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STCW.2/Circ.55
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**INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION
AND WATCHKEEPING FOR SEAFARERS (STCW), 1978, AS AMENDED**

Equivalent arrangement under article IX of the STCW Convention, 1978, as amended

Communication received from the Government of the Netherlands

The Secretary-General of the International Maritime Organization has the honour to transmit the information received from the Government of the Netherlands regarding equivalent arrangements under article IX of the STCW Convention, 1978, as amended, which is attached in the annex.

The Secretary-General would be grateful if steps could be taken to bring this information to the attention of the appropriate authorities.

ANNEX



Ministerie van Infrastructuur en Milieu

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The Secretary-General of the International Maritime
Organization
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Ons kenmerk
IENM/BSK-2013/271178

Datum 10 december 2013
Betreft Equivalent arrangement accepted under article IX of the
STCW Convention, Statement by the Government of the
Netherlands

Dear Mr. Secretary-General

Statement by the Government of the Netherlands

The Netherlands has approved simulator training for certification as officer in charge of an engineering watch in the Netherlands.

Underneath you will find the information of an equivalent arrangement, accepted under article IX of the STCW Convention, granted by the Netherlands, concerning:

Equivalent seagoing service when trained on a full size engine room simulator

Progress toward proficiency is continuously assessed by highly skilled faculty staff at the maritime academies and colleges. Each cadet must be found competent in basic skills before advancing to more sophisticated levels of training. All cadets proceed from general concepts to practical experience, and from specific concepts to practical application. Ultimately, each cadet must be able to integrate everything learned before.

Simulators are employed, for example, to allow for a logical progression of events, experiences, training and achievement of objectives in a way that is hardly possible on board a ship. The simulator furthermore provides for a decision-making environment similar to a ship.

Research was carried out to establish whether it was feasible that part of the seagoing service requirements of regulation III/1 of the STCW Code could be substituted by simulator training on a full size engine room simulator, meeting all requirements and recommendations laid down in regulation I/12, sections A-I/12, B-I/12 of the STCW Code and the guidelines on simulators issued by the Netherlands Shipping Inspectorate (NSI). This research not only showed that part of the required seagoing service could,



level of competence achieved by students following simulator training was higher than the level of competence achieved by students not having followed simulator training.

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Dir. Maritieme Zaken
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As a consequence simulator-based training, at the maritime academies and colleges, receives limited recognition as an equivalency for sea-going service based on a number of considerations, including:

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10 december 2013

- (a) level of simulation;
- (b) actual time spent by the cadet in the simulator (and the number of cadets sharing the simulator at the same time);
- (c) student-teacher ratio (and special training of those who will be conducting simulator training);
- (d) pre-brief and debrief procedures;
- (e) scenarios actually presented in the simulated;
- (f) degree of emphasis on non-routine situations, emergencies and restricted operating conditions; and
- (g) integration with other elements in the approved training program.

When all criteria have been met and training objectives have been achieved the following will be granted:

- 1) 5 days of simulator training, which has taken place in a full size engine room simulator, may be counted as the equivalent for 15 days of sea-going service;
- 2) 10 days of simulator training, which has taken place in a full size engine room simulator, may be counted as the equivalent for 30 days seagoing service; and
- 3) 15 days of simulator training, which has taken place in a full size engine room simulator may be counted as the equivalent for 60 days of seagoing service.

The Netherlands is fully satisfied that the level of sea-going service, knowledge, experience and efficiency provided under the above arrangement ensures a degree of safety at sea and has a preventive effect as regards pollution prevention at least equivalent to the requirements of the STCW Convention.

Yours sincerely


Drs. A.W. de Jong
Head of the Unit Maritime Shipping & Security
Ministry of Infrastructure and the Environment