



SEGUNDO EJERCICIO. PARTE A: Traducción por escrito del siguiente texto, sin diccionario, durante un tiempo máximo de 30 minutos.

THE STCW CONVENTION

The key to maintaining a safe shipping environment and keeping our oceans clean lies in all seafarers across the world observing high standards of competence and professionalism in the duties they perform on-board. The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended in 1995 and again in 2010, sets those standards, governs the award of certificates and controls watchkeeping arrangements. Its provisions not only apply to seafarers, but also to ship-owners, training establishments and national maritime administrations.

The convention was adopted by the International Maritime Organization (IMO) in 1978 and came into force in 1984. During the late 1980s, it was clear that STCW-78 was not achieving its aim of raising professional standards worldwide, and so IMO members decided to amend it. This was done in the early 1990s, and the amended convention was then called STCW-95.

The 2010 Manila amendments were intended to include all agreed changes since 1995, address new technology, inconsistencies, interpretations and outdated provisions. There was particular emphasis on improving control and communication provisions of certification in Chapter 1 and addressing the specific requirements of offshore and short sea shipping. There was also an overall commitment to harmonise the amended STCW Convention, where practical, with the provisions of the 2006 ILO Maritime Labour Convention.

Whereas the STCW-78 Convention focused almost entirely on knowledge, the emphasis of STCW-95 has been shifted to practical skills and competence underpinned by theoretical knowledge. The 2010 amendments continued to emphasise competence rather than sea service or period of training. The standard set by the convention applies to seafarers of all ranks serving on sea-going merchant ships registered under the flag of a country party to the convention.

The term “seagoing ships” includes all commercial vessels engaged on domestic or international voyages. The STCW Convention does not apply to seafarers serving on warships, naval auxiliaries or any other government owned or operated ship engaged in non-commercial service; fishing vessels (there is a separate convention covering personnel on fishing vessels); pleasure yachts not engaged in trade and wooden ships of primitive build.

The STCW (95) Convention has already been accepted by all major labour suppliers and shipping registries. This is more than 98 per cent of the world’s merchant fleet.



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ACCIDENTES MARÍTIMOS