Resolution No. (1) for the 2003
Regulations on Standards of Training, Certification
and Watch keeping for Seafarers

Issued by Jordan Maritime Authority Board of Directors, In accordance with Article (9/K) of Jordan Maritime Authority Law No. (47) for year 2002, for the implementation of the provisions of the International Convention on Standards of Training, Certification and Watch keeping for Seafarers 1978, as amended.

Jordan Maritime Authority Board of Directors in the Hashemite Kingdom of Jordan has:
- By virtue of the powers authorized to it:
  - And in accordance with the Council of Ministers decision no (2841) dated on 18/1/2000 related to Jordan accession to the International Convention on standards of Training, Certification and Watch Keeping for seafarers, 1978, as amended.
  - In accordance with section (2) of Article (1) of the International Convention on standards of Training, Certification and Watch keeping for seafarers, 1978, as amended.
  - And according to the temporary law No. (47) for establishing the Jordanian Maritime Authority of 2002.
  - In accordance to Paragraph (D) of Article (5) and Paragraph (K) of Article (9) of the Jordan Maritime Authority Law for the Year 2002.
  - In accordance with Articles (43,131,132,136,137,147) of the Jordan’s Maritime Commercial Law No. (12) for year 1972.
  - In accordance with the recommendation of the Director General of the Jordan Maritime Authority.

Hereby decides the following: -

Chapter 1
General Provisions

Article (1):
These regulations are called (regulations of implementation of the International Convention on Standards Of Training , Certification and Watch Keeping for seafarers 1978 , as amended, and shall come into effect as the date of its publication in the Official Gazette.

Article (2):
The following meaning apply unless expressly provided other wise:-
- The Minister: means The Minister of Transport.
- The Director: **means** The Director General of Jordan Authority
- The Organization: **means** The International Maritime Organization.
- The Convention: **means** The International Convention on Standards of Training
  and Watch keeping for seafarers 78 as amended.
- Party: **means** a state for which the convention has entered into force,
- Administration: **means** The Governmental administration of party whose flag is hoisted on board of ship. In Jordan, the specialised Authority responsible for the implementing of the Convention is the Jordan Maritime Authority.
- Vessel: **means** navigable marine unit, other than Vessels navigating exclusively in internal or territories waters or closely adjacent to, sheltered waters where ports regulations are implemented.
- Seagoing ship: **means** a ship other than Vessels navigating exclusively in internal or territories waters or closely adjacent to, sheltered waters where ports regulations are implemented.
- Certificate of competency: **means** a valid document, issued by or under the authority by the Administrations or recognised by of the countries members to the Convention after completing the study in the maritime educational institutions and obtaining compulsory safety training courses and completed the approved seagoing service for each type and category according to the provisions of the Convention.
- Endorsement: **means** a valid document, issued to deck and engineers officers by or under the authority of the Administration attesting the recognition of certificate of competency recognized by the Administration of the Government of Jordan authorizing the holder to serve on board Jordanian ship as stated in this document according to the Convention requirements.
- The Committee: **means** the committee formed by the Minister to peruse the Implementation of the Convention and issue official document for seafarers to enable them working on board Jordanian vessels.
- Seafarer: **means** any person working on board of vessel of all ranks or categories.
- Master: **means** the person having command of a ship and its crew.
- Chief engineer officer: **means** senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship.
- Second engineer officer: **means** the engineer officer next in rank to the chief engineer officer and upon whom the responsibility for the mechanical propulsion and the operation and
maintenance of the mechanical and electrical installations of the ship will fall in the event of incapacity of the chief engineer officer.

-First officer or chief mate: *means* deck officer next in rank to the master and upon whom the command of the ship will fall in the event of the incapacity of the master.

-Deck officer: *means* deck office other than the master or chief mate and qualified in accordance with provisions of chapter II of the Convention.

-Engineer officer: *means* an engineer officer member of the crew other than chief engineer officer or second Engineer officer and qualified in accordance with provisions of chapter III of the Convention.

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

-Mechanic: *means* Seafarer who works in the engines division other than the engineer officer.

-Seagoing Service: *means* actual approved sea service that the seafarers expend on board ships and necessary to classify level and category of a certificate of competency or other qualification.

With list: *means* the list issued by the organization included all parties to the convention that give a full and complete effect to the provision of the Convention

-Company: *means* the owner of the ship or any other organization or person such as the manager or the bare boat charterer who has assumed the responsibility for operation from the ship owner and who on assuming, such responsibility has agreed to take over all the duties and responsibilities imposed on the company by these regulations.

-Near costal voyage: *means*: a voyage in the course of which the ship remains within 6 nautical miles of Jordanian shore or closely adjacent to sheltered waters or areas where port regulation is apply.

Gross Tonnage: *means*: the measure of total volume of a ship.
Kilowatt: *means* power of main propulsion of the ship in KW

**Article (3):**
The Jordanian Territorial waters is demarcated with the mark zero on the north east Red Sea coast line in the Gulf of Aqaba and goes in a straight line for 2,84 KM where it joins the line crossing the Gulf of Aqaba. From this point, it follows the bound line that crosses the Gulf to the south on the last point that crosses vertically with the eastern coastline opposite to Al Dirreh border station with the Kingdom of Saudi Arabia.

**Article (4):**
Jordan Maritime Authority is responsible for the implementation of the provisions of the convention, for all seafarers working on board Jordanian ships as well as foreign
ships while in the Jordanian Territorial waters, except for seafarers working on board the following ships:
- Warships, naval auxiliaries or other ships owned or operated by a state and engaged only in governmental non-commercial service.
- Fishing vessels.
- Pleasure yachts not engaged in trade.
- Wooden ships of primitive build.

Navigation within the limits of the Jordanian Territorial Waters is a near-costal navigation. Where as navigation out side Jordanian territorial waters is a seagoing navigation. Jordan has a narrow navigation territorial waters extended for 6 nautical miles in the Gulf of Aqaba –Red Sea and defined in the article (3) of this resolution.

**Article (5):**
Jordan Maritime Authority through the committee performs the following functions:
1. Issued official documents for seafarers working on Jordanian ships.
2. Study and evaluate applications for endorsement, recognizes different kinds and levels of certificates of competency for seafarers in accordance with regulation I/10 of the convention and issued endorsement on certificates of competency issued by states that are parties to the Convention and classified on the STCW white list adopted by the Organization. If their maritime institutions approved by its administration. In addition, the committee issued medical fitness certificates for seafarers working on board Jordanian vessels in coordination with competent authority.
3. The committee chooses two of its member to form a competency assessment panel to assess competency of seafarers holding certificate of competency issued by parties to the Convention not listed on the white list. Consequently, the committee recommend to the Authority to attest its recognition by issuing endorsements.

**Chapter 2
Endorsements**

**Article (6):**
The applicant of the endorsement should be :
1. A Jordanian citizen or a foreigner working on board a Jordanian vessel ;
2. Having a valid certificate of competence issued in accordance with requirements of the Convention by a state classified on the list of STCW or parties given a full and complete effect to the provision of the Convention .
3. Physically fit and should meet the mental and health standards that will qualify him to work on board of a maritime vessel. This must be proved by an affidavit issued by a specialized health committee , in accordance with the norms mentioned in the Convention ;
4. Not be sentenced due to capital offence, discreditable crime. This should proved by submitting a judicial record that dates back no more than a week ;
5. Having valid compulsory safety certificates required by the certificate, he holds, as long as the certificate is still valid.
6. Having academic and sea service certificates necessary to specify each category and the level of competency according to the Regulation I/10 in the Convention.

**Article (7):**
The committee of endorsements verifies the credibility of the certificate of competence by all means provided to it and especially by:
1- Carefully examining the certificate itself that should be submitted as a ratified true copy in conformity with regulations, along with the academic certificate issued by an acknowledged institution and the courses taken with the final grades;
2-Verifying that the party issued the certificate of competence being on the list of STCW parties that have given a full and complete effect to the provision of the Convention issued by the Organization, and contacting that party when necessary by fax or electronic mail, as asking for any information that will prove the credibility of the certificate. The committee enjoys the final decision to endorse or not a certain certificate competency.

**Article (8):**
The committee endorses valid certificates of competency of deck and engineers officers and radio personnel on the original certificates only not the equivalent ones.

**Article (9):**
The administration only endorsed valid certificates issued by states that are parties within the organization and classified on the list of STCW or parties to the Convention given a full and complete effect to the provision of the Convention, provided that the applicants must meet with all requirements imposed on the certificate and the issuing procedures mentioned in Article (6) of this Resolution.

**Article (10):**
The administration in cases of dire necessity may issue an endorsement based on a certificate valid for three months, in case the seafarer faces some difficulties in submitting all the necessary documents and papers, and had to leave on board of a ship.

**Article (11):**
The endorsement document issued in both English and the Arabic languages, in accordance with the form in section A-I/2 of the Code. The endorsement is valid for the same period of the remaining validity period of the certificate of competency, and it shall not revalidate unless the certificate of competency is revalidated first in accordance with the conditions stipulated in the Convention.

**Article (12):**
The endorsement document is similar to the certificate of competency in form, but different in nature in the fact that it is a document and not a certificate; every document has a specific and unique number.

**Article (13):**
The endorsement document is legally annulled in case of it was cancelled or revoked, in accordance with the measures imposed on the holder of endorsement as is stipulated in this resolution; the Administration shall give a notice to the issuing
party of these measures; The document is cancelled in case of the issuing party cancels the certificate of competence.

**Article (14):**
In case of the loss the endorsement document, the holder has to prove the reason by different legal means, where the administration has to verify his justifications. When the holder's good will is established, an alternate document is issued with a new number different than the old one, and it is written down in the holder's document and in the electronic register.

**Article (15):**
The endorsement issued by the Administration shall be cancelled if the seafarer does not meet one of the conditions stipulated in order to get the endorsement or in one of the following cases:
1. Submitting forged documents to the Administration.
2. Smuggling people on board of the vessel.
3. Illegal drug dealing
4. Sentenced due to a capital offence committed on board of a vessel; he has no right to ask for an endorsement until submitting a clean judicial record.

**Article (16):**
The endorsement issued by the Administration shall be suspended if the seafarer dose not meets one of the conditions stipulated, or in one of the following cases:

<table>
<thead>
<tr>
<th>Types of Violation</th>
<th>Duration of suspension</th>
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<tbody>
<tr>
<td>It was proved that he was illegal drugs dealing.</td>
<td>Suspended for a period of Nine months.</td>
</tr>
<tr>
<td>He mutinied against the master's or chief mate's orders during an emergency</td>
<td>Suspended for a period of twenty – four Months.</td>
</tr>
<tr>
<td>He was accused of committing a capital offence while on board of the vessel</td>
<td>Suspended until the final verdict is heard.</td>
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<tr>
<td>He damaged the safety equipment or Cargo on board of the vessel</td>
<td>Suspended for a period of six months.</td>
</tr>
<tr>
<td>He was caught drunk on duty.</td>
<td>Suspended for three moths</td>
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<tr>
<td>He was careless and irresponsible for three times while on duty , or if he committed an act that led to an environmental pollution .</td>
<td>Suspended for three month .</td>
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<td>If he showed an obvious negligence that led or may lead to damages to the vessel or cargo</td>
<td>Suspended for a month</td>
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<tr>
<td>If the negligence was simple and harmless.</td>
<td>The seafarer is warned .</td>
</tr>
<tr>
<td>He did not comply with the laws and regulations issued by the Jordanian government, or valid foreign countries;</td>
<td>Suspended for three months.</td>
</tr>
<tr>
<td>Transport of goods on board ship for illegal trafficking, that is without the master's knowledge</td>
<td>Suspended for three months.</td>
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**Article (17):**
Any violation committed by a seafarer and documented in the official register of the deck accidents should be reported and signed by the master of the vessel and the officer under whose command the seafarer works. If the report related to an officer violation it should be signed by the master, and at least tow other officers.
The master submits the report to the chief of port who issued the seaman book to the seafarer, who in turn refers it to the head of the seafarers' affairs division within the Jordan Maritime Authority.

Article (18):
The head of the seafarers' affairs division in the administration looks into the report mentioned in Article (17) of this resolution and opens an investigation concerning the mentioned violation. He has the right to ask for any necessary information from concerned security parties and other in Jordan and abroad in accordance with adopted methods and means. He then files a report that includes suggestions on the measures and steps to be taken against the violator, and submits it to the director, as the head of the committee.

Article (19):
The Administration notifies all parties concerned of the results of the committee's report, and it asks the seafarer, when necessary to hand over his certificate at the possibility of more severe measures against him. The Administration also submits a report that includes the measures taken, in case there were any, to the International Maritime Organization (IMO), which in turn circulates it around the ports of neighbouring countries. The Administration writes down the summary of the committee's decision in the seafarer's record.

Chapter 3
Endorsement on Certificates of Competency

Article (20):
The administration endorsed the following types and levels of certificates of competency related to the functions in accordance with the requirements of Chapters II, III, IV of the Convention:

1. Functions And Level of Responsibility

<table>
<thead>
<tr>
<th>Function</th>
<th>Level of Responsibility</th>
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<tbody>
<tr>
<td></td>
<td>Management</td>
</tr>
<tr>
<td>Deck</td>
<td></td>
</tr>
<tr>
<td>Navigation</td>
<td></td>
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<tr>
<td>Cargo handling and stowage</td>
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<tr>
<td>Deck + Engine</td>
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<tr>
<td>Controlling the operation of a ship and care for persons on board</td>
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<tr>
<td>Engine</td>
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<tr>
<td>Marine Engineering</td>
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<td>Maintenance and repair</td>
<td></td>
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<td>Electrical, electronic and control engineering</td>
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<tr>
<td>Radio</td>
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<tr>
<td>Radio communication</td>
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</tbody>
</table>

2. Types and levels of certificates.
- Deck department Certificates
- Rating forming part of navigational watch
- Officer in charge – near-coastal navigation.
- Officer in charge – seagoing navigation.
- Chief mate – seagoing navigation (ships of between 500 and 3000 gross tonnage).
- Chief mate (ships of 3000 gross tonnage or more).
- Master (ships of 500 gross tonnage or less, and working in and out of regional waters).
- Master (ships of between 500 and 3000 gross tonnage).
- Master (ships of 3000 gross tonnage or more).

2-Engine Department Certificates
- Rating forming part of an engine room watch
- Marine engineer officer on ships powered by main propulsion machinery of less than 750W
- Marine engineer officer on ships powered by main propulsion machinery of 750 KW and more
- Second Marine engineer officer on ships by main propulsion machinery between 750 and 3000 KW
- Second Marine engineer officer on ships by main propulsion machinery of 3000 KW or more
- Chief engineer officer on ships by main propulsion machinery between 750 and 3000 KW
- Chief engineer officer on ships by main propulsion machinery of 3000 KW and more

3- Radio Department
- A certificate of competency in the use of the GMDSS.

Article (21):
Deck Department
Deck Department includes all seafarers working in steering the ship, watching and seagoing services; that is all who do not work in the engineering field of the ship. It includes the following categories and ranks where the following conditions must be met according to each rank:

1-Deck boy
Every candidate for certification shall:
- Be not less than 16 years of age
- Be holder of a safety compulsory certificate for seafarers.
- Have completed the second intermediate school

2-Rating
Every candidate for certification shall:
- Be not less than 18 years of age
- Have completed approved seagoing service including not less than six months training and experience.
- Have completed training and seagoing service for not less than three months, under the supervision of a qualified chief mate, as an assistant rating in navigational watch.
- Meet the standards of competence specified in section A-II/ 4 of the STCW code.
Exceptions are made from the above mentioned conditions for those who have completed a navigational watch service for at least 12 months prior to the date of August 2, 1998.
- Be holder of a safety compulsory certificate for seafarers.

3-Boson
Every candidate for certification shall:
- Be not less than 20 years of age
- Be holder of a rating certificate
- Have completed a seagoing service for not less than 18 months after receiving the rating certificate
- Meet the standards of competence specified in section A-II/4 of the STCW code
- Be holder of a safety compulsory certificate for seafarers

4-Cadet
Every candidate for certification shall:
- Be holder of a rating certificate
- Have completed a seagoing service for not less than 6 months after receiving the rating certificate.
- Be holder of the High School degree Scientific Division
- To pass an English examination held by the Administration
- Be holder of a safety compulsory certificate for seafarers
- Have successfully completed the essential studies in an internationally acknowledged maritime institution, and be holder of a safety compulsory certificate of ratings

An officer of the watch student may upgrade his rank to become an officer of the watch on condition that he completes a real seagoing service for no less than 36 months, and that he passes the appropriate test in accordance with section A-II/1 of the STCW code.

5-Officer of the watch - near – coastal navigation
Every candidate for certification shall:
- Be not less than 20 years of age
- Have completed a special training that includes seagoing services for not less than 12 months, or seagoing service for not less than 36 months. Have reading and writing skills, and know sea terminology to this section in English.
- Have completed relevant training and education, and meet the standard of competence specified in section A-II/3 of the STCW code.
- Be holder of the safety compulsory certificate for seafarer officers.

6-Officer of the watch – seagoing navigation
Every candidate for certification shall:
- Be not less than 21 years of age
- Have completed seagoing services specific to this category of ships for not less than 12 months, as part of an adopted and documented training program in accordance with the demands of section A-II/1 of the STCW code. Or have completed seagoing services for not less than 36 months after receiving the certificate of an officer of the watch student.
- Have completed at least six months of seagoing service as officer of the watch assistant training under the supervision of a master or qualified officer.
- Have completed relevant training and education and meet the standards of competence specified in section A-II/1 of the STCW code.
- Be holder of the high school degree.
- Be holder of the safety compulsory certificate for seafarer officers.

7-Chief mate – seagoing navigation (ships of between 500 and 3000 Gross Tonnage)
Every candidate for certification shall:
- Be not less than 22 years of age
- Be holder of an officer of the watch certificate
- Have completed, after receiving the officer of the watch certificate, seagoing services for not less than 6 months, as completely responsible for navigational watch tasks on ships of between 500 and 3000 Gross Tonnage.
- Have completed relevant training and education, and meet the standards of competence specified in section A-II/2 of the STCW code.

8-Chief mate- seagoing navigation (ships of 3000 Gross Tonnage and more)
Every candidate for certification shall:
- Be not less than 22 years old
- Be holder of an officer of the watch certificate
- Have completed, after receiving the officer of the watch certificate, seagoing services for not less than 12 months, as completely responsible for navigational watch tasks, on condition that a third of this period be spent on ships of 3000 Gross Tonnage or more.
- Have completed relevant training and education, and meet the standards of competence specified in section A-II/2 of the STCW code.
- Be holder of the safety compulsory certificates for seafarer officers.
- Be holder of the High school degree.

9-Master (ships of less than 500 Gross Tonnage, and navigating in and out of regional waters)
Every candidate for certification shall:
- Be not less than 24 years old.
- Be holder of an officer of the watch certificate working on coastal navigational ships of less than 500 Gross Tonnage.
- Have completed after receiving the officer of the watch certificate for this category, seagoing services for not less than 18 months, as an officer responsible for navigational watch.
- Have completed relevant training and education in accordance with section A-II/3 of the STCW code.
- Be holder of the high school degree scientific section.

10-Master (ships of between 500 and 3000 Gross Tonnage)
Every candidate for certification shall:
- Be not less than 24 years old
- Be holder of chief mate certificate
- Have completed after receiving the chief mate certificate seagoing services for not less than 18 months, as an officer completely responsible for navigational watch tasks or have completed seagoing services for not less than 24 months, on condition that at least 12 months be spent as chief mate completely responsible for navigational watch tasks on board ships of between 500 and 3000 Gross Tonnage.
- Have completed relevant training and education in accordance with section A-II/2 of the STCW code.
- Be holder of the high school degree scientific section.

11- Master (ships of 3000 Gross tonnage and more)
Every candidate for certification shall:
- Be not less than 24 years old.
- Have completed after receiving the chief mate certificate seagoing services for not less than 24 months, on condition that he spends at least 12 months as chief mate completely responsible for navigational watch tasks or have completed after receiving the chief mate certificate seagoing services for not less than 36 months, as completely responsible for navigational watch tasks on board ships of 3000 Gross Tonnage.
- Have completed relevant training and education in accordance with section A-II/2 of the STCW code.
- Be holder of the high school degree scientific section.

Article (22):
Engine Department
Engine department includes the seafarers working in the field of engine operation and maintenance, and this department is made up of the under mentioned ranks and categories, where every candidate for certification must meet the following conditions:

1-Mechanic of the watch
Every candidate for certification shall:
- Be not less than 18 years of age
- Be holder of a mechanic certificate
- Have completed a seagoing service of not less than 9 months in the engine room under the supervision of an engineer officer of the watch
- Meet the standards of competency specified in section A-III/4 of the STCW code.
- Be holder of the safety compulsory certificates for ratings.
- Exceptions are made for those who have completed a service in the engineering department for not less than 12 months before August 2, 1998

2- Electrician, electronic specialist, welder or carpenter
Every candidate for certification shall
- Be not less than (18) years of age
- Be holder of a deck boy certificate
- Be holder of a specialized certificate in electricity, electronics, welding or carpentry or diving with an experience of not less than 12 months among which 6 months on board of a ship.
- Meet the standards of competence as specified in section A-III/4 of the STCW code
- Be holder of the safety compulsory certificate for ratings.
3- **Engineer officer cadet**

Every candidate for certification shall:
- Be holder of a mechanic of the watch certificate
- Have completed seagoing service, after receiving the above mentioned certificate, for not less than 18 months.
- Be holder of the high school degree scientific section
- Be holder of a safety compulsory certificate for ratings.

An engineer officer student may upgrade his rank and become an engineer officer, on condition that he completes seagoing services for not less than 36 months after receiving his engineer officer student certificate, and passes the adequate tests specified in section A-III/1 of the STCW code.

4- **Marine engineer officer (ships of less than 750 KW propulsion power)**

Every candidate for certification shall:
- Be not less than 22 years old
- Be holder of the high school degree scientific section or industrial section, mechanic, electric or electronic specialization.
- Have completed seagoing services for not less than 36 months, among which 12 months at least under the supervision of a marine engineer officer.
- Meet the standards of competence specified in section A-III/1 of the STCW code.
- Be holder of the safety compulsory certificate for marine engineer officers.

5- **Marine engineer officer (ships of more than 750 KW propulsion power)**

Every candidate for certification shall:
- Be not less than 22 years old
- Have completed seagoing services in the engine department for not less than 21 months 6 months at least as assistant marine engineer officer, after receiving the engineer student certificate.
- Have completed relevant training and education for not less than 30 months, which include practical, relevant and documented training.
- Meet the standards of competence specified in section A-III/1 of the STCW code.
- Be holder of the safety compulsory certificate for marine engineer officers.

6- **Second engineer officer (ships of propulsion power between 750 and 3000 KW)**

Every candidate for certification shall:
- Be not less than 23 years old
- Be holder of an engineer officer certificate on board of a ship of 750 KW propulsion power or more.
- Have completed seagoing services for not less than 12 months.
- Have completed relevant training and education and meet the standards of competence specified in section A-III/4 of the STCW code.
- Be holder of the safety compulsory certificate for marine engineer officer.

7- **Second engineer officer (ships of 3000KW propulsion power and more)**

Every candidate for certification shall:
- Be not less than 23 years old
- Be holder of a marine engineer officer certificate specific to ships of more than 750 KW propulsion power, and have completed seagoing services for
not less than 12 months, on condition that at least third of the service be on board of ships of 3000 KW propulsion power and more.
- Have completed relevant training and education and meet the standards of competence specified in section A-III/3 of the STCW code.
- Be holder of the safety compulsory certificate for marine engineer officer.

8-Chief engineer (ships of propulsion power between 750 and 3000 KW)
Every candidate for certification shall:
- Be not less than 24 years old
- Be holder of a second marine engineer officer certificate specific to ships of propulsion power between 750 and 3000 KW, and have completed real seagoing services for not less than 24 months.
- Have completed relevant training and education and meet the standards of competence specified in section A-III/4 of the STCW code.
- Be holder of the safety compulsory certificate for marine engineer officer.

9-Chief engineer (ships of more than 3000 KW propulsion power)
Every candidate for certification shall:
- Be not less than 24 years old
- Be holder of a second marine engineer officer certificate specific to ships of propulsion power of more than 3000 KW, and have completed real seagoing services for not less than 24 months.
- Have completed relevant training and education and meet the standards of competence specified in section A-III/2 of the STCW code.
- Be holder of the safety compulsory certificate for marine engineer officer.

Article (23):
Radio department (for deck officers and masters)
This department includes seafarers holding in addition to their ranks as navigational officers or masters an additional certificate in the field of operating the GMDSS. The applicant of this certificate has to meet the following conditions:
1- Be not less than 20 years old
2- Have completed relevant training and education, and meet the standards of competence specified in section A-IV /2 of the STCW code.

Article (24):
All procedures specifies maritime education and training, examinations and competency assessment and examinations and certificates of competence for any maritime institution should be acknowledged by the Administration after consultation with the International Maritime Organization. In case the help of a foreign institution is needed, both parties agree upon the procedure.

Chapter 4
Dispensation

Article (25):
The Administration may exempt seafarers who are holders of certificates of competency within the following cases and conditions:
1- This is only done in extreme cases of dire need; it is up to the committee of certification and endorsements to decide the exceptions.

2- The exemption shall be given to seafarers who hold certificates of a rank directly lower than the demanded rank for the alternative certification.

3- No exemption should be given to the radio officer.

4- The exemption shall be given for not more than six months to all officer ranks, with the exception of the master and the chief engineer, who are only allowed an exemption in case of force major.

5- The Administration should verify that the exemption applicant meets the standards of competence that will qualify him to occupy the vacancy. It may ask the applicant to prove that using all available means, among which sitting for a test specified by the committee of certification and endorsements.

6- The Administration should verify that the exemption would not pose a threat to safety of individual, properties or the marine environment.

7- The exemption is limited to the certificates and excludes endorsements.

**Article (26):**
The administration shall not give an exemption to a second engineer or a chief mate certificate unless he proves an actual fulfilment of the occupied job for not less than 24 months, in accordance with the demands stipulated in the Convention.

**Article (27):**
The committee looks into the exemption application and decides on whether to accept or reject it.

**Article (28):**
The applicant for exemption shall be given a regular certificate with the nature and duration of the exemption written on it.

**Article (29):**
A seafarer given an exemption is not entitled to have another one until passing three years of the first exemption. He has the right to have a maximum of three exemptions throughout his seagoing service.

**Article (30):**
The exemption certificates shall be recorded in a special register with specific numbers. The head of the seafarers' affairs division shall submit a report on each given exemption with reasons and durations to the director at the end of every year.

**Article (31):**
The provisions of Articles (13, 15, 16, and 16) of this resolution are applied to expiration, suspension, lost and cancellation of exemption certificates.
Chapter 5
Safety mandatory Certificates

Article (32):
Every seafarer, according to his rank and his endorsement document, shall have the safety mandatory certificates required by the Convention.

Article (33):
The Administration acknowledge the safety mandatory certificates to ratings, officers, engineers and masters issued by states that are white-listed parties or parties given a full effect to the Convention.

Article (34):
Types of safety mandatory certificates that every master officer, engineer and rating, should hold according to his rank are as follows:

A- Rating

1- Individual survival techniques
2- Fire prevention and fire fighting
3- Simple first aid
4- Personal safety and social responsibilities
5- Maritime watch session (rating, officer or mechanic of the watch)

B- Officer of the watch

1- Individual survival techniques
2- First aid
3- Personal safety and social techniques
4- Communication session
5- Advanced training in fire prevention and fire fighting
6- Proficiency in survival crafts and rescue boats
7- Protection of marine environment
8- Automatic Radar Plotting Aid (ARPA)
9- Global Maritime Distress and Safety System (GMDSS)

C- Chief mate
In addition to the above-mentioned sessions in the officer of the watch certificate, the chief mate has to pass following courses:
1- Radar simulator
2- Advanced communication
3- Medical care

D- Master
In addition to the above-mentioned courses for the chief mate certificate, the master has to hold the following certificate:
1- Ship handling and manoeuvring

E- Marine engineer officers and chief engineer
1- Individual survival techniques
2- First aid
3- Personal safety and social techniques.
4- Advanced training in fire prevention and fire fighting.
5- Proficiency in survival crafts and rescue boats.
6- Protection of marine of marine environment.

**Article (35):**
The administration recognises the requirements to the programs of training courses the subjects and duration of the courses, also recognises stipulations of the conditions to be met by trainers, for the safety mandatory certificates according to the standards of competence in sections A-VI/I and VIII/I code A of the STCW code.

**Article (36):**
Safety mandatory certificates should be issued according to the courses that the seafarers completed and is valid for five years. These certificates can be revalidated after meeting the necessary standards of the STCW code.
The certificate shall be written in both Arabic and English languages, in accordance with the attached sample and is signed by the director.

**Article (37):**
The certificate shall be cancelled if the holder does not meet one of the stipulated conditions for its issuing or revalidation. The certificate is suspended or cancelled in accordance with the provisions stipulated in this resolution.

**Chapter 6**

**Medical fitness certificates**

**Article (38):**
The administration approved a medical governmental body of recognized physicians to examine all seafarers applied for endorsements or exemptions. Taking in consideration the Article (147) of the Jordanian Shipping Act, and the provisions of the agreement No. 73 dated June 6, 1946 issued by the International Labour Organization concerning medical tests for Seafarers, and in application of STCW, The committee looks into the medical status and medical reports of the seafarers after being examined, when necessary, by specialized and officially recognized physicians.

**Article (39):**
The administration issues a medical fitness certificates for seafarers, in accordance with the standards of the Convention to prove their ability for working on board ships. The certificate is issued in both the Arabic and the English language according to the form approved by the administration and is valid for two years. The medical fitness certificates may be revalidated after undergoing the same medical examinations.
The administration in coordination with ministry of health set up an assessment and accreditation standards for privet medical institutions conducting a medical examinations for seafarers.

**Article (40):**
The medical fitness certificate is cancelled or suspended, in case the holder does not meet one of the stipulated conditions for its issuing or revalidation.

Chapter 7
Keeping records and registers

Article (41):
The Administration keeps record of all endorsements, certification and other certificates issued to any Jordanian seafarers. Indexed register and cards, portfolios that include all seafarer's documents and electronic registers where all necessary information is kept are used, in accordance with the provisions of the Convention.

Article (42):
The records include the following information:-
1- The seafarer's full name, place and date of birth, nationality, sex, a photograph, full address, phone and fax number, electronic mail address, and studied languages.
2- School certificate, university certificates, institutional certificate and marine academy certificate he holds, in addition to their dates and places of issue.
3- The type of certificate, exemption or endorsement that the seafarer holds, its number and date of issue and expiry, and any cases related to it (Valid, suspended, cancelled, lost or damaged).
4- Tasks he fulfils; restraints and limitation, if any, on specific tasks.
5- Seagoing services in months and days, in addition to names of ships he worked on and their gross tonnage and power propulsion in KW.
6- Safety mandatory certificates, radio certificate and other, in addition to dates and places of issue and validity.
7- The person or the company the seafarer works for, his address, the type of contract signed and its duration.
8- The medical fitness certificate, its date of issue and validity and any remarks, if any, concerning the seafarer's health.

Article (43):
The states that are parties within the International Maritime Organization, private companies and any other concerned parties in issues of transport and marine navigation may have access to the electronic base of information provided by the Administration.

Chapter 8
Responsibilities of companies

Article (44):
The companies are responsible for the assignment of seafarers for service in their ships flying Jordanian flag in accordance with the provisions of the Convention, and they should ensure that:-
- Each seafarer assigned to any of their ships holds an appropriate certificate in accordance with the provisions of the Convention.
- Their ships are manned in compliance with the applicable safe manning requirements stipulated by the Administration.
- The documentation and data relevant to all seafarers employed on their ships are maintained and readily accessible and include, training, medical fitness and competency in assigned duties.
- On assigning seafarers to their ships, they should be familiarized with their specific duties and with all ship arrangements, installations, equipment, procedures and ships characteristics that are relevant to their routine or emergency duties.
- The seafarers can effectively coordinate their activities in an emergency and performing functions vital to safety or to the prevention or mitigation of pollution.

Article (45):
Companies, masters and crewmembers are responsible for the safe operation of the ship. By providing preliminary programs and written instructions to the master of each ship, setting forth the procedures to be followed to ensure that all seafarers who are newly employed on board of the ship are given a reasonable opportunity to become familiar with the shipboard equipment. In addition, safety operating procedures and other arrangements needed for the proper performance of their duties, before being assigned to those duties. The company or the master has to appoint a crewmember that is responsible for ensuring that an opportunity is given to each newly employed seafarer to receive essential information in a language the seafarer understands.

Article (46):
The companies are responsible for ensuring that all seafarers have received relevant training and education specific in the STCW code, in addition to learning the personal survival technique, safety requirements and the protection of the marine environment. The seafarer should also prove their competence in their previous duties, before being assigned any new duties on board of the ship.

Article (47):
The companies are responsible for preparing a comprehensive training plan and a training program made up of several stages on board of the ship, targeting navigational and engineering officers.

Article (48):
The company charges the company's training officer and a qualified marine officer, with the coordination of training institutions and educational academies, with the responsibility of managing the training program on board of the ship.

Article (49):
The master supervises the execution of the training program and the on-deck training record to strengthen experiences and practical training on board, and to monitor achieved development in order to reach adequate competence that the candidate officer must reach by the end of the program.

Article (51):
Taking as exception “force major operation circumstances” that cannot be postponed due to safety measures or environment protection, the company provides
all individuals who are assigned duty as officer in charge of a watch or as a rating (forming part of a watch) a minimum of 10 hours rest in any 24-hour period.
- The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length
- The minimum period of ten hours may be reduced to not less than 6 consecutive hours provided that any such reduction shall not extend beyond two days and not less than 70 hours of rest are provided each seven-day period.
- The companies are responsible for holding the work and rest records for seafarers.

**Article (52):**
The Administration, implements procedures as to watch keeping arrangements and principles, stipulated in chapter eight of the Convention and the companies are obliged to abide by.

### Chapter 9
Control procedures

**Article (53):**
1- All ships excluding ships mentioned in article (4) are subject to the control of the Port State Control Officers (PSCO) of Jordan Maritime Authority to check that all seafarers on board ships in Jordanian ports or in Jordanian territorial waters have competence certificates or the suitable exemptions.
2- All certificates are accepted unless there is clear proof that one of these certificates was obtained illegally or if the carrier of the certificate is not the person who is the certificate was issued to.
3- In case of any negligence regarding the implementation of the provisions of part (1) of this article or in the control procedures, the PSCO notifies the Master of the ship and the consul immediately in writing, in case of the absence of the later the administration of the flag country is notified in order to take the proper procedures. The notification defines the details of the negligence and the reasons that the controller considers such negligence dangerous on people, properties or the marine environment.
4- The size, type, length of the ship and the nature of the voyage are taken in consideration when performing the control according to part (1) of this article. If the mentioned violation was not treated, the controller must take the necessary measures to detain the ship until minimum safety is re-established and the secretary of the International Maritime Organization is notified regarding the facts and the procedures taken.
5- All possible measures are taken when performing the control according to this article that will prevent the ship from being detained or unnecessarily delayed if there is any unclear fault in the ships crew certificates.

**Article (54):**
The Administration is responsible for controlling all Jordanian Ships, and non-Jordanian ships when being in Jordanian territorial waters.

**Article (55):**
The control procedures aim at making sure that all ships comply with provisions and requirements of international conventions related to safety and environment protection particularly the SOLAS Convention 1974, as amended, and the STCW Convention 1978 as amended in 1995 and other conventions within the International Labour Organization (ILO) and their amendments.

**Article (56):**
The duly-authorised officers for control shall undertake the following procedures in order to make sure that:

1- All seafarers working on board of the ship are holders of valid endorsements, exemptions, safety compulsory certificates and medical fitness certificates.
2- The number and certificates of seafarers working on board of the ship meet the demands of the safe manning certificate issued by the Administration.
3- The ship is equipped with all safety equipment in accordance with the requirements of the SOLAS Convention and its amendments.
4- The implementation of the requirements of the International Safety Management Code (ISM) meet the requirements mentioned in the Code.
5- All seafarers are competent to operate the equipment on board safely, to prevent environmental pollution.
6- The ship hull and on-board equipment are ready for use, and meet the safety standards for seafarers and marine environment.
7- The seafarers abide by the adopted principles concerning navigational or mechanic watch keeping specific by the country of the hoisted flag.
8- All seafarers are competent; Port State Control Officers may choose a number of the crew of different ranks and sit them for an on-board drill. The drill may be related to their specific duties or to their ability of performing safety, rescue and marine environment protection tasks.
9- The ship abides by the laws stipulated by the International Labour Organization, especially the part dealing with seafarers.
10- No favourable treatment shall be given to any ship flying a flag of a state not parity to the convention.

**Article (57):**
In case of any shortcoming or negligence found in the provisions of article 56, the controller has to submit a report, such cases, to the Administration. The administration notifies the master of the ship and the Consul or the diplomatic representative of the flag country, or the maritime authority of the Ship's, in order to undertake corrective measures. If the specialized authorities do not take corrective action, the ship may be detained and appropriately fined, in accordance with enforced laws until the situation is corrected.

**Article (58):**
The owner of the ship or the Master has to overcome any mentioned negligence, shortcomings do not jeopardize individual safety, properties, or the environment, the Administration may allow the ship sail for a single voyage in order to overcome and rectify any shortcoming. However, if they are serious and cannot be ignored, the ship shall be detained until the stipulated safety standards are met.
Article (59):
Port State Control Officers should take all-necessary measures that will avoid the ship from unnecessarily delay or detain.

Chapter 10
Closing provisions

Article (60):
All legislations contradicting the provisions of this resolution or is inconsistent with its contents is considered null and void.

Article (61):
All seafarer who received any kind of certificate or endorsement, from any party, has to abide with the provisions of this resolution.

The Administration organizes and sets the date for the session programs, supervises training, organizes tests and exams and prepares certificates. The Administration also defines the levels of lecturers and instructors and may seek the help of administrations, public institutions, foreign academies, bodies, committees and individuals specialized in safety issues and environment protection.