



SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
39th session
Agenda item 7

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COMPREHENSIVE REVIEW OF THE STCW CONVENTION AND THE STCW CODE

Chapter VIII – Watchkeeping

Submitted by the Republic of the Philippines

SUMMARY

<i>Executive summary:</i>	This document proposes amendments to chapter VIII of the STCW Convention and the Code to consider appropriate security-related and fatigue-related provisions/issues in Watchkeeping as instructed by MSC 81 and MSC 75 respectively
<i>Action to be taken:</i>	Paragraph 8
<i>Related document:</i>	STW 38/17

Background

1 The Sub-Committee on Standards of Training and Watchkeeping at its thirty-eighth session, agreed that the proposed comprehensive review of the STCW Convention and the STCW Code should consider appropriate security-related and fatigue-related provisions/issues in Watchkeeping.

Discussion

2 Fatigue on board ships can lead to accidents or incidents, which if ignored can greatly discourage qualified crews and put the safety of the vessel and crew at higher risk.

3 Fatigue and manning levels are of major concern to seafarers. The lesser the manning level the more burdened the seafarers remaining on board becomes.

4 Fatigue and work overload are closely related. In port for example, the greater the seafarer work hours are used by Port State inspectors the more backlogs are created in the seafarer's ship related functions. This translates to sacrificing the seafarer's hour of rest just to be able to catch up with the backlog. Just maintaining the log for rest periods consume a considerable time and energy that adds up to fatigue.

5 Fatigue and efficiency in performance of the seafarer are closely related. The greater the efficiency of the seafarer the lesser his fatigue will be. A seafarer utilizing efficient software system is safer for the ship than simply providing him 6-hour rest between watch periods. The sleeping habit and the body clock of every seafarer differ and can never be standardized

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unilaterally. This runs contrary to the strict demands of the industrial environment where motion plans are established. Software technology designed safely for ship officer's use can reduce greatly fatigue on board. It is the applicability of hi-tech tools and gadgets that matters most in the safe operation of modern ships.

Recommendation

6 Companies must provide the technological tools/ gadgets and the required training necessary to help seafarers perform productively and safely on board. Tools/Gadgets with software systems safely designed to provide the seafarer wireless and speedier on the spot decision making or situation analysis, such as involving critical and laborious calculations, should be encouraged. The more efficient the seafarer becomes the safer the ship will be. Non-essential gadgets designed mainly for pleasure purposes must be prohibited in the hands of watchkeeping personnel on duty.

7 Accordingly, it is proposed that additional provisions in paragraph 1 of chapter VIII/1 be included in the definition of Fitness for duty, as set out in the annex.

Action requested of the Sub-Committee

8 The Sub-Committee is invited to consider the above proposal and decide as it deems appropriate.

ANNEX

**PROPOSED AMENDMENTS TO THE INTERNATIONAL CONVENTION ON
STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING
FOR SEAFARERS (STCW), 1978 AS AMENDED**

CHAPTER VIII/1

Fitness for Duty

Fitness for duty:

Insert the following text after the existing sub-paragraph .2:

“4 ensure that technological tools/ gadgets carried on board contributes to the greater safety of the vessel and its crew.”
