát,
dr. Novák Jánost, az Országos Bírósági Hivatal osztályvezetőjét,
dr. Obádovics Csilla Zsuzsannát, a Szent István Egyetem docensét,
Oláh Miklóst, a Települési Önkormányzatok Szövetsége szakértőjét,
Sándorné dr. Kriszt Évát, a Budapesti Gazdasági Főiskola rektorát,
dr. Simon Attila Istvánt, a Vidékfejlesztési Minisztérium helyettes államtitkárát,
Skultéty Lászlót, a Nemzeti Erőforrás Minisztérium helyettes államtitkárát,
Szabó Istvánt, a Nemzeti Innovációs Hivatal főosztályvezetőjét,
Szentkirályi-Szász Krisztinát, a Közigazgatási és Igazságügyi Minisztérium helyettes államtitkárát,
dr. Takácsné dr. György Katalint, a Károly Róbert főiskola egyetemi docensét,
Tardos Ágneszt, a Magyar Nemzeti Bank igazgatóját,
Tevanné dr. Südi Annamáriát, a Gazdasági Versenyhivatal főtitkárát,
Vass Mária Irént, Bojt polgármesterét,
Vályi-Nagy Vilmost, a Nemzeti Fejlesztési Minisztérium helyettes államtitkárát,
Vályiné Koós Ibolyát, a Magyar Kereskedelmi és Iparkamara közgazdasági igazgatóhelyettesét,
Zilahi-Sebess Gézárt, a Hajdú Volán Zrt. vezérigazgatóját
az Országos Statisztikai Tanács tagsági teendőinek ellátásával;*

dr. Soós Lőrincet, a KSH főosztályvezetőjét
az Országos Statisztikai Tanács titkári teendőinek ellátásával

– a 2012. április 1-jétől 2015. március 31-éig terjedő időtartamra – megbízom.

Orbán Viktor s. k.,
miniszterelnök

Az Országos Választási Bizottság 50/2012. (IV. 5.) OVB határozata

Az Országos Választási Bizottság – 2012. április 2-án megtartott ülésén – a lelkiismereti és vallásszabadság jogáról, valamint az egyházak, vallásfelekezetek és vallási közösségek jogállásáról szóló 2011. évi CCVI. törvény 14. § (1) bekezdése által alkalmazni rendelt az országos népszavazásról és népi kezdeményezésről szóló 1998. évi III. törvény (a továbbiakban: Nsztv.) 2. §-ában, valamint a választási eljárásról szóló 1997. évi C. törvény (a továbbiakban: Ve.) 131/A. § b) pontjában foglalt hatáskörében eljárva a Teljes Evangéliumi Keresztény Közösség Mahanaim Gyülekezet (Budapest, 1071 Damjanich u. 35.) képviseletében dr. Kováts György (a továbbiakban: beadványozó) által benyújtott népi kezdeményezés tárgyában meghozta a következő

határozatot:

Az Országos Választási Bizottság az aláírásgyűjtő ív mintapéldányának hitelesítését megtagadja.

A határozat ellen – a Magyar Közlönyben való közzétételét követő 15 napon belül – a Kúriához címzett kifogást lehet benyújtani az Országos Választási Bizottságnál (1051 Budapest, Arany J. u. 25.; levélcím: 1357 Budapest, Pf. 2; fax: 06-1-7950-143). A bírósági eljárásban az ügyvédi képviselet kötelező. A jogi szakvizsgálóval rendelkező személy saját ügyében ügyvédi képviselet nélkül is eljárhat. A bírósági eljárás nem tárgyi illetékmentes. Az illeték mértéke 15 000 Ft. Faxon benyújtott beadványon az illeték nem róható le.

Indokolás

- I. A beadványozó 2012. március 9-én aláírásgyűjtő ív mintapéldányát nyújtotta be az Országos Választási Bizottsághoz hitelesítés céljából. Az aláírásgyűjtő íven a következő kérdés szerepelt:

„A 2011. évi CCVI. törvény 14. §-a alapján ezennel kinyilvánítjuk, hogy támogatjuk és egyben kérjük, hogy az Országgyűlés a Teljes Evangéliumi Keresztény Közösség Mahanaim Gyülekezet (székhely: Budapest, 1071 Damjanich u. 35.; bejegyzési szám: pk. 63346/1.; adószám: 19013622-2-42; statisztikai számjel: 19013622 9491 551-01) alapcélként vallási tevékenységet végző egyesületet egyházként ismerje el.”

A 2011. évi CCVI. törvény 14. § (1) bekezdése szerint az alapcélként vallási tevékenységet végző egyesület egyházként való elismerését az egyesület törvényes képviselője az országos népi kezdeményezésre vonatkozó szabályok alkalmazásával teheti meg.

A 2011. évi CCVI. törvény 34. § (2) bekezdése szerint: „A lelkiismereti és vallásszabadság jogáról, valamint az egyházak, vallásfelekezetek és vallási közösségek jogállásáról szóló 2011. évi C. törvény hatályvesztéséig a lelkiismereti és vallásszabadság jogáról, valamint az egyházak, vallásfelekezetek és vallási közösségek jogállásáról szóló 2011. évi C. törvénynek az egyházkénti elismerésre vonatkozó szabályaira tekintettel a miniszterhez kérelmet benyújtó egyház e törvény szerinti elismeréséről az Országgyűlés – a népi kezdeményezésre vonatkozó szabályok kivételével – a 14. § (3)–(5) bekezdése szerinti eljárás keretében 2012. február 29-éig dönt.” A beadványozó fent megjelölt kérelemmel élt, s arról az Országgyűlés 8/2012. (II. 29.) OGY határozattal döntött, melyben a kérelmét elutasította.

A 2011. évi CCVI. törvény 34. § (4) bekezdése szerint: „Ha az Országgyűlés a (2) bekezdés szerinti elismerést valamely egyház tekintetében elutasítja, az egyház 2012. március 1-jétől az e törvény és más jogszabályok alkalmazásában az (1) bekezdés szerinti szervezetnek minősül, akire a 35–37. §-t kell alkalmazni azzal, hogy

a) az egyházként való elismerésre a 14. § (5) bekezdése szerinti országgyűlési határozat közzétételétől számított egy év elteltével indított népi kezdeményezés alapján kerülhet sor, ...”

Fentiekre tekintettel az Országos Választási Bizottság megállapítja, hogy a kezdeményezésben foglalt kérdésben országos népi kezdeményezés indítására 2013. március 1-jéig nincs lehetőség.

Fentiekre tekintettel az Országos Választási Bizottság – mivel a kérdés megfogalmazása nem felel meg a törvényben foglalt követelményeknek – az aláírásgyűjtő ív mintapéldányának hitelesítését megtagadja.

- II. A határozat a 2011. évi CCVI. törvény 14. § (1) és (5) bekezdésein, 34. § (2) és (4) bekezdésein, az Nsztv. 2. §-án, 18. § b) pontján, a 8/2012. (II. 29.) OGY határozaton, a jogorvoslatról szóló tájékoztatás a Ve. 130. §-ának (1) bekezdésén, az illetékekről szóló tájékoztatás az 1990. évi XCIII. törvény 37. § (1) bekezdésén, 39. § (3) bekezdés d) pontján, 42. § (1) bekezdés g) pontján alapul.

Dr. Bordás Vilmos s. k.,
az Országos Választási Bizottság elnöke

Az Országos Választási Bizottság 51/2012. (IV. 5.) OVB határozata

Az Országos Választási Bizottság – 2012. április 2-án megtartott ülésén – a lelkiismereti és vallásszabadság jogáról, valamint az egyházak, vallásfelekezetek és vallási közösségek jogállásáról szóló 2011. évi CCVI. törvény 14. § (1) bekezdése által alkalmazni rendelt az országos népszavazásról és népi kezdeményezésről szóló 1998. évi III. törvény (a továbbiakban: Nsztv.) 2. §-ában, valamint a választási eljárásról szóló 1997. évi C. törvény (a továbbiakban: Ve.) 131/A. § b) pontjában foglalt hatáskörében eljárva a Magyarországi Lectorium Rosicrucianum Egyesület (székhelye: 2528 Úny, Újtelep 094/5. hrsz.) képviseletében dr. Karika Márton ügyvéd (továbbiakban: beadványozó) által benyújtott népi kezdeményezés tárgyában meghozta a következő

határozatot:

Az Országos Választási Bizottság az aláírásgyűjtő ív mintapéldányát hitelesíti.

A határozat ellen – a Magyar Közlönyben való közzétételét követő 15 napon belül – a Kúriához címzett kifogást lehet benyújtani az Országos Választási Bizottságnál (1051 Budapest, Arany J. u. 25.; levélcím: 1357 Budapest, Pf. 2; fax: 06-1-7950-143). A bírósági eljárásban az ügyvédi képviselet kötelező. A jogi szakvizsgával rendelkező személy saját ügyében ügyvédi képviselet nélkül is eljárhat. A bírósági eljárás nem tárgyi illetékmentes. Az illeték mértéke 15 000 Ft. Faxon benyújtott beadványon az illeték nem róható le.

Indokolás

- I. A beadványozó 2012. március 23-án aláírásgyűjtő ív mintapéldányát nyújtotta be az Országos Választási Bizottsághoz hitelesítés céljából. Az aláírásgyűjtő íven a következő kérdés szerepelt:

„Támogatom, hogy az Országgyűlés a lelkiismereti és vallásszabadság jogáról, valamint az egyházak, vallásfelekezetek és vallási közösségek jogállásáról szóló 2011. évi CCVI. törvény alapján az alapcélként vallási tevékenységet végző Magyarországi Lectorium Rosicrucianum Egyesületet (székhelye: 2528 Úny, Újtelep 094/5., bejegyző végzés száma: Pk.63341/1990/1, nyilvántartási száma: 30) egyházként elismerje.”

A lelkiismereti és vallásszabadság jogáról, valamint az egyházak, vallásfelekezetek és vallási közösségek jogállásáról szóló 2011. évi CCVI. törvény rendelkezései szerint abban az esetben, ha az alapcélként vallási tevékenységet végző egyesület egyházként való elismerését kívánja kezdeményezni, azt az egyesület törvényes képviselője az országos népi kezdeményezésre vonatkozó szabályok alkalmazásával teheti meg.

Az Országos Választási Bizottság megállapítja, hogy az aláírásgyűjtő ív a törvényben meghatározott formai, valamint az országos népi kezdeményezésre vonatkozó tartalmi követelményeknek eleget tesz, ezért a hitelesítésének akadálya nincs.

- II. A határozat a 2011. évi CCVI. törvény 14. § (1) bekezdésén, az Nsztv. 2. §-án, a Ve. 117. § (1) bekezdésén, a 131/A. § b) pontján, a jogorvoslatról való tájékoztatás a Ve. 130. § (1) bekezdésén, az illetékekről szóló tájékoztatás az 1990. évi XCIII. törvény 37. § (1) bekezdésén, 39. § (3) bekezdés d) pontján, 42. § (1) bekezdés g) pontján alapul.

Dr. Bordás Vilmos s. k.,
az Országos Választási Bizottság elnöke

Az Országos Választási Bizottság 52/2012. (IV. 5.) OVB határozata

Az Országos Választási Bizottság – 2012. április 2-án megtartott ülésén – a választási eljárásról szóló 1997. évi C. törvény (a továbbiakban: Ve.) 131/A. § b) pontjában foglalt hatáskörében eljárva F. J. magánszemély által benyújtott országos népi kezdeményezés tárgyában meghozta a következő

határozatot:

Az Országos Választási Bizottság az aláírásgyűjtő ív mintapéldányának hitelesítését megtagadja.

A határozat ellen – a Magyar Közlönyben való közzétételét követő 15 napon belül – az Alkotmánybírósághoz címzett kifogást lehet benyújtani az Országos Választási Bizottságnál (1051 Budapest, Arany J. u. 25.; levélcím: 1357 Budapest, Pf. 2; fax: 06-1-7950-143).

Indokolás

- I. A beadványozó 2011. szeptember 16-án aláírásgyűjtő ív mintapéldányát nyújtotta be az Országos Választási Bizottsághoz az országos népszavazásról és népi kezdeményezésről szóló 1998. évi III. törvény (a továbbiakban: Nsztv.) 2. §-a szerinti hitelesítés céljából. Az aláírásgyűjtő íven a következő szerepelt:

„Támogatja-e Ön, hogy az Országgyűlés tárgyalja meg, hogy megtiltsra kerüljön a közterületen történő életvitelszerű lakhatás?”

Az Alkotmánybíróság 7/2012. (III. 1.) határozatával az Országos Választási Bizottság 176/2011. (X. 12.) határozatát megsemmisítette, és az Országos Választási Bizottságot új eljárás lefolytatására kötelezte. Indokolásában az Alkotmánybíróság kifejtette, hogy az Országos Választási Bizottság határozatának meghozatala és a kifogás benyújtását követően az Országgyűlés 2011. december 23-ai ülésnapján elfogadta a szabálysértésekről, a szabálysértési eljárásról és a szabálysértési nyilvántartási rendszerről szóló 2012. évi II. törvényt (a továbbiakban: Szabs. tv.), amelynek 186. §-a szankcionálja a közterületen életvitelszerű lakhatás tilalmának megszegését. A népi kezdeményezés egy olyan kérdés országgyűlési napirendre tűzését kívánja elérni, amelynek parlamenti vitája megtörtént, s a szóban forgó kérdésben az Országgyűlés törvényt alkotott. Az időközben megváltozott, 2012. április 15-én hatályba lépő jogi szabályozásra tekintettel a kérdés elvesztette időszerűségét.

Az Alkotmánybíróság álláspontja szerint a népi kezdeményezésben foglalt kérdés nem egyértelmű a választópolgár számára, mivel azt a téves látszatot kelti, mintha az Országgyűlés napirendjén a közterületen folytatott életvitelszerű lakhatás szankcionálásának kérdése fel sem merült volna. A félreérthető, a választópolgár számára félrevezető kérdés pedig nem felel meg az Nsztv. 17. §-ából következő egyértelműség követelményének. Az Alkotmánybíróság kifejtette, hogy a kérdés az Országos Választási Bizottsághoz hitelesítésre történt benyújtáskor az egyértelműség követelményének még megfelelt. Az Alkotmánybíróságnak – a kifogás elbírálása során – azonban figyelembe kellett vennie azt, hogy megváltozott jogi szabályozás miatt a kezdeményezésben szereplő kérdés a választópolgári egyértelműség követelményének már nem felel meg, ezért nem hitelesíthető.

Az Országos Választási Bizottság tekintettel az Alkotmánybíróság 7/2012. (III. 1.) számú határozatában kifejtettükre, az Nsztv. 17. §-ában foglalt követelményekre, 18. §-ának b) pontja alapján – mivel a kérdés megfogalmazása nem felel meg a törvényben foglalt követelményeknek – az aláírásgyűjtő ív mintapéldányának hitelesítését megtagadja.

- II. A határozat az Nsztv. 2. §-án és 17. §-án, 18. §-ának b) pontján, Szabs. tv. 186. §-a, a jogorvoslatról szóló tájékoztatás a Ve. 130. § (1) bekezdésén és 156. §-án alapul.

Dr. Bordás Vilmos s. k.,
az Országos Választási Bizottság elnöke

Az Országos Választási Bizottság 53/2012. (IV. 5.) OVB határozata

Az Országos Választási Bizottság – 2012. április 2-án megtartott ülésén – a választási eljárásról szóló 1997. évi C. törvény (a továbbiakban: Ve.) 124/A. § (3) bekezdés b) pontjában foglalt hatáskörében eljárva Sz. B. és dr. Sch. A. magánszemélyek (a továbbiakban: beadványozók) által benyújtott országos népszavazási kezdeményezés tárgyában meghozta a következő

határozatot:

Az Országos Választási Bizottság az aláírásgyűjtő ív mintapéldányának hitelesítését megtagadja.

A határozat ellen – a Magyar Közlönyben való közzétételét követő 15 napon belül – az Alkotmánybírósághoz címzett kifogást lehet benyújtani az Országos Választási Bizottságnál (1051 Budapest, Arany J. u. 25.; levélcím: 1357 Budapest, Pf. 2.; fax: 06-1-7950-143).

Indokolás

- I. A beadványozók 2011. május 24-én aláírásgyűjtő ív mintapéldányát nyújtották be az Országos Választási Bizottsághoz az országos népszavazásról és népi kezdeményezésről szóló 1998. évi III. törvény (a továbbiakban: Nsztv.) 2. §-a szerinti hitelesítés céljából. Az aláírásgyűjtő íven a következő kérdés szerepelt:
- „Egyetért-e Ön azzal, hogy a rá irányadó öregségi nyugdíjkorhatárt el nem érő személy számára 2011. január 1-jén jogszerűen folyósított nyugdíj összege csak a 2011. január 1-jén hatályos jogszabályok szerinti okból csökkenjen?”*
- Az Országos Választási Bizottság 82/2011. (VI. 24.) számú határozatával a Magyar Köztársaság Alkotmányáról szóló 1949. évi XX. törvény (a továbbiakban: Alkotmány) 70/E. § (3) bekezdésének érintettsége miatt megtagadta az aláírásgyűjtő ív mintapéldányának hitelesítését. A Bizottság határozata ellen kifogást nyújtottak be. Az Alkotmánybíróság 127/2011. (XII. 2.) számú határozatában megállapította, hogy a népszavazási kezdeményezésben szereplő kérdésnek nem tárgya az Alkotmány 70/E. § (3) bekezdésének módosítása. Az Alkotmánybíróság kifejtette, hogy a kérdés eredményes népszavazáson történő támogatása esetén egyáltalán nem lenne szükség az Alkotmány hivatkozott 70/E. § (3) bekezdésének megváltoztatására. Erre figyelemmel az Alkotmánybíróság hivatkozott határozatában az Országos Választási Bizottság határozatát megalapozatlannak találta, azt megsemmisítette és a Bizottságot új eljárásra utasította. Az Országos Választási Bizottság új eljárása során figyelemmel az Alkotmánybíróság 127/2011. (XII. 2.) számú határozatában foglaltakra a 6/2012. (I. 16.) számú határozatával az aláírásgyűjtő ív mintapéldányát hitelesítette.
- II. Az Országos Választási Bizottság 6/2012. (I. 16.) számú, az aláírásgyűjtő ív mintapéldányát hitelesítő határozata ellen kifogást nyújtottak be. Az Alkotmánybíróság 17/2012. (III. 30.) számú határozatával az Országos Választási Bizottság határozatát megsemmisítette és a Bizottságot ismételen új eljárásra utasította.
- Az Alkotmánybíróság határozatában megállapította, hogy a kérdés a 2011. január 1-jén hatályos nyugdíj-megállapítási szabályok visszaállítására vonatkozik. A kérdésben az is szerepel, hogy e szabályokat a 2011. január 1-jén jogszerűen folyósított nyugdíjak tekintetében kívánja elérni. A 2011. január 1-jén hatályos szabályok szerint értett „nyugdíj” azonban lényegesen szélesebb körre vonatkozik, mint ahogy azt a jelenleg hatályos jogszabályok kijelölik. A 2011. január 1-jén hatályos szabályok visszaállítása tehát – a 2011. január 1-jén folyósított nyugdíjaknak a korhatár előtti öregségi nyugdíjak megszüntetéséről, a korhatár előtti ellátásról és a szolgálati járandóságról szóló 2011. CLXVII. törvény által hatályba léptetett csökkentése miatt – érintené a jelenlegi szabályok

szerint részben korhatár előtti ellátásként, részben továbbra is nyugdíjként számon tartott ellátásokat. Az Alkotmánybíróság kifejtette, hogy a korhatár előtti ellátások fedezetének a központi költségvetésből való biztosítása [2011. CLXVII. törvény 21. § (1) bekezdés] pedig a nyugdíjak összegszerű változása nélkül is megalapozza az Alaptörvény 8. cikk (3) bekezdés b) pontjában foglalt eset fennállását.

Az Alkotmánybíróság határozatában – hivatkozva korábbi gyakorlatára – megállapította, hogy a népszavazásra bocsátandó kérdés a jelenlegi költségvetési törvény egyes elemeinek módosítását vonná maga után, így a kérdés az Alaptörvény 8. cikk (3) bekezdés b) pontja szerint kizárt tárgykörbe tartozik.

Az Országos Választási Bizottság az Alkotmánybíróság 17/2012. (III. 30.) számú határozatában foglaltakra tekintettel, az Nsztv. 10. § b) pontja értelmében – mivel a kérdésben nem lehet országos népszavazást tartani – az aláírásgyűjtő ív hitelesítését megtagadta.

- III. A határozat az Alaptörvény 8. cikk (3) bekezdés b) pontján, az Nsztv. 2. §-án, 10. § b) pontján, 2011. CLXVII. törvény 21. § (1) bekezdésén, a jogorvoslatról szóló tájékoztatás a Ve. 130. §-ának (1) bekezdésén és 156. §-án alapul.

Dr. Bordás Vilmos s. k.,
az Országos Választási Bizottság elnöke

A Magyar Közlönyt a Szerkesztőbizottság közreműködésével a Közigazgatási és Igazságügyi Minisztérium szerkeszti.

A Szerkesztőbizottság elnöke: dr. Biró Marcell,
a szerkesztésért felelős: dr. Borókainé dr. Vajdovits Éva.

A szerkesztőség címe: Budapest V., Kossuth tér 1–3.

A Határozatok Tára hivatalos lap tartalma a Magyar Közlöny IX. részében jelenik meg.

A Magyar Közlöny hiteles tartalma elektronikus dokumentumként a <http://kozlony.magyarorszag.hu> honlapon érhető el.

A Magyar Közlöny oldalhú másolatát papíron kiadja a Magyar Közlöny Lap- és Könyvkiadó.

Felelős kiadó: Majláth Zsolt László ügyvezető igazgató.