

**Regulation No. 676/2015**  
**on Education, Training and Certification of Seafarers**

**CHAPTER I**  
**General provisions**

**Article 1**

*Application*

1. This Regulation applies to certificates of competency issued in Iceland on the basis of the STCW Convention.
2. This Regulation shall apply to crews serving on board all Icelandic passenger ships and cargo ships registered in Iceland pursuant to the Registration of Ships Act.
3. Excluded from the scope of the Regulation are:
  - a. ships of war, troop ships and other ships owned or operated by an EEA Member State and used only in non-commercial service,
  - b. fishing vessels,
  - c. recreational craft,
  - d. wooden ships of primitive build.

**Article 2**

*Objective*

The objective of this Regulation is to ensure the safety of crews, passengers and Icelandic passenger ships and cargo ships and to promote the protection of the marine environment. This objective shall be achieved by setting specific requirements for education and training, age, seagoing service, medical fitness, vision and hearing of those serving on board and, by that, ensuring the professional competence of the crews in relation to the size, assignments and trading area of a ship.

**Article 3**

*Definitions*

For the purpose of this Regulation the following definitions shall apply:

*Able seafarer deck* means a rating qualified in accordance with Chapter II of Annex I of this Regulation.

*Able seafarer engine* means a rating qualified in accordance with the provisions of Chapter III of Annex I of this Regulation.

*Approved* means approved by the Icelandic Transport Authority or other competent authority.

*Assistant engineer officer* means a person under training to become an engineer officer.

*Cargo ship* means any vessel registered as a cargo ship and which is used for the carriage of goods and cargo between domestic and foreign ports.

*Certificate of competency* means a certificate issued and endorsed for masters, officers and GMDSS radio operators in accordance with Chapters II, III, IV or VII of Annex I to the Regulation, and entitling the lawful holder thereof to serve in the capacity and perform the functions involved at the level of responsibility specified therein.

*Certificate of proficiency* means a certificate, other than a certificate of competency, issued to a seafarer stating that the relevant requirements of training, competencies or seagoing service in this Regulation have been met.

*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, in its up-to-date version.

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

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

*Company* means the owner of the ship or any other organisation or person such as the manager or the bareboat charterer, who has assumed the responsibility for operation of the ship from the shipowner and

who, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed on the company by this Regulation.

*Deck officer* means an officer qualified in accordance with the provisions of Chapter II of Annex I to this Regulation.

*Documentary evidence* means documentation, other than a certificate of competency or certificate of proficiency, used to establish that the relevant requirements of this Regulation have been met.

*Electro-technical officer* means an officer qualified in accordance with the provisions of Chapter III of Annex I to this Regulation.

*Electro-technical rating* means a rating qualified in accordance with Chapter III of Annex I of this Regulation.

*Engineer officer* means an officer qualified in accordance with the provisions of Chapter III of Annex I to this Regulation.

*Function* means a group of tasks, duties and responsibilities, as specified in the STCW Code, necessary for ship operation, safety of life at sea or protection of the marine environment.

*GMDSS radio operator* means a person qualified in accordance with Chapter IV of Annex I to this Regulation.

*ISPS Code* means the International Ship and Port Facility Security Code adopted on 12 December 2002, by resolution 2 of the Conference of Contracting Governments to the SOLAS 74, in its up-to-date version.

*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, in its up-to-date version.

*Master* means the person having command of a ship.

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

*Near-coastal voyages* are voyages within sea area A1, see definition in Regulation No. 53/2000 on Radio Equipment and Telecommunications on board Icelandic vessels, as amended, in the exclusive economic zone of Iceland (EEZ) and in the waters of a foreign state in accordance with that state's definition of near-coastal voyages.

*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.

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

*Passenger ship* means any ship registered as a passenger ship, and which is capable of carrying more than 12 passengers to and from Iceland and between domestic and foreign ports.

*Propulsion power* means the total maximum continuous rated output power in kilowatts (kW) of all of a ship's main propulsion machinery which appears on the ship's certificate of registry or other official document.

*Radio Duties* includes, 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 74) and, at the discretion of each Member State, the relevant recommendations of the IMO, in their up-to-date versions.

*Radio operator* means a person holding an appropriate certificate issued or recognised by the competent authorities under the provisions of the Radio Regulations.

*Radio Regulations* means the radio regulations annexed to, or regarded as being annexed to, the International Telecommunication Convention, as amended.

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

*Seagoing service* means service on board a ship relevant to the issue of a certificate of competency, a certificate of proficiency or other qualification.

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

*Second engineer officer* means the engineer officer next in rank to the chief engineer officer 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.

*Security duties* include all security tasks and duties on board ships as defined by Chapter XI/2 of the SOLAS 74, as amended, and by the ISPS Code.

*Ship flying the flag of an EEA State* means a ship registered in and flying the flag of an European Economic Area Member State in accordance with its legislation; a ship not corresponding to this definition shall be regarded as a ship flying the flag of a third state.

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

*STCW Convention* means the International Maritime Organisation (IMO) Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as it applies to the matters concerned taking into account the transitional provisions of Article VII and regulation I/15 of the Convention and including, where appropriate, the applicable provisions of the STCW Code, as amended.

*The Directive* is Directive 2008/106/EC of 19 November 2008 on the minimum level of training of seafarers (recast), along with the changes that were made by Directive 2012/35/EC of 21 November 2012 amending Directive 2008/106/EC on the minimum level of training of seafarers.

*Third country* means any country which is not a Member State of the European Economic Area (EEA).

## **CHAPTER II**

### **Education and training**

#### **Article 4**

##### *Education and training requirements*

1. Seafarers who work on board ships, to which this regulation applies, shall comply with the minimum education and training in accordance with the requirements of the STCW Convention, as laid down in Annex I to this Regulation and the conditions for issuing licenses, and/or documentary evidence.
2. Seafarers whose function is to be in charge of and supervise survival craft and their use, cf. Regulation III/10.4 of the SOLAS Convention, shall have received appropriate training and hold an appropriate certificate in accordance with this Regulation.
3. Education and training of seafarers must meet the requirements of theoretical knowledge and practical skills provided for in Annex I to this Regulation, in particular as regards training in handling lifesaving and fire-fighting equipment.

#### **Article 5**

##### *Training and teaching*

1. Maritime training institutions provide education and training for crews of Icelandic ships, cf. paragraph 1 of Article 3 of Act No. 76/2001 on the crews of Icelandic passenger ships and cargo ships, as amended. Admission to maritime training institutions, curriculum, learning arrangements, assessment and grades as basis for the issue of specific certificates pursuant to this Regulation is subject to Act No. 92/2008 on secondary schools, as amended. The Maritime Safety and Survival Training Centre (MSSTC) is subject to Act No. 33/1991, as amended, and the Minister verifies the curriculum guide of the Centre.
2. Training and teaching in maritime training institutions shall be carried out on the basis of an approved quality management system, cf. Article 12 of this Regulation.

## **CHAPTER III**

### **Issue of certificates**

#### **Article 6**

##### *Certification*

1. The Icelandic Transport Authority issues certificates to applicants who meet the requirements of this Regulation. Certificates of competency and proficiency shall be issued or renewed for up to five years at a time, unless otherwise specified in this Regulation.
2. Certificates of competency (CoC) for masters, officers and radio operators shall be endorsed by the Icelandic Transport Authority as prescribed in this Regulation.
3. Certificates of competency, certificates of proficiency and documentary evidences shall be in Icelandic, along with an English translation.
4. The Icelandic Transport Authority shall only issue certificates of competency, certificates of proficiency and endorsements after having ascertained the correctness of the data submitted.

5. The seafarers performing the duties of radio operator on board ships shall comply with Chapter IV of this Regulation and the relevant provisions of the approved curriculum. The Post and Telecommunication Administration issues radio operators' certificates in accordance with the Radio Regulations.
6. The Icelandic Transport Authority may incorporate the endorsement in the format of the certificates being issued as provided for in section A-I/2 of the STCW code in which case the form set out in paragraph 1 of section A-I/2 shall be used. If the endorsement is issued otherwise, the form set out in paragraph 2 of that section shall be used. Endorsements shall be issued in accordance with paragraph 2 of Article VI of the STCW Convention.
7. Endorsements attesting the issue of a certificate of competency and endorsements attesting a certificate of proficiency issued to masters and officers in accordance with regulations V/1-1 and V/1-2 of Annex I to this Regulation shall be issued only if all the requirements of the STCW Convention and this Regulation have been complied with.
8. The Icelandic Transport Authority which recognises a certificate of competency, or a certificate of proficiency, issued to masters and officers in accordance with regulations V/1-1 and V/1-2 of the Annex to this Regulation, under the procedure laid down in paragraph 2 of Article 10 of this Regulation shall endorse that certificate to attest its recognition only after ensuring the authenticity and validity of the certificate. The form of the endorsement used shall be that set out in paragraph 3 of section A-I/2 of the STCW Code.
9. The endorsements referred to in paragraphs 6 to 8 of this Article:
  - a. may be issued as separate documents;
  - b. shall be issued by the Icelandic Transport Authority only;
  - c. shall each be assigned a unique number, except for endorsements attesting the issue of a certificate of competency, which may be assigned the same number as the certificate of competency concerned, provided that that number is unique; and
  - d. shall each expire as soon as the endorsed certificate of competency or certificate of proficiency issued to masters and officers in accordance with regulations V/1-1 and V/1-2 of the Annex to the STCW Convention expires or is withdrawn, suspended or cancelled by the State which issued it and, in any case, within five years of their date of issue.
10. The capacity in which the holder of a certificate is authorised to serve shall be identified in the form of endorsement in terms identical to those used in the certificate of competency used as basis for the endorsement.
11. It is permissible to use a different format from the format laid down 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 account of the variations permitted under section A-I/2.
12. Any certificate required by this Requirement shall be kept available in its original form on board the ship on which the holder is serving.
13. Candidates for certification shall provide satisfactory proof:
  - a. of who they are, by presenting a valid passport or other valid identification, when the application is submitted;
  - b. that their age is not less than that prescribed in the regulations listed in Annex I to this Regulation relevant to the certificate of competency or certificate of proficiency applied for;
  - c. that they meet the standards of medical fitness, specified in Section A-I/9 of the STCW Code, Article 8 of and Annex II to this Regulation;
  - d. that they have completed the required education or training and have completed the seagoing service which is required pursuant to the provisions in Annex I to this Regulation relevant to the certificate of competency and certificate of proficiency applied for;
  - e. that they meet the standards of competence prescribed in the regulations listed in Annex I to this Regulation for the capacities, functions and levels that are to be identified in the endorsement of the certificate of competency; and
  - f. that they have fulfilled the requirements of this Regulation when making requirements for a certificate in excess of those laid down in Annex I.
14. The Icelandic Transport Authority shall:
  - a. maintain a register or registers of all certificates of competency, certificates of proficiency and endorsements which are issued, have expired or have been revalidated, suspended, cancelled or reported lost or destroyed and of dispensations issued; and
  - b. make available information on the status of certificates of competency, endorsements and dispensations to relevant authorities of other Parties to the STCW Convention and companies

which request verification of the authenticity and validity of certificates of competency and/or certificates issued to masters and officers in accordance with Regulations V/1-1 and V/1-2 of Annex I produced to them by seafarers seeking recognition, under Regulation I/10 of the STCW Convention, or employment on board ship.

15. As of 1 January 2017, the information required to be available in accordance with point (b) of paragraph 14 shall be made available by electronic means.

## **Article 7**

### *Ships engaged in near-coastal voyages*

1. It is prohibited to make stricter requirements than would result from this Regulation to the crews of ships engaged in near-coastal voyages flying the flag of another EEA Member State or another Member State to the STCW Convention.
2. When an Icelandic ship intends to engage in near-coastal voyages off the coast of an EEA Member State or State party to the STCW Convention within the limits of that State's near-coastal definition, the Icelandic Transport Authority shall enter into an undertaking with the States concerned specifying the conditions for such operations of Icelandic ships. Similarly, the authorities of another EEA State or a State party to the STCW Convention shall seek an agreement with the Icelandic Transport Authority on the conditions for near-coastal voyages in Icelandic waters.
3. When a ship flying the flag of an EEA Member State, engages in near-coastal voyages off the coast of another EEA Member State or a State party to the STCW Convention, the flag state of the ship shall prescribe training, experience and certification requirements for seafarers serving on such ships at least equal to those made by the coastal state in respect of near-coastal voyages of its own ships. These requirements shall not, however, be more stringent than the requirements of the Directive, to ships not engaged in near-coastal voyages.
4. Seafarers on a ship, which extends its voyage beyond the EEA State's defined near-coastal voyages waters and to a sea area to which the definition does not apply, shall comply with the relevant requirements of this Regulation and fulfil requirements for voyages in an unlimited area of operation.
5. The requirements of this Regulation for ships engaged in near-coastal voyages in Iceland shall apply when Icelandic ships engage in near-coastal voyages in waters off States not party to the STCW Convention.
6. The Icelandic Transport Authority may accept certificates of competency of seafarers, which an EEA Member State that is a party to the STCW Convention issues for near-coastal voyages, provided that the certificate fulfils the former State's conditions thereof.
7. The Icelandic Transport Authority shall specify the limits of the waters that define near-coastal voyages in the endorsements issued under Article 6 of this Regulation.

## **Article 8**

### *Medical standards*

1. The provisions of this Article, the provisions of Annex II to this Regulation together with the relevant procedures of the Icelandic Transport Authority shall apply to the health of seafarers serving on board ships subject to the provisions of this Regulation and the issue of medical certificates;
2. Those responsible for assessing the health of seafarers in accordance with paragraph 1 of this Article shall be licensed and working doctors approved by Icelandic Transport Authority.
3. Every seafarer who holds a certificate of competency or certificate of proficiency, and is serving at sea, shall hold a valid medical certificate.
4. Candidates for medical certification shall:
  - a. not be less than 16 years of age;
  - b. provide satisfactory proof of their identity; and
  - c. meet the applicable medical fitness standards provided for in this Regulation.
5. Medical certificates shall remain valid for a maximum period of two years. If the seafarer is under the age of 18, 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, it shall remain valid until the ship calls at the next port of call where a qualified doctor is available, provided that the period does not exceed three months.
7. In urgent cases, the Icelandic Transport Authority may permit a seafarer to work without a valid medical certificate until the ship comes to the next port where a qualified doctor is available, provided that such

authorization does not exceed three months and that the seafarer concerned is in possession of an expired medical certificate of a recent date.

#### **Article 9**

##### *Renewal of certificates of competency and certificates of proficiency*

1. Every master, officer and radio operator holding a certificate 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:
  - a. to meet the standards of medical fitness prescribed by Article 8 of this Regulation,
  - b. to meet the provisions of A-I/11 of the STCW Code.
2. Each seafarer shall, for continuing seagoing service on board ships for which special training requirements have been internationally agreed upon, successfully complete approved relevant training.
3. With regard to masters' and officers' continuing seagoing service on board tankers, they shall meet the requirements of paragraph 1 of this Article and be required, at intervals not exceeding five years, to establish continued professional competence for tankers in accordance with paragraph 3 of Section A-I/11 of the STCW Code.
4. Candidates for certification applicable after 1 January 2017 must have attended recognized refresher and updating training courses or undergone assessment of competence in accordance with the relevant conditions of the issue of certificates of competency or certificates of proficiency in accordance with part A of the STCW Code following amendments to the STCW Convention. Refresher and updating courses aim to provide additional education and training in accordance with changes in knowledge and competence requirements in line with amendments to the STCW Convention.
5. The Ministry of Education and Culture and the Ministry of the Interior shall ensure that appropriate refresher courses, cf. paragraph 4 and in accordance with section AI/11 of the STCW Code are available. Updating courses pursuant to this Article shall be approved by the Icelandic Transport Authority. The aim of these courses is to update knowledge and skills standards in accordance with new requirements for education and training in accordance with paragraph 3. The courses shall, among other things, cover recent changes in international requirements concerning the safety of life at sea, maritime security and marine environmental protection.
6. The Icelandic Transport Authority shall ensure that the texts of recent changes in law, regulations and international regulations concerning the safety of life at sea, maritime security and marine environmental protection are available on board ships covered by this Regulation, taking into account paragraph 3(b) of Article 14 and 15.

#### **Article 10**

##### *Recognition of certificates of competency and certificates of proficiency of third countries*

1. Seafarers who do not hold certificates of competency issued by Member States of the European Economic Area, and/or certificates of proficiency, for masters and officers, in accordance with regulations V/1-1 and V/1-2 of the STCW Convention, may serve on board ships flying the flag of an EEA State, provided that the certificate of competency or certificate of proficiency that they hold have been recognized under the procedure laid down in Article 19 of the Directive.
2. If the Icelandic Transport Authority considers that a recognized third country no longer complies with the requirements of the STCW Convention, this shall be notified in accordance with Article 20 of the Directive.

#### **Article 11**

##### *Prevention of fraud and other unlawful practices*

1. The Icelandic Transport Authority shall take and enforce the appropriate measures to prevent fraudulent and other illegal activities in connection with the issuance of certificates and endorsements.
2. The Icelandic Transport Authority shall seek written confirmation or denial of the authenticity of seafarers' certificates, corresponding endorsements or any other documentary evidence of training issued by a competent authority in the issuing State. The Icelandic Transport Authority shall, according to the Directive and the STCW Convention, provide the authorities of the State, designated in accordance with the Directive and the STCW Convention, written confirmation as to the legitimacy of a seafarer's certificate and corresponding endorsement or other written documentation on training issued by the Authority.

3. The Icelandic Transport Authority shall inform the EFTA Surveillance Authority and Member States to the STCW Convention of the mechanisms for control on the prevention of fraud and other unlawful practices.

## **CHAPTER IV**

### **Quality systems and use of simulators**

#### **Article 12**

##### *Quality systems and quality standards*

1. The quality systems and quality standards apply to the following:
  - a. All training, assessment of competence, certification, including health certificates, endorsement and revalidation activities carried out by non-governmental agencies or entities under their authority are continuously monitored through a quality standards system to ensure the achievement of defined objectives, including those concerning the qualifications and experience of instructors and assessors, in accordance with Section A-I/8 of the STCW Code.
  - b. Where governmental agencies or entities perform the activities provided for in item a, the quality standards system shall be continuously monitored internally and externally in accordance with Section A-I/8 of the STCW Code.
  - c. Training objectives and related quality standards of competence shall be defined clearly and the levels of knowledge, understanding and skills appropriate to the examinations and assessment required under the STCW Convention and STCW Code shall be identified.
  - d. Pursuant to this Regulation, the fields 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 the administration 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.
2. The Icelandic Transport Authority shall ensure that independent evaluations of the knowledge, understanding, skills and competence acquisition and assessment activities, and of the administration of the certification system, are conducted at intervals of not more than five years by qualified persons who are not themselves involved in the activities concerned in order to verify that:
  - a. all internal management control and monitoring measures and follow-up actions comply with planned arrangements and documental procedures and are effective in ensuring that the defined objectives are achieved,
  - b. the results of the independent audits and reviews are brought to the attention of all personnel having responsibility in the area involved,
  - c. timely action is taken to correct deficiencies, and
  - d. the quality system covers all the relevant provisions of this Regulation and the STCW Convention and STCW Code.
3. A report relating to each independent evaluation carried out pursuant to paragraph 2 shall be communicated by the Icelandic Transport Authority to the EFTA Surveillance Authority within six months of the date of the evaluation, in accordance with Section A-I/7 of the STCW Code.

#### **Article 13**

##### *Use of simulators*

When simulators are used for education training or assessment required under this Regulation it shall be ensured that the requirements for performance, capacity and quality as well as other provisions that are set out in section A-I/12 of the STCW Code, and other requirements laid down in Part A of the STCW Code for the certificates specified therein are satisfied:

- a. in respect of any mandatory simulator-based training,
- b. in respect of the assessment of competence required by Part A of the STCW Code which is carried out by means of a simulator;
- c. in respect of any demonstration, by means of a simulator, of continued proficiency required by Part A of the STCW Code.

**CHAPTER V**  
**Responsibilities of companies**

**Article 14**

*Responsibilities of companies*

1. Companies shall be responsible for the assignment of seafarers for service in their ships in accordance with this Regulation. Every company shall ensure that:
  - a. all seafarers who are employed on its ships hold an appropriate certificate in accordance with the provisions of this Regulation,
  - b. its ships are manned in accordance with a safe manning certificate, cf. Article 12. of Act No. 76/2001 and Article 21 of this Regulation,
  - c. 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 competence in assigned duties;
  - d. on being assigned to any of its ships seafarers are familiarised in the working language of the ship or English with their specific duties and with all ship arrangements, installations, equipment, procedures, and ship characteristics that are relevant to their routine or emergency duties;
  - e. the ship's complement can effectively coordinate their activities in an emergency situation and in performing functions vital to safety or to the prevention or mitigation of pollution,
  - f. seafarers assigned to any of its ships have received refresher and updating training as required by the provisions of this Regulation;
  - g. at all times on board its ships there shall be effective oral communication in accordance with the provisions of Article 18 of this Regulation.
2. Companies, masters and crew members shall each have responsibility for ensuring that the obligations set out in this Article 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.
3. The company shall provide written instructions to the master of each ship to which this Regulation applies, setting out 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:
  - a. the allocation of a reasonable period of time during which each newly employed seafarer will have an opportunity to become acquainted with:
    - i. the specific equipment the seafarer will be using or operating; and
    - ii. ship-specific watchkeeping, safety, environmental protection and emergency procedures and arrangements the seafarer needs to know to perform the assigned duties properly;
  - b. the designation of a knowledgeable seafarer member who will be responsible for ensuring that each newly employed seafarer is given an opportunity to receive essential information in the working language of the ship or English.
4. Companies shall ensure that masters, officers and other personnel assigned specific duties and responsibilities on board their ro-ro passenger ships shall have completed familiarisation 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 the STCW Code.

**Article 15**

*On-board communication*

Companies shall ensure that:

- a. without prejudice to points (b) and (d) of this Article, there are at all times, on board a ship, means in place for effective oral communication relating to safety between all members of the ship's crew, particularly with regard to the correct and timely reception and understanding of messages and instructions,
- b. on board all passenger ships, in order to ensure effective crew performance in safety matters, a working language is established and recorded in the ship's log-book. The company or the master, as appropriate, shall determine the appropriate working language; each seafarer shall be required to understand and, where appropriate, give orders and instructions and report back in that



- language. If the working language is not an official language of the flag State, all plans and lists that must be posted shall include translations into the working language,
- c. on board passenger ships, personnel nominated on muster lists to assist passengers in emergency situations are readily identifiable and have communication skills that are sufficient for that purpose, taking into account an appropriate and adequate combination of any of the following factors:
    - i. language or languages appropriate to the principal nationalities of passengers carried on a particular route,
    - ii. the use of 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,
    - iii. the possible need to communicate during an emergency by some other means (e.g. by demonstration, hand signals),
    - iv. the extent to which complete safety instructions have been provided to passengers in their native language or languages,
    - v) the languages in which emergency announcements may be broadcast during an emergency or drill to convey critical guidance to passengers and to facilitate crew members in assisting passengers,
  - d. on board oil tankers, chemical tankers and liquefied gas tankers the company flying the flag of an EEA Member State, the master, officers and rating are able to communicate with each other in (a) common working language(s),
  - e. there are adequate means for communication between the ship and the shore-based authorities; the English language shall be used on the navigating bridge of ships subject to this Regulation as a working language for safety communication from bridge to bridge and from bridge to shore and for communication on board between pilot and watchkeeping personnel on the navigating bridge, except for those who engage in direct communications in a common language other than English,
  - f. when carrying out port State control, it shall be demonstrated that the company's ships comply with this Article.

## **Chapter VI**

### **Port State Control**

#### **Article 16**

##### *Port State Control*

1. Ships subject to this Regulation, irrespective of the flag they fly, shall be subject to port State control to verify that all seafarers serving on board the ship concerned and who are required to be certificated by the STCW Convention are so certificated or hold appropriate dispensations.
2. The Icelandic Transport Authority shall ensure that all relevant provisions and procedures laid down in Regulation No. 816/2011, on Port State Control, as amended, is applied to the port State control under this Regulation.

#### **Article 17**

##### *Port State Control procedures*

1. Subject to Regulation No. 816/2011, on Port State Control, as amended, port State control under the provisions of Article 16 shall be limited to the following:
  - a. verification that every seafarer serving on board who must be certificated in accordance with the STCW Convention holds an appropriate certificate or a valid dispensation or provides documentary proof that an application for an endorsement attesting recognition has been submitted to the authorities of the flag State;
  - b. verification that the numbers and certificates of the seafarers serving on board are in accordance with the safe manning requirements of the authorities of the flag State.
2. The ability of the ship's seafarers to maintain watchkeeping and security standards, as appropriate, as required by the STCW Convention shall be assessed in accordance with Part A of the STCW Code if there are clear grounds for believing that such standards are not being maintained because any of the following has occurred:
  - a. the ship has been involved in a collision, grounding or stranding;

- b. there has been a discharge of substances from the ship when under way, at anchor or at berth which is illegal under an international convention;
- c. the ship has been manoeuvred in an erratic or unsafe manner whereby routing measures adopted by the IMO, or safe navigation practices and procedures have not been followed;
- d. the ship is otherwise being operated in such a manner as to pose a danger to persons, property or the environment, or to compromise security,
- e. a certificate has been fraudulently obtained or the holder of a certificate is not the person to whom that certificate was originally issued;
- f. the ship is flying the flag of a country which has not ratified the STCW Convention, or has a master, officer or rating holding a certificate issued by a third country which has not ratified the STCW Convention.

Notwithstanding verification of the certificate, assessment under paragraph 2 may require the seafarer to demonstrate the relevant competence at the place of duty. Such a 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.

### **Article 18**

#### *Detention*

Without prejudice to Regulation No. 816/2011 on Port State Control, as amended, the following deficiencies, in so far as it has been determined by the officer carrying out the port State control that they pose a danger to persons, property or the environment, shall be the only grounds under this Regulation on which the Icelandic Transport Authority may detain a ship:

- a. failure of seafarers to hold certificates, to have appropriate certificates, to have valid dispensations or provide documentary proof that an application for an endorsement attesting recognition has been submitted to the authorities of the flag State,
- b. failure to comply with the applicable safe-manning requirements of the flag State;
- c. failure of navigational or engineering watch arrangements to conform to the requirements specified for the ship by the flag State,
- d. absence in a watch of a person qualified to operate equipment essential to safe navigation, safety radiocommunications or the prevention of marine pollution,
- e. failure to provide proof of professional proficiency for the duties assigned to seafarers for the safety of the ship and the prevention of pollution,
- f. 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.

## **CHAPTER VII**

### **Sanctions**

#### **Article 19**

##### *Withdrawal of a certificate of competency or endorsement*

The Icelandic Transport Authority may withdraw a certificate of competency or endorsements if the legitimate holder no longer satisfies the conditions of the Regulation to obtain such a certificate or endorsement or to be a certificate holder in accordance with the provisions of the Crews Serving on Board Icelandic Passenger Ships and Cargo Ships Act.

#### **Article 20**

##### *Penalty provisions*

Infringement of this Regulation is subject to the provisions of Article 15 and 16 of Act No. 76/2001 on Crews Serving on Board Icelandic Passenger Ships and Cargo Ships Act, as amended.

**CHAPTER VIII**  
**Miscellaneous provisions**

**Article 21**

*Safe manning of ships*

1. Safe manning of ships is subject to the provisions of Article 12 of Act No. 76/2001 on Crews Serving on Board Icelandic Passenger Ships and Cargo Ships, as amended, taking into account Annex IV to this Regulation.
2. The Icelandic Transport Authority shall determine the manning of passenger ships and cargo ships and issue minimum safe manning documents for them providing for the minimum number of personnel to serve on board, the functions of the ship's personnel and the certificates for each capacity.
3. A fee shall be paid for the issue of safe manning document according to the Icelandic Transport Authority's tariff.
4. Deck officers serving on board passenger ships and cargo ships shall hold certificates with regard to size and area of operation of the ship and the number of deck officers specified in the safe manning document of the ship, cf. Annex IV to this Regulation.
5. Engineer officers shall hold certificates with regard to the ship's propulsion power and the engineer officers specified in the safe manning document of the ship, cf. Annex IV to this Regulation.

**Article 22**

*Dispensations*

1. Dispensations are subject to Article 8 of Act No. 76/2001 on Crews Serving on Board Icelandic Passenger Ships and Cargo Ships, as amended. Fees for an application for dispensations are subject to Article 14 of the same Act.
2. Notwithstanding paragraph 1 of this Article, dispensations may not be granted for the position of radio operator, except as provided by the relevant Radio Regulations.

**Article 23**

*Information for statistical purposes*

1. The Icelandic Transport Authority shall communicate the information listed in Annex V to the Commission for the purposes of statistical analysis only. Such information may not be used for administrative, legal or verification purposes, and is exclusively for use by EEA States and the EFTA Surveillance Authority in policy-making.
2. That information shall be made available by Member States to the EFTA Surveillance Authority on a yearly basis and in electronic format and shall include information registered until 31 December of the previous year. The Icelandic Transport Authority shall retain all property rights to the information in its raw data format. Processed statistics drawn up on the basis of such information shall be made publicly available in accordance with the provisions on transparency and protection of information set out in Article 4 of Regulation (EC) No 1406/2002, as implemented in Iceland with Regulation No. 1138/2007, as amended.
3. In order to ensure the protection of personal data, the Icelandic Transport Authority shall anonymise all personal information as indicated in Annex V by using software provided or accepted by the EFTA Surveillance Authority before transmitting it to the EFTA Surveillance Authority. The EFTA Surveillance Authority shall use this anonymised information only.
4. The collecting, submitting, storing, analysing and disseminating of such information are designed in such a way that statistical analysis is made possible.

**Article 24**

*Fees*

A fee shall be paid for processing applications and issue of certificates, endorsements and dispensations according to the Icelandic Transport Authority's tariff. The fees shall cover the costs incurred by the Icelandic Transport Authority in processing applications.

## **Article 25**

### *Implementation of EEA Acts*

This Regulation is adopted to implement Directive 2008/106/EC of the European Parliament and of the Council of 19 November 2008 on the minimum level of training of seafarers (recast), along with the changes that were made by Directive 2012/35/EC of the European Parliament and of the Council of 21 November 2012 amending Directive 2008/106/EC on the minimum level of training of seafarers.

## **Article 26**

### *Legal basis and entry into force*

This Regulation is adopted pursuant to Article 17 of Act 76/2001 on Crews Serving on Board Icelandic Passenger Ships and Cargo Ships, as amended, and enters into force immediately.

Upon entry into force of this Regulation, the Regulation No. 416/2003 on Crews Serving on Board Icelandic Passenger Ships and Cargo Ships is repealed.

## **Transitional Provisions**

### **I**

The requirement providing that those persons responsible for carrying out seafarer medical assessments shall be doctors who have gained recognition by the Icelandic Transport Authority shall be implemented no later than 1 January 2017. From that date, authorisations for other doctors to issue medical certificates to seafarers under this Regulation are repealed.

### **II**

Certificates and endorsements issued under Regulation 416/2003, on Crews Serving on Board Icelandic Passenger Ships and Cargo Ships, as amended, shall continue to be valid until the date of expiry of the certificate.

### **III**

If approved seagoing service, approved education and training or an approved training course commenced before 1 July 2013, the Icelandic Transport Authority may until 1 January 2017 issue, recognize and endorse certificates of competency to seafarers in accordance with a previous Regulation.

### **IV**

Those who are, at the time of entry into force of this Regulation, legitimate holders of certificates of competency as skippers or mates on a vessel of 65 gross tonnage (GT) or less shall be eligible for renewal of this certificate, provided that they meet the health requirements and the maintenance of professional skills by having completed a minimum of 12 months seagoing service on board vessels during the previous five years. It is not permissible to issue new certificates of competency as skippers or mates on passenger ships of 65 GT or less after this Regulation enters into force.

### **V**

Until 1 January 2017, the Icelandic Transport Authority may renew and extend the period of validity of certificates of competency, certificates of proficiency and endorsements in accordance with the requirements of this Regulation, as they were before 3 January 2013.

### **VI**

As of 1 January 2017, the Icelandic Transport Authority may only issue certificates of competency, the certificates of proficiency and endorsements in accordance with the requirements of this Regulation stipulates.

*The Ministry of the Interior, 30 June 2015*

**Ólöf Nordal**  
**Ragnhildur Hjaltadóttir**

**ANNEX I**  
**TRAINING REQUIREMENTS OF THE STCW CONVENTION,**  
**REFERRED TO IN ARTICLE 4**

**CHAPTER I**

**General provisions**

1. The Regulations in this Annex are supplemented by the mandatory provisions contained in Part A of the STCW Code with the exception of Chapter VIII, Regulation VIII/2.

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

2. Part A of the STCW Code contains 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) Radio communications,

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 specified in Chapters II, III and IV of the Part A of the STCW Code.

**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.

2. Every candidate for certification shall:

2.1. be not less than 18 years of age;

2.2. have approved seagoing service of not less than 12 months as part of an approved training programme which includes onboard training which 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;

2.3. 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;

2.4. meet the applicable requirements of the regulations in Chapter IV, as appropriate, for performing designed radio duties in accordance with the Radio Regulations;

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

2.6. meet the eligibility requirements 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 3000 gross tonnage or more.**

1. Every master and chief mate on a seagoing ship of 3000 gross tonnage or more shall hold a certificate.
2. Every candidate for certification shall:
  - 2.1. 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:
    - 2.1.1. for certification as chief mate, not less than 12 months; and
    - 2.1.2. 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.
  - 2.2. 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 3000 gross tonnage or more.

**Master and chief mate on ships of between 500 and 3000 gross tonnage.**

3. Every master and chief mate on a seagoing ship of between 500 and 3000 gross tonnage shall hold a certificate.
4. Every candidate for certification shall:
  - 4.1. 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;
  - 4.2. 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
  - 4.3. 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 3000 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 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 for service as master on ships of between 500 and 3000 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.
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:
  - 4.1. be not less than 18 years of age;
  - 4.2. have completed:
    - 4.2.1. special training, including an adequate period of appropriate seagoing service as required by this Regulation; or
    - 4.2.2. approved seagoing service in the deck department of not less than 36 months;
  - 4.3. meet the applicable requirements of the regulations in Chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulations;
  - 4.4. 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
  - 4.5. meet the eligibility requirements 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.
6. Every candidate for certification as master on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall:
  - 6.1. be not less than 20 years of age;
  - 6.2. have approved seagoing service of not less than 12 months as officer in charge of a navigational watch;
  - 6.3. 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
  - 6.4. meet the eligibility requirements 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:
  - 2.1. be not less than 16 years of age;
  - 2.2. have completed:
    - 2.2.1. approved seagoing service including not less than six months training and experience; or
    - 2.2.2. special training, either pre-sea or on board ship, including an approved period of seagoing service which shall not be less than two months.
  - 2.3. meet the eligibility requirements specified in Section A-II/4 of the STCW Code.
3. The seagoing service, training and experience required by points 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:
  - 2.1. be not less than 18 years of age;
  - 2.2. meet the requirements for certification as a rating forming part of a navigational watch;
  - 2.3. while qualified to serve as a rating forming part of a navigational watch, have approved seagoing service in the deck department of:
    - 2.3.1. not less than 18 months; or
    - 2.3.2. not less than 12 months and have completed approved training.
  - 2.4. meet the eligibility requirements specified in Section A-II/5 of the STCW Code.
3. The Icelandic Transport Authority 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. Seafarers may be considered 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 the present Regulation.

## 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:
  - 2.1. be not less than 18 years of age;
  - 2.2. have completed combined workshop skill training and an approved seagoing service of not less than 12 months as part of an approved training programme which includes onboard training which 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 skill training and an approved seagoing service of not less than 36 months of which not less than 30 months will be seagoing service in the engine department;
  - 2.3. 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;
  - 2.4. have completed approved education and training and meet the standard of competence specified in Section A-III/1 of the STCW Code; and
  - 2.5. meet the standards 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 3000 kW propulsion power or more**

1. Every chief engineer officer and second engineer officer on a seagoing ship powered by main propulsion machinery of 3000 kW propulsion power or more shall hold a certificate of competency.
2. Every candidate for certification shall:
  - 2.1. 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:
    - 2.1.1. for certification as a second engineer officer, not less than 12 months as qualified engineer officer; and
    - 2.1.2. for certification as chief engineer officer, 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
  - 2.2. 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 3000 kW propulsion power**

1. Every chief engineer officer and second engineer officer on a seagoing ship powered by main propulsion machinery of between 750 and 3000 kW propulsion power shall hold a certificate of competency.
2. Every candidate for certification shall:
  - 2.1. meet the requirements for certification as an officer in charge of an engineering watch and:
    - 2.1.1. for certification as second engineer officer, shall have not less than 12 months approved seagoing service as assistant engineer officer or engineer officer; and
    - 2.1.2. for certification as chief engineer officer, shall have not less than 24 months approved seagoing service of which not less than 12 months shall be served while qualified to serve as second engineer officer.
  - 2.2. 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 3000 kW propulsion power or more, may serve as chief engineer officer on ships powered by main propulsion machinery of less than 3000 kW propulsion power, provided that 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:

2.1. be not less than 16 years of age;

2.2. have completed:

2.2.1. approved seagoing service including not less than six months training and experience; or

2.2.2. special training, either pre-sea or on board ship, including an approved period of seagoing service which shall not be less than two months.

2.3. meet the eligibility requirements specified in Section A-III/4 of the STCW Code.

3. The seagoing service, training and experience required by points 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:

2.1. be not less than 18 years of age;

2.2. 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;

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

2.3.1. not less than 12 months; or

2.3.2. not less than six months and have completed approved training.

2.4. meet the eligibility requirements specified in Section A-III/5 of the STCW Code.

3. The Icelandic Transport Authority shall compare the standards 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 Icelandic Transport Authority 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.

#### ***Regulation III/6***

##### **Mandatory minimum requirements for certification of electro-technical officer**

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:

2.1. be not less than 18 years of age;

2.2. have completed not less than 12 months of combined workshop skills training and approved seagoing service of which not less than six months will 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 will be seagoing service in the engine department;

- 2.3. have completed approved education and training and meet the standard of competence specified in Section A-III/6 of the STCW Code; and
  - 2.4. meet the standards 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. The Icelandic Transport Authority shall compare the standards 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, if any, for requiring those personnel to update their qualifications.
4. Seafarers may be considered by the Icelandic Transport Authority 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 Directive and meet the standard of competence specified in Section A-III/6 of the STCW Code.
5. Notwithstanding the above requirements of paragraphs 1 to 4, a suitably qualified person may be considered by the Icelandic Transport Authority to be able to perform certain functions of Section A-III/6.

#### ***Regulation III/7***

##### **Mandatory minimum requirements for certification of electro-technical rating**

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:
  - 2.1. be not less than 18 years of age;
  - 2.2. have completed approved seagoing service including not less than 12 months training and experience; or
  - 2.3. have completed approved training, including an approved period of seagoing service which shall not be less than six months; or
  - 2.4. have qualifications that meet the technical competences in table A-III/7 of the STCW Code and an approved period of seagoing service, which shall not be less than three months; and
  - 2.5. meet the eligibility requirements specified in Section A-III/7 of the STCW Code.
3. The Icelandic Transport Authority shall compare the standards of competence which it required of electro-technical ratings 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 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 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 able to perform certain functions of Section A-III/7.

### **CHAPTER IV**

#### **Radio communications and radio personnel**

##### ***Explanatory note***

Mandatory provisions relating to radio watchkeeping are set forth in the Radio Regulations and in the SOLAS 74 Convention, as amended. Provisions for radio maintenance are set forth in the SOLAS 74 Convention, as amended, and the guidelines adopted by the International Maritime Organisation.

##### ***Regulation IV/1***

##### **Application**

1. Except as provided in point 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 SOLAS 74, as amended.
2. Radio operators on ships not required to comply with the provisions of the GMDSS in Chapter IV of the SOLAS 74 are not required to meet the provisions of this chapter. Radio operators on these ships are, nevertheless, required to comply with the Radio Regulations. It shall be ensured that the appropriate certificates as prescribed by the Radio Regulations are issued to or recognised 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 recognised by the Member State 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 SOLAS 74 Convention, as amended, to have a radio installation shall:
  - 2.1. be not less than 18 years of age; and
  - 2.2. 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:
  - 2.1. at least three months of approved seagoing service on oil or chemical tankers and meet the standard of competence specified in Section A-V/1-1, paragraph 1 of the STCW Code; or
  - 2.2. an approved basic training for oil and chemical tanker cargo operations and 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:
  - 4.1. meet the requirements for certification in basic training for oil and chemical tanker cargo operations; and
  - 4.2. while qualified for certification in basic training for oil and chemical tanker cargo operations:
    - 4.2.1. have at least three months of approved seagoing service on oil tankers; or
    - 4.2.2. have at least one month of approved onboard training on oil tankers in a supernumerary capacity which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in Section B-V/1 of the STCW Code.
  - 4.3. 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:
  - 6.1. meet the requirements for certification in basic training for oil and chemical tanker cargo operations; and
  - 6.2. while qualified for certification in basic training for oil and chemical tanker cargo operations have:
    - 6.2.1. at least three months of approved seagoing service on chemical tankers; or
    - 6.2.2. 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 of the STCW Code.
  - 6.3. have completed approved advanced training for chemical tanker cargo operations and meet the standard of competence specified in Section A-V/1-1, paragraph 3 of the STCW Code.
7. The Icelandic Transport Authority issues a certificate of proficiency to seafarers satisfying the training requirements in accordance with paragraphs 2, 4 or 6, as applicable. The Icelandic Transport Authority endorses certificates of competency or certificates of proficiency issued in accordance with paragraphs 2, 4 or 6.

#### *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:
  - 2.1. 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
  - 2.2. 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:
  - 4.1. meet the requirements for certification in basic training for liquefied gas tanker cargo operations; and
  - 4.2. while qualified for certification in basic training for liquefied gas tanker cargo operations have:
    - 4.2.1. at least three months of approved seagoing service on liquefied gas tankers; or
    - 4.2.2. 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 of the STCW Code; and
  - 4.3. have completed approved advanced training for liquefied gas tankers cargo operations and meet the standard of competence specified in Section A-V/1-2, paragraph 2 of the STCW Code.
5. The Icelandic Transport Authority shall ensure that the certificate issued is the certificate for seafarers who are qualified in accordance with paragraph 2 or 4, as appropriate, or that the certificate of competency or certificate of proficiency, which already exists, is appropriately endorsed.

**Regulation V/2**

**Mandatory minimum requirements for the education and training 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. The Icelandic Transport Authority may derogate from the provisions of this regulation with regard to personnel serving on board 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 capacities, duties and responsibilities.
3. The seafarers required to be trained in accordance with paragraphs 4, 6 and 7 below shall attend appropriate refresher training courses at least every 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 and other seafarers designated on muster lists to 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 and other seafarers 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. Maritime training institutes authorized by the Icelandic Transport Authority, issue appropriate certificates to those who have demonstratively completed appropriate training, in accordance with the provisions of this regulation.

## **Chapter VI**

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

#### ***Regulation VI/1***

##### **Mandatory minimum requirements for safety familiarisation, basic training and instruction for all seafarers**

1. Seafarers shall receive familiarisation 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 familiarisation training, basic training or instruction in accordance with Section A-VI/1 in the STCW Code 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 in accordance with Section A-VI/1 in the STCW Code.

#### ***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:

- 1.1. be not less than 18 years of age;
- 1.2. 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,
- 1.3. meet the standard of competence for qualification certificates 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:

- 2.1. hold a certificate of proficiency in survival craft and rescue boats other than fast rescue boats;
- 2.2. have attended an approved training course; and
- 2.3. meet the standard of competence for qualification certificates 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 firefighting**

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

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

#### ***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, 2 and 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, 5 and 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:
  - 1.1. have approved seagoing service of not less than 12 months or appropriate seagoing service and knowledge of ship operations; and
  - 1.2. 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. Every person found qualified under the provisions of this regulation is issued with a certificate of proficiency.

Regulation VI/6

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

1. Seafarers shall receive security-related familiarisation 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. The security-related training or instruction the certificate requires of seafarers who hold or can document qualifications before the entry into force of this regulation, shall be compared 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. The Icelandic Transport Authority 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, the Icelandic Transport Authority may elect to issue or authorise the issue of certificates other than those mentioned in the regulations of those chapters, provided that:
  - 1.1. 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;
  - 1.2. the candidates have completed approved education and training and meet the qualifications, 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 on the certificates and in the endorsements;
  - 1.3. 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;
  - 1.4. 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;
  - 1.5. the certificates are issued in accordance with the requirements of Article 5 of this Regulation and the provisions set forth in Chapter VII of the STCW Code.
2. No certificate shall be issued under this chapter unless the Icelandic Transport Authority has communicated the information required by the STCW Convention to the EFTA Surveillance Authority.

***Regulation VII/2***

**Certification of seafarers**

Every seafarer who performs any function or group of functions specified:

- a) in tables A-II/1, A-II/2, A-II/3, A-II/4 or A-II/5 of Chapter II or
- b) in tables A-III/1, III-A/2, A-III/3, A-III/4 or A-III/5 of Chapter III of the STCW Code, or
- c) in table 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. If the Icelandic Transport Authority elects to issue or authorise the issue of alternative certificates it shall ensure that the following principles are observed:
  - 1.1. 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
  - 1.2. 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:
  - 2.1. 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 organisation; and
  - 2.2. 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:
  - 3.1. the issue of alternative certificates shall not be used in itself:
    - 3.1.1. to reduce the number of crew on board;
    - 3.1.2. to lower the integrity of the profession or “deskill” seafarers; or
    - 3.1.3. 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
  - 3.2. 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 points 1 and 2 of this regulation shall ensure that the competency of both deck and engineer officers is maintained.

## ANNEX II

### PART A

#### Requirements regarding sight, hearing and other medical fitness requirements

1. In accordance with the provisions of Article 8 of this Regulation, seafarers shall fulfil the minimum standards set out in table A-I on sight while working on board seagoing vessels and take into account the criteria for physical and medical fitness set out in paragraph 2. Also, the guidance set out in Part B of this Annex shall be taken into account and table B-I on evaluating minimum physical and medical fitness.

These standards may, to the extent determined by the Icelandic Transport Authority 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. 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. Seafarers shall meet the following conditions:

- a) 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, of the STCW Code,
- b) demonstrate adequate hearing and speech to communicate effectively and detect any audible alarms,
- c) 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,
- d) 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
- e) are not taking any medication that has side effects that will impair judgement, 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 recognized, appropriately qualified and experienced medical practitioners.

4. The Icelandic Transport Authority sets the procedures and processes for the approval of medical practitioners. The Authority keeps a list of approved medical practitioners and makes it available to other parties to the STCW Convention, companies and seafarers on request.

5. The Icelandic Transport Authority shall issue guidelines on the implementation of medical examinations and the issue of medical certificates, taking into account the provisions of Part B of this Annex. The Icelandic Transport Authority determines the amount of discretion given to recognized medical practitioners on the application of the medical standards, bearing in mind the different duties of seafarers. However, 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 of this Annex for seafarers in the deck department required to undertake look-out duties.

The Icelandic Transport Authority 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 of this Annex.

6. The Icelandic Transport Authority 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 provisions for appeal.

7. The health certificate provided for in Article 8 of this Regulation shall contain the following information as a minimum:

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

**2 Seafarer information.**

- 2.1. Name: (First, middle, last).
- 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 set out in this Annex? Y/N
- 3.3. Unaided hearing satisfactory? Y/N
- 3.4. Visual acuity meets the standards set out in this Annex? Y/N



3.5. Colour vision<sup>(1)</sup> meets the standards set out in this Annex? 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 “Y”, 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 recognized medical practitioner.

**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 this Annex.

8. Medical certificates shall be in Icelandic with English translation.

9. Tests may also be applied for the discernment of side lights (“lantern tests”); special mention of this shall be made on the ophthalmological certificate.

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(<sup>1</sup>) Note: Colour vision assessment only needs to be conducted every six years.

**Table A-I**

**Minimum in-service eyesight standards for seafarers**

Regulation in STCW Convention	Category of seafarer	Distance vision Aided <sup>1)</sup>		Near/immediate vision	Colour vision <sup>3)</sup>	Visual fields <sup>4)</sup>	Night blindness <sup>4)</sup>	Diplopia ( <i>double vision</i> ) <sup>4)</sup>
		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 <sup>2)</sup>	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 <sup>5)</sup>	0.4 <sup>5)</sup>	Vision required to read instruments in close proximity, to operate equipment, and to identify systems/ components as necessary	See note 7	Normal 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	Normal Visual fields	Vision required to perform all necessary functions in darkness without compromise	No significant condition evident

**Notes:**

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

## PART B

### Guidance regarding medical standards

#### Medical examination and certification

1. In establishing seafarer medical fitness standards and provisions, parties should take into account the minimum physical abilities set out in table B-I and the guidance given within this section, bearing in mind the different duties of seafarers.
2. The Icelandic Transport Authority, 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. The Icelandic Transport Authority 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. The Icelandic Transport Authority has the discretionary authority to grant a variance or waiver of any of the standards set out in table B-I 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 criteria 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 <sup>(2)</sup>.
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 shall 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.

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<sup>(2)</sup> Value given in Snellen decimal notation.

**Table B-I**

**Assessment of minimum entry level and in-service physical abilities for seafarers<sup>3)</sup>**

Shipboard task, function, event or condition <sup>3)</sup>	Related physical ability	A medical examiner should be satisfied that the candidate <sup>4)</sup>
Routine movement around vessel: - on moving deck - between levels - between compartments  Note 1) applies to this row	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 a defined impairment or disease that prevents certain movements and physical activities Is, without assistance <sup>5)</sup> , able to: - climb vertical ladders and stairways - step over high sills - manipulate door closing systems
Routine tasks on board: - 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  Note 1) applies to this row	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 regulation II-1/3-6.5.1 requires openings in cargo spaces and emergency escapes to have the minimum dimensions of 600 mm × 600 mm) Visually distinguish objects, shapes and signals Hear warnings and instructions Give a clear spoken description	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: - 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 guideline - hold normal conversation
Emergency duties on board: <sup>6)</sup> - Escape - Fire-fighting - Evacuation  Note 2) applies to this row	Don a lifejacket or immersion suit Escape from smoke-filled spaces Take part in fire-fighting duties, including use of breathing apparatus Take part in vessel evacuation procedures	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  Has ability to: - don a 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 in the table above describe:
  - a) ordinary shipboard tasks, functions, events and conditions,
  - b) corresponding physical abilities which may be considered necessary for the safety of a seafarer, other crew members of the vessel, and
  - c) basic 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 in the above table describes:
  - a) ordinary shipboard tasks, functions, events and conditions,
  - b) corresponding physical abilities that should be considered necessary for the safety of a seafarer, other crew members and the vessel and
  - c) basic 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.

## ANNEX III

### Requirements for the issue of a certificate of competency as skipper of a ship 24 m or less in length engaged on coastal voyages

In order to be issued a certificate of competency as skipper of a ship of less than 24 m in length engaged on coastal voyages, the Authority may derogate from the provisions in section II/3 of Annex I, provided that the conditions set out in Table I are met.

**Table I**

#### Certificates of Competency and Certificates of Proficiency of seafarers on deck

The following certificates of competency for service in the deck department pursuant to Annex I of Chapter II shall be issued subject to all applicable requirements on education and training, age, medical fitness, vision and hearing:

Level:	Edu- cation/ (grade):	STCW Regulatio n:	Limitations:	Age:	Seagoing service:	Radio operator's Certificate <sup>1)</sup>	Standard of competence pursuant to Part A of the STCW Code
<b>Management level</b>							
Skipper		II/3(65)	< 65 GT on near-coastal voyages in Iceland			ROC	
Master	A	II/3(24)	< 24 m on near-coastal voyages in Iceland	20	10)	ROC	(Curriculum A-study) <sup>2)</sup>
Master	B/(1.)	II/3	< 500 GT on near-coastal voyages <sup>3)</sup>	20	1)	ROC	A-II/3
Chief mate	C/(2.)	II/2	500 - 3000 GT	20	2)	GOC	A-II/2
Master	C/(2.)	II/2	500 - 3000 GT	20	3)	GOC	A-II/2
Chief mate	D/(3.)	II/2	None	20	4)	GOC	A-II/2
Master	D/(3.)	II/2	None	20	5)	GOC	A-II/2
<b>Operational level:</b>							
Master			< 12 m	18	12)	ROC	S-study curriculum <sup>4)</sup>
Deck officer		II/3(65)	< 65 GT on near-coastal voyages in Iceland			ROC	
Deck officer	A	II/3(24)	< 24 m on near-coastal voyages in Iceland	18	10)	ROC	(Curriculum A-study) <sup>2)</sup>
Chief mate/ deck officer	B/(1.)	II/3	< 500 GT on near-coastal voyages <sup>3)</sup>	18	6)	ROC	A-II/3
Officer in charge of a navigational watch	C/(2.)	II/1	None	18	7)	GOC	A-II/1
<b>Support level:</b>							
Rating forming part of a navigational watch	Training course	II/4	On minimum age, see Article 8 of the Seamen's Act No. 35/1985, as amended	16	8)		A-II/4
Rating as able seafarer deck	Training course	II/5	None	18	9)		A-II/5

1) GOC – General Operator's Certificate / ROC – Restricted Operator's Certificate.

2) Announcement No. 668/2009 on the entry into force of the National Curriculum Guide, skippers' examination A (<24 m).

3) 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 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 for service as master on ships of between 500 and 3000 gross tonnage.

4) Announcement No. 668/2009 on the entry into force of the National Curriculum Guide, skippers' examination S (Small-vessel education <12 m).

#### Seagoing service:

- 1) Master of ship engaged in near-coastal voyages < 500 GT: Have approved seagoing service of not less than 12 months, in the capacity of the officer in charge of the navigational watch, watchkeeping officer (II/1 or II/3) on board a ship of 100 gross tonnage or more.

- 2) Chief mate on ships of 500 - 2999 GT: Have at least 12 months of approved seagoing service as officer in charge of the navigational watch on a seagoing ship of 500 GT or more, after having met the requirements for certification as officer in charge of the navigational watch (II/1).
- 3) Master of a vessel of 500 – 2999 GT: Have at least 36 months of approved seagoing service as officer in charge of the navigational watch on a seagoing ship of 500 GT or more, after having met the requirements for certification as officer in charge of the navigational watch (II/1). Approved seagoing service 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.
- 4) Chief mate, limitations none: Have at least 12 months of approved seagoing service as officer in charge of the navigational watch on a seagoing ship of 500 GT or more, after having met the requirements for certification as officer in charge of the navigational watch (II/1).
- 5) Master, limitations none: Have approved seagoing service of not less than 36 months approved seagoing service as officer in charge of the navigational watch (II/1). 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. Have at least 36 months of approved seagoing service as officer in charge of the navigational watch on a seagoing ship of 500 GT or more, after having met the requirements for certification as officer in charge of the navigational watch (II/1). Approved seagoing service 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.
- 6) Chief mate/mate on near-coastal voyages < 500 GT. Have approved seagoing service:
  - a) of not less than 12 months as part of an approved training program which includes on board training, under the supervision of an instructor, that meets the requirements of section A-II/1 of the STCW Code and that the training and seagoing service is documented in an approved training record book, or otherwise
  - b) of at least 36 months, provided that 12 months of these 36 months have been served on a ship of 500 GT or more.
- 7) Officer of the navigational watch. Have approved seagoing service:
  - a) of not less than 12 months as part of an approved training program which includes on board training, under the supervision of an instructor, that meets the requirements of section A-II/1 of the STCW Code and that the training and seagoing service is documented in an approved training record book, or otherwise
  - b) of at least 36 months, provided that 12 months of these 36 months have been served on a ship of 500 GT or more.

Have during the specific seagoing service period served on the navigational watch for at least six months under the supervision of the master or officer in charge of the navigational watch on ships of 500 GT or more. The candidate must be able to provide proof of watchkeeping experience on the bridge by submitting a sea service book or training record book.
- 8) Rating forming part of a navigational watch:
  - a) have completed approved seagoing service of at least six months of training and experience on a ship of 500 GT or more documented in an approved training record book, or
  - b) have completed special approved training, either ashore or on board ship, as well as approved seagoing service which shall not be less than 2 months under the supervision of an officer at the management level.

The seagoing service, training and experience required shall be associated with navigational watchkeeping, and includes the performance of duties carried out under the direct supervision of the master or a certified and qualified officer in charge of the navigational watch.
- 9) Able seafarer deck. Have approved seagoing service in the deck department of a ship after having fulfilled the requirements for certification as rating forming part of a navigational watch, as a minimum:
  - a) 18 months, including at least 6 months on a ship of 500 GT or more, or
  - b) 12 months after completing a special approved training recognized in a special training record book.
- 10) Master/mate on a ship < 24 m on near-coastal voyages: Have completed 18 months of seagoing service. The candidate shall be the holder of a radio operator's certificate GMDSS/ROC.

*Requirements for the issue of a certificate of competency as chief engineer officer on a ship engaged on near-coastal voyages of 24 m in length or less and with propulsion power of less than 750 kW. (Certificate: Engine attendant (VVY)).*

In order to be issued a certificate of competency to serve as chief engineer on a ship engaged on near-coastal voyages, 24 meters in length or less and with propulsion power of less than 750 kW, the applicant shall:

- a) be at least 18 years of age,
- b) have upon completion of engine attendance education pursuant to a regulation adopted by the Ministry of Education and Culture, or after having completed workshop skills training completed additional training, pursuant to the general curriculum for secondary schools (engineer training – small vessel with propulsion power <750 kW - engine attendant VVS).

Requirements for the issue of a certificate of competency as engine attendant on ships engaged on near-coastal voyages, 12 m in length or less and with propulsion power of less than 750 kW. (Certificate: Small-vessel engine attendant (SSV)).

In order to be issued a certificate of competency to serve as engine attendant on a ship engaged on near-coastal voyages, 12 meters in length or less and with propulsion power of less than 750 kW, the applicant shall:

- a) be at least 18 years of age,
- b) have upon completion of engine attendance education pursuant to the general curriculum for secondary schools (engineer training – small vessel, Annex I of the Marine engineers' training programme).

**Table II**

**Certificates of competency and Certificates of proficiency of seafarers in the engine department**

The following certificates of competency for service in the engine department pursuant to Annex I of Chapter III shall be issued subject to all applicable requirements on education and training, age, medical fitness, vision and hearing:

Level:	Education (grade in marine engineering school)	STCW Regulation	Limitations:	Age:	Seagoing service:	Standard of competence Part A of the STCW Code
<b>Management level</b>						
Chief engineer	VVY		< 750 kW <24 m Near-coastal voyages	18	11)	Courses and credits
Chief engineer	A/(2.)		< 750 kW Near-coastal voyages	18	10)	(A-study)
Second engineer officer	C/(3.)	III/3	750 kW	18	1)	A-III/3
Chief engineer	C/(3.)	III/3	750 kW	20	2)	A-III/3
Chief engineer officer	D/(4.)	III/2	None	20	3)	A-III/2
Chief engineer	D/(4.)	III/2	None	20	4)	A-III/2
<b>Operational level:</b>						
Engine attendant	VM(SSV)		< 750 kW < 12 m Near-coastal voyages	18	12)	Training course
Officer in charge of an engineering watch	C/(3.)	III/1	None	18	5)	A-III/1
Electro-technical officer	Technical and vocational training	III/6	None	18	6)	A-III/6
<b>Support level:</b>						
Rating forming part of an engine-room watch	Training course	III/4	On minimum age, see Article 8 of the Seamen's Act No. 35/1985, as amended	16	7)	A-III/4
Able seafarer engine	Training course	III/5		18	8)	A-III/5
Electro-technical rating	course/evaluation of experience with shipboard electricity	III/7	None	18	9)	A-III/7

**Seagoing service:**

- 1) Second engineer 750–2999 kW: Have at least 12 months of approved seagoing service as officer in charge of the engineering watch on a seagoing ship with engine power of 750 kW or more, after having met the requirements for certification as officer in charge of the engineering watch (III/1).
- 2) Chief engineer 750–2999 kW: Have at least 24 months of approved seagoing service as officer in charge of the engineering watch on a seagoing ship with engine power of 750 kW or more, after having met the requirements for certification as officer in charge of the engineering watch (III/1).
- 3) Second engineer, limitations none: Have at least 12 months of approved seagoing service as officer in charge of the engineering watch on a seagoing ship with engine power of 750 kW or more, after having met the requirements for certification as officer in charge of the engineering watch (III/1).

- 4) Chief engineer, limitations none: Have at least 36 months of approved seagoing service as officer in charge of the engineering watch on a seagoing ship with engine power of 750 kW or more, after having met the requirements for certification as officer in charge of the engineering watch (III/1). This approved service 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.
- 5) The officer in charge of an engineering watch shall have completed:
  - a) combined workshop skill training and an approved seagoing service of not less than 12 months as part of an approved training programme which includes onboard training which meets the requirements of Section A-III/1 of the STCW Code and is documented in an approved training record book including on board training and meets the requirements of section A-III/1 of the STCW Code and is documented in an approved training record book, or
  - b) 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. Approved workshop skills training shall be considered to be education and workshop skills programme in a recognized metalworking trade or education and workshop skills programme in an electrical trade. Such education shall be considered equivalent to up to 18 months of seagoing service upon presentation of documents confirming that the workshop skills programme has been completed with satisfactory results, and
  - c) at least 6 months of seagoing service under the guidance of engineer or 6 months seagoing service as engineer officer which may be part of a required seagoing service pursuant to paragraph a or b.
- 6) Electro-technical officer shall have completed:
  - a) combined workshop skills training and approved seagoing service of not less than 12 months as part of an approved training program, which includes onboard training under the supervision of an instructor, that meets the requirements of section A-III/6 of the STCW Code and that the training and seagoing service is documented in an approved training record book, or otherwise
  - b) at least 36 months combined approved vocational training and approved seagoing service, of which at least 30 months will be seagoing service as engineer officer, but at least 24 months if the candidate has served as second engineer officer for at least 12 months of such seagoing service. Approved workshop skills training shall be considered to be education in an electrical trade. Such education shall be considered equivalent to up to 18 months of work upon presentation of documents confirming that the workshop skills programme has been completed with satisfactory results.<sup>(3)</sup>
- 7) Rating forming part of an engine-room watch:
  - a) have completed approved seagoing service of at least six months of training and experience on a ship of 750 kW or more, or
  - b) have completed special approved training, either ashore or on board ship, as well as approved seagoing service which shall not be less than two months under the supervision of an officer at the management level.
- 8) Able seafarer engine:
 

Have approved seagoing service as marine engineer after having fulfilled the requirements for certification as rating forming part of an engineering watch, as a minimum:

  - a) 12 months, including at least 6 months on ships with propulsion power of 750 kW and more or
  - b) 6 months after completing a special approved training recognized in a special training record book.

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 for at least 12 months or at least 6 months and have completed approved training.
- 9) Electro-technical rating: Have completed approved seagoing service including not less than 12 months training and experience or have completed approved training, including at least 6 months of approved seagoing service or have qualifications that meet the requirements for technical competence specified in Table A-III/7 of the STCW Code and at least 3 months of approved seagoing service.
- 10) Chief engineer < 750 kW: Have completed 9 months of approved seagoing service as an engineer, engine attendant or a rating forming part of an engine-room watch.
- 11) Chief engineer < 750 kW <24 m: Have upon completion of a small-vessel engine attendant course completed the course RAF103 and two of the following three courses: RAF253, VST204 and KÆL122 defined in the curriculum, upon completion of 4 months of seagoing service as an engine attendant. Similar courses may be evaluated as equivalent.
- 12) Engine attendant: Upon completion of an approved course.

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<sup>(3)</sup> Seafarers may be considered by the Icelandic Transport Authority to have met the requirements of regulation III/6 for electro-technical officers 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 and meet the standard of competence specified in Section A-III/6 of the STCW Code.



## ANNEX IV

### CHAPTER I CERTIFICATES

Crew members of ships shall be holders of Certificates of Competency as specified in the following tables, cf. paragraphs 4 and 5 of Article 21 of this Regulation on the minimum safe manning of ships.

#### 1. Deck department

Deck officers and ratings of passenger vessels and cargo ships shall hold the following Certificates of Competency according to size and area of operation of the ship and the number of deck officers specified in the ship's safe manning document:

Ship size	Master	Chief mate	Watchkeeping officer	Rating
< 65 GT Near-coastal voyages	Skipper STCW II/3 (65)		Watchkeeping officer STCW II/3 (65)	
< 24 m Near-coastal voyages	Skipper STCW II/3 (24)		Watchkeeping officer STCW II/3 (24)	
< 500 GT Near-coastal voyages	Master STCW II/3	Chief mate STCW II/3	Watchkeeping officer STCW II/3	
< 500 GT	Master STCW II/3	Chief mate STCW II/3	Watchkeeping officer STCW II/3	
< 3000 GT	Master STCW II/2	Chief mate STCW II/2	Watchkeeping officer STCW II/1	Bridge rating STCW II/4
No limitations	Master STCW II/2	Chief mate STCW II/2	Watchkeeping officer STCW II/1	Bridge rating STCW II/4

#### 2. Engine department

Engine officers and ratings shall hold the following Certificates of Competency according to the ship's engine power and the number of engineer officers and ratings specified in the ship's safe manning document:

Engine power	Chief engineer	Second engineer	Engineer officer	Engine room rating
< 750 kW < 12 m Near-coastal voyages	Chief engineer VVS			
< 750 kW < 24 m Near-coastal voyages	Chief engineer VVY			
< 750 kW Near-coastal voyages	Chief engineer VS III		Engineer officer	
< 3000 kW Near-coastal voyages	Chief engineer STCW III/3	Second engineer STCW III/3	Engineer officer STCW III/1	
< 3000 kW	Chief engineer STCW III/3	Second engineer STCW III/3	Engineer officer STCW III/1	Engine room rating STCW III/4
No limitations	Chief engineer STCW III/2	Second engineer STCW III/3	Engineer officer STCW III/1	Engine room rating STCW III/4

## CHAPTER II

### Guidelines for the application of principles of minimum safe manning

#### 1. Introduction

1.1 These guidelines shall be used in applying the principles of minimum safe manning set out in section 3 of this Chapter to ensure the safe operation of ships to which article III of the 1978 STCW Convention, as amended, applies, and the security of ships to which chapter XI-2 of the 1974 SOLAS Convention, as amended, applies, and for the protection of the marine environment

1.2 The Icelandic Transport Authority may retain or adopt arrangements which differ from the provisions recommended in this Annex and which are especially adapted to technical developments and to special types of ships and trades. The Icelandic Transport Authority shall at all times, however, satisfy itself that the detailed manning arrangements ensure a degree of safety at least equivalent to that established by these guidelines.

#### 2. Objective

2.1 The objectives of these guidelines are to ensure that a ship is sufficiently, effectively and efficiently manned to provide safety and security of the ship, safe navigation and operations at sea, safe operations in port, prevention of human injury or loss of life, the avoidance of damage to the marine environment and to property, and to ensure the welfare and health of seafarers through the avoidance of fatigue. These objectives shall be reached through the following:

1. adoption of a goal-based approach,
2. adoption of standard procedures for effective implementation, and
3. effective enforcement.

#### 3. Principles of minimum safe manning

3.1. The following principles shall be observed in determining the minimum safe manning of a ship:

1. the capability to:

1. maintain safe navigational, port, engineering and radio watches in accordance with regulation VIII/2 of the 1978 STCW Convention, as amended, and also maintain general surveillance of the ship,
2. moor and unmoor the ship safely,
3. manage the safety functions of the ship when employed in a stationary or near-stationary mode at sea,
4. perform operations, as appropriate, for the prevention of damage to the marine environment,
5. maintain the safety arrangements and the cleanliness of all accessible spaces to minimize the risk of fire,
6. provide for medical care on board ship,
7. ensure safe carriage of cargo during transit,
8. inspect and maintain, as appropriate, the structural integrity of the ship,
9. operate in accordance with the approved Ship's Security Plan.

2. the ability to:

1. operate all watertight closing arrangements and maintain them in effective condition, and also deploy a competent damage control party,
2. operate all onboard fire-fighting and emergency equipment and life-saving appliances, carry out such maintenance of this equipment as is required to be done at sea, and muster and disembark all persons on board; and
3. operate the main propulsion and auxiliary machinery including pollution prevention equipment and maintain them in a safe condition to enable the ship to overcome the foreseeable perils of the voyage.

3.2. The following onboard functions, when applicable, should also be taken into account:

1. ongoing training requirements for all personnel, including the operation and use of fire-fighting and emergency equipment, life-saving appliances and watertight closing arrangements,
2. specialized training requirements for particular types of ships and in instances where crew members are engaged in shipboard tasks that cross departmental boundaries,
3. provision of proper food and drinking water,
4. need to undertake emergency duties and responsibilities; and

5. need to provide training opportunities for entrant seafarers to allow them to gain the training and experience needed.

### **CHAPTER III**

#### **Guidelines for determination of minimum safe manning**

- 1.1 The minimum safe manning level of a ship should be established taking into account all relevant factors, amongst the following:
  1. size and type of ship,
  2. number, size and type of main propulsion units and auxiliaries,
  3. level of ship automation,
  4. construction and equipment of the ship,
  5. method of maintenance used,
  6. cargo to be carried,
  7. frequency of port calls, length and nature of voyages to be undertaken,
  8. trading area(s), waters and operations in which the ship is involved,
  9. extent to which training activities are conducted on board,
  10. degree of shoreside support provided to the ship by the company,
  11. applicable work hour limits and/or rest requirements, and
  12. the provisions of the approved Ship's Security Plan.
  
- 1.2 The determination of the minimum safe manning of a ship should be based on performance of the functions at the appropriate level(s) of responsibility, as specified in the STCW Code, which include the following:
  1. navigation, comprising the tasks, duties and responsibilities required to:
    1. plan and conduct safe navigation,
    2. maintain a safe navigational watch in accordance with the requirements of the STCW Code,
    3. manoeuvre and handle the ship in all conditions; and
    4. moor and unmoor the ship safely.
  
  2. cargo handling and stowage, comprising the tasks, duties and responsibilities required to plan, monitor and ensure safe loading, stowage, securing, care during the voyage and unloading of cargo to be carried on the ship.
  
  3. operation of the ship and care for persons on board, comprising the tasks, duties and responsibilities required to:
    1. maintain the safety and security of all persons on board and keep life-saving, fire-fighting and other safety systems in operational condition,
    2. operate and maintain all watertight closing arrangements,
    3. perform operations, as appropriate, to muster and disembark all persons on board,
    4. perform operations, as appropriate, to ensure protection of the marine environment,
    5. provide for medical care on board the ship; and
    6. undertake administrative tasks required for the safe operation and the security of the ship.
  
  4. marine engineering, comprising the tasks, duties and responsibilities required to:
    1. operate and monitor the ship's main propulsion and auxiliary machinery and evaluate the performance of such machinery,
    2. maintain a safe engineering watch in accordance with the requirements of the STCW Code,
    3. manage and perform fuel and ballast operations; and
    4. maintain safety of the ship's engine equipment, systems and services.
  
  5. electrical, electronic and control engineering, comprising the tasks, duties and responsibilities required to:

1. operate the ship's electrical and electronic equipment; and
  2. maintain the safety of the ship's electrical and electronic systems.
6. radio communications, comprising the tasks, duties and responsibilities required to:
1. transmit and receive information using the radio equipment of the ship,
  2. maintain a safe radio watch in accordance with the requirements of the ITU Radio Regulations and the 1974 SOLAS Convention, as amended; and
  3. provide radio services in emergencies.
7. maintenance and repair, comprising the tasks, duties and responsibilities required to carry out maintenance and repair work to the ship and its machinery, equipment and systems, as appropriate to the method of maintenance and repair used.
- 1.3 In addition to the factors and functions in paragraphs 1.1 and 1.2, the determination of the minimum safe manning should also take into account:
1. the management of the safety, security and protection of the environment functions of a ship at sea when not under way,
  2. except in ships of limited size, the provision of qualified deck officers to ensure that it is not necessary for the master to keep regular watches by adopting a three-watch system,
  3. except in ships of limited propulsion power or operating under provisions for unattended machinery spaces, the provision of qualified engineer officers to ensure that it is not necessary for the chief engineer to keep regular watches by adopting a three-watch system,
  4. the maintenance of applicable occupational health and hygiene criteria on board; and
  5. the provision of proper food and drinking water for all persons on board, as required.
- 1.4 In determining the minimum safe manning of a ship, consideration should also be given to:
1. the number of qualified and other personnel required to meet peak workload situations and conditions, with due regard to the number of hours of shipboard duties and rest periods assigned to seafarers; and
  2. the capability of the master and the ship's complement to coordinate the activities necessary for the safe operation and for the security of the ship and for the protection of the marine environment.

## **CHAPTER IV**

### **Responsibilities in the application of principles of minimum safe manning**

#### **1. Responsibilities of companies**

1.1 The Icelandic Transport Authority may require the company responsible for the operation of the ship to prepare and submit its proposal for the minimum safe manning of a ship in accordance with a form specified by the Authority.

1.2 In preparing a proposal for the minimum safe manning of a ship, the company should apply the regulations, recommendations and guidelines contained in this resolution and should be required to:

1. make an assessment of the tasks, duties and responsibilities of the ship's complement required for its safe operation, for its security, for protection of the marine environment, and for dealing with emergency situations,
2. ensure that fitness for duty provisions and record of hours are implemented,
3. make an assessment of numbers and grades/capacities in the ship's complement required for its safe operation, for its security, for protection of the marine environment, and for dealing with emergency situations,
4. prepare and submit to the Administration a proposal for the minimum safe manning based upon the assessment of the numbers and grades/capacities in the ship's complement required for its safe operation, for its security and for protection of the marine environment, justifying the proposal by explaining how the proposed ship's complement will deal with emergency situations, including the evacuation of passengers, where necessary,
5. ensure that the minimum safe manning is adequate at all times and in all respects, including meeting peak workload situations, conditions and requirements, and is in accordance with the principles contained in this Annex, and

6. prepare and submit to the Icelandic Transport Authority a new proposal for the minimum safe manning of a ship in the case of changes in trading area(s), construction, machinery, equipment, operation and maintenance or management of the ship, which may affect the safe manning.

## **2. Approval by the Icelandic Transport Authority**

2.1 A proposal for the minimum safe manning of a ship submitted by a company to the Icelandic Transport Authority should be evaluated by the Authority to ensure that:

1. the proposed ship's complement contains the number and grades/capacities of personnel to fulfil the tasks, duties and responsibilities required for the safe operation of the ship, for its security, for protection of the marine environment and for dealing with emergency situations, and
2. the master, officers and other members of the ship's complement are not required to work more hours than is safe in relation to the performance of their duties and the safety of the ship and that the requirements for work and rest hours, in accordance with applicable national regulations, can be complied with.

2.2 In applying such principles, the Icelandic Maritime Administrations shall take proper account of existing IMO, ILO, ITU and WHO instruments in force which deal with:

1. watchkeeping,
2. hours of rest,
3. safety management,
4. certification of seafarers,
5. training of seafarers,
6. occupational safety, health and hygiene,
7. crew accommodation and food,
8. security, and
9. radio communications.

2.3 The Icelandic Transport Authority shall require a company to amend a proposal for the minimum safe manning of a ship if, after evaluation of the original proposal submitted by the company, the Authority is unable to approve the proposed composition of the ship's complement.

2.4 The Icelandic Transport Authority shall only approve a proposal for the minimum safe manning of a ship and issue accordingly a minimum safe manning document if it is fully satisfied that the proposed ship's complement is established in accordance with the principles, recommendations and guidelines contained in this resolution, and is adequate in all respects for the safe operation and the security of the ship and for the protection of the marine environment.

2.5 The Icelandic Transport Authority may withdraw the minimum safe manning document of a ship if the company fails to submit a new proposal for the ship's minimum safe manning when changes in trading area(s), construction, machinery, equipment or operation and maintenance of the ship have taken place which affect the minimum safe manning.

2.6 The Icelandic Transport Authority shall review and may withdraw, as appropriate, the minimum safe manning document of a ship which persistently fails to be in compliance with rest hour requirements.

2.7 The Icelandic Transport Authority shall consider the circumstances very carefully before allowing a minimum safe manning document to contain provisions for less than three qualified officers in charge of a navigational watch, while taking into account all the principles for establishing safe manning.

## CHAPTER V

### Minimum safe manning document

- 1.1 The Minimum safe manning document shall comply with the model of the International Maritime Organisation (IMO).

## CHAPTER VI

### Framework for determining minimum safe manning

#### Preamble

The Icelandic Transport Authority shall observe these principles when determining minimum safe manning.

#### Steps for Determining Minimum Safe Manning

1. Submission from the company
  - 1.1 Submission of a proposal from the company for minimum safe manning defining the nature of the operation of the ship.
  - 1.2 Submission needs to take into account the requirements of chapter 2 and 3 in the context of the management of the safety, security and protection of the marine environment functions of a ship.
  - 1.3 The process outlined below should enable companies to achieve greater depth and insight into the interdependencies and interactions of operational elements that influence the amounts of crew member workload and, ultimately, the proposed minimum safe manning level.

#### Operational functions

1.4 Beginning this process requires the breakdown of the operational elements into functions. Chapter 2 provides guidance on the relevant functions that need to be considered, however, this list is not exclusive. Each function can then be broken down into a task list that includes the attributes listed below:

1. Duration: What is the time required to execute each task? Time in this case is measurement of total man hours versus the actual duration taken for task completion, since some tasks can be done in a shorter time by using multiple individuals.
2. Frequency: How often is the task performed? This can be categorized using some form of standard interval (i.e. hourly, daily, weekly, etc.).
3. Competence: What are the skills, training and qualifications needed to consistently perform the task properly?
4. Importance: What is the risk or consequence associated with improper performance?

#### Operational factors

1.5 Once a function is broken down into specific tasks and their attributes, it is then necessary to determine the specific personnel qualifications, operational policy and procedures, and infrastructure/technology necessary to perform each task. It is important to recognize that these elements may increase or decrease manning levels depending on availability and appropriate procedures and of specific capability enabling technology/automation.

#### Task capability

- 1.6 The information generated in defining the operational factors and functions shall be used to determine how many tasks can be executed by an individual under the possible range of operational conditions. Critical considerations, while conducting this step, are human element limitations and provisions relevant criteria and regulations. These include sleep and circadian requirements, physical and mental workload associated with each task, and exposure limits to shipboard environmental conditions such as noise, temperature and toxins.

#### Workload assessments

- 1.7 Once steps relating to operational functions, operational factors and task capability have been conducted, the information is then used to determine whether workload will not exceed the minimum hours of rest and/or work as provided in relevant national and international regulations. Considerations, while performing this step, include work period lengths, work schedule designs and whether a single crew member can execute the tasks set in a specific work period or work period(s) per work day.

## 2. Evaluation by the Icelandic Transport Authority

- 2.1 The Icelandic Transport Authority shall evaluate/approve the submission of the company against relevant national and international regulatory requirements and guidelines.
- 2.2 Having evaluated and approved the proposal the Authority shall issue a minimum safe manning document including special requirements and conditions.

### **3. Maintenance of minimum safe manning document**

- 3.1 A company shall advise the Authority of any changes that would affect the minimum safe manning document, and in such circumstances prepare and submit a new proposal taking into account Chapter 3 of this Annex.

### **4. Compliance monitoring**

- 4.1 The Icelandic Transport Authority shall periodically review the minimum safe manning arrangements.

## ANNEX V

### Information to be communicated to the EFTA Surveillance Authority for statistical purposes

1. Where reference is made in the Regulation to Annex V, the following information specified in Section A-I/2, paragraph 9 of the STCW Code for:

- a) all certificates of competency,
- b) endorsements attesting their issue, and
- c) all endorsements attesting the recognition of certificates of competency issued by other countries.

The information marked with an asterisk (\*) shall be provided in anonymised form as required by Article 23(3):  
Certificates of competency (CoC)/Endorsements attesting their issue (EaI):

- seafarer's unique identifier, if available (\*),
- seafarer's name (\*),
- seafarer's date of birth,
- seafarer's nationality,
- seafarer's gender,
- CoC endorsed number (\*),
- EaI number (\*),
- capacity(ies),
- date of issue or the most recent date of revalidation of the document,
- date of expiry,
- status of the certificate,
- limitations.

Endorsements attesting the recognition of certificates of competency issued by other countries (EaR):

- seafarer's name (\*),
- seafarer's date of birth,
- seafarer's nationality,
- seafarer's gender,
- country issuing the original CoC,
- original CoC number (\*),
- EaR number (\*),
- capacity(ies),
- date of issue or the most recent date of revalidation of the document,
- date of expiry,
- status of the endorsement,
- limitations.

2. The Icelandic Transport Authority may provide, on a voluntary basis, information on the certificates of proficiency (CoP) issued to ratings in accordance with Chapters II, III, and VII of the Annex to the STCW Convention, such as:

- seafarer's unique identifier, if available (\*),
- seafarer's name (\*),
- seafarer's date of birth,
- seafarer's nationality,
- seafarer's gender,
- CoP number (\*),
- capacity(ies),
- date of issue or date of the most recent revalidation of the document,
- date of expiry,
- status of the CoP.