STCW 2015 Regulations Post Implementation Review Informal Questionnaire

1. Have the 2015 STCW Regulations improved the training experience for seafarers in terms of:
* Raising safety standards – what worked well, what could be improved?
* Meeting the needs of modern shipping – what worked well, what could be improved?
1. Have the 2015 STCW Regulations provided clear pathways for seafarer progression? What has worked well? What could be improved?
2. It was intended that the 2015 STCW Regulations allowed for flexible pathways and the option to take into account previous relevant experience for seafarers to obtain UK Certificates of Competency (CoC).

Has this approach worked in terms of boosting the number of UK CoC holders to meet the needs of industry and improve employment? If yes, how? What could be improved?

1. The UK utilised article IX of the International Maritime Organisation (IMO) Directive to allow for alternative training arrangements for seafarers working on specialised ships (Yachts, Tugs, Workboats etc).

Has this approach benefited employment opportunities for holders of UK CoC? If yes, how? What could be improved?

1. If an MCA Approved Training provider was found to have major non-conformities that impact on safety, would it be appropriate for the MCA to cancel their course approval indefinitely?  What circumstances would you expect to permit this?
2. In the 2015 STCW Regulations the Electro-Technical Officer (ETO) Certificate was introduced. Has the training structure worked well?  If yes, how? What could be improved?
3. Would a Senior ETO CoC or endorsement improve the employment opportunities for UK ETOs?
4. Does a UK CoC provide you/seafarers with a means to obtain marine related jobs such as pilotage, harbour masters, marine superintendents, marine surveyor, insurance, legal? If yes, please specify.
5. MSN 1858 intends Privately Owned Yachts not in commercial use of 24 metres and over to meet the training requirement for a UK Certificate of Competence, is this a reasonable expectation? In addition, could you answer the subsections below.
	1. Do you know of pleasure vessels that operate without the required CoC?
	2. Do you know if the insurance for the above-mentioned vessels requires a certain qualification?
6. If applicable, has the implementation of the IMO directive enabled UK Colleges and Training Providers to raise standards and develop their business?
7. Can you detail the benefit that UK Seafarer Training approved by the MCA has had on your institution and the local economy?
8. Do you believe that the proposed development of a Small Vessel Engineering Certificate of Competency will benefit seafarers by allowing transferability between sectors? Please provide further details on your answer.[[1]](#footnote-2)
9. Does the MCA’s UK Training and Certification Standards/Policy provide the relevant and up-to-date training for UK Seafarers to enable them to operate at sea, on the necessary vessels and serve the Industry? Please provide evidence if possible. (Please note this only refers to UK Training Requirements and is not in relation to any other areas of policy from the MCA)
1. The current proposed route in MIN 524 will be fully consulted on before being published. [↑](#footnote-ref-2)