

**24th STCW Compliance Board online meeting held on 21.03.2024**

Sr No.	Agenda	Decision Taken
1	Sri Nandhanam College of Engineering and Technology, Tirupattur Issue of conduct of non-approved General Purpose Rating course	<p>Following have been approved by STCW Compliance board :</p> <ol style="list-style-type: none"> <li>1. Monitoring and supervision of batch details submitted by MTIs for conduct of course and sharing of batch details of GP Rating candidates with BEST.</li> <li>2. Specific instructions/speaking order will be communicated to BEST regarding process for conduct of Exit Exam for GP Rating.</li> <li>3. To obtain the comments of Chief Examiners on penalizing the candidates who have already passed Exit Exam conducted by DGS authorized body.</li> <li>4. Audit of BEST (Recommended by Nautical Advisor)</li> <li>5. Specific Committee to be constituted to scrutinize all the representations received and the committee shall submit report within one month with recommendation on whether institute shall be allowed to continue the conduct of courses or not. As per the recommendation of the committee a Speaking Order shall be issued.</li> </ol>
2	Various requests as made by MSC Crewing Services for changes in e-gov system.	<p>Various requests as mentioned below were made by MSC Crewing Services for changes in e-gov system. The requests received are as follows:-</p> <ol style="list-style-type: none"> <li>i) For sign-on, one month is given but for sign-off only 15 days given, it is requested to give same one month period for sign-off entries too.</li> <li>ii) On board transfer cases or promotion cases to be given 60 days instead of 15 days as we get info at times after 30 days. Currently there is no provision in e-governance to update missing transfer/promotion cases. If cases missed within 15 days, then sign off can be done after submitting fine and documents but sign-on on the next vessel cannot be done as seafarer already outside India on the ship and E-migration cannot be done. This is issue with the system. These are genuine cases of seafarers being transferred/promoted.</li> <li>iii) Yard delivery vessels have big issue. The window is open for one month only for sign on but advance joiners on cruise ship goes in batches starting nearly 5 to 6 months before delivery. Same way on cargo ships, they go 45 days to 60 days before. The window for such yard delivery vessels sign-on should be kept open to 15 days after delivery.</li> <li>iv) For cruise vessels, sign-on &amp; sign-off stamping at times not done on seaman book for hospitality crew. They also do not get sea-time certificate which normally deck/engine staff gets. For updating missing sign on/off dates, request company letter along with crew contract copy is accepted as they are all Bonafide cases.</li> <li>v) Correction of sign on/off date is done at DSEO (Director Seaman Employment Office). Even after submission it is not done. If error of sign on/off date is within one week, then edit facility to be provided. This was earlier agreed verbally during meeting at DGS but not implemented.</li> <li>vi) Missing sign on/off is done at DGS by submitting documents and paying fine. Request some kind of timeline is ascertained within which it will be corrected after submission of documents and paying fine.</li> <li>vii) The volume which cruise companies manage ship wise deserves higher tolerance of genuine errors in e-governance. The errors are not deliberate but a result of multiple systems that govern the sign-on/sign- off/transfers process.</li> </ol> <p>All the above requests were discussed and STCW compliance Board recommended that the first request may be accepted whereas, all other requests made cannot be accepted. The Crew Branch may communicate the same to the RPSL agency along with the reasons for approval and cancellation of request against each request made and to issue a Letter to MSC crewing Agency regarding decisions taken.</p>