



CONFERENCE OF PARTIES TO THE
INTERNATIONAL CONVENTION ON
STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING
FOR SEAFARERS, 1978
Agenda item 7

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**CONSIDERATION OF THE DRAFT AMENDMENTS TO THE INTERNATIONAL
CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND
WATCHKEEPING FOR SEAFARERS, 1978**

Amendment to regulations II/4 and III/4

Submitted by Switzerland and the International Labour Organization (ILO)

SUMMARY

<i>Executive summary:</i>	This document contains a proposal for amendment to the text of regulations II/4 and III/4 in order to address the inconsistency between this regulation and the Maritime Labour Convention, 2006 (MLC, 2006) Standard A1.1.2 regarding night work for “ratings forming part of a navigational watch” and “ratings forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room”
<i>Strategic direction:</i>	5
<i>High-level action:</i>	5.2
<i>Planned output:</i>	5.2.2.1
<i>Action to be taken:</i>	Paragraph 6
<i>Related document:</i>	STCW/CONF.2/3

Background

1 It has been observed that there is an inconsistency between the text contained in the MLC, 2006 and the text in the STCW Convention relating to ratings forming part of a navigational watch and ratings forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room wherein the minimum age has been set as 16 years.

2 Ratings forming part of a navigational watch or ratings forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room work in regular rotations of 4 hours work and 8 hours rest, day and night. Such ratings are expected to work during night time, either from 2000 to 2400 hours, or from 0000 to 0400 hours.

3 Standard A.1, paragraph 2 of the MLC, 2006 explicitly provides that “night work of seafarers under the age of 18 shall be prohibited”. While it leaves “night” to be defined in accordance with national law and practice, it provides that night “shall cover a period of at least nine hours starting no later than midnight and ending no earlier than 5 a.m.”. Paragraph 3 of the same Standard provides for an exception in the context of training and under specified conditions. These provisions are similar to Article 6 of the existing Seafarers’ Hours of Work and the Manning of Ships Convention, 1996, No.180. A person under 18 years of age is considered a young seafarer. He/she has not been trained and is not competent to form part of a navigational watch or engine-room watch in today’s hectic maritime traffic. This creates a hazard to safe shipping and to the protection of the environment. In nearly all international instruments the age of adulthood is 18 years. There is no reason to deviate from this principle in this Convention.

Discussions and proposals

4 The STW Sub-Committee has developed regulations II/5 and III/5 for the new rank of rating as able seafarer deck and able seafarer engine. It is surprising that the requirements for this new rank and for ratings who form part of a navigational watch or engine-room watch have not been harmonized. Regulations II/5 and III/5 clearly state that an able seafarer must be at least 18 years old.

5 The Conference should consider to amend the minimum age stipulated in regulations II/4 and III/4 to 18 years in line with the MLC, 2006 and other international instruments.

Action requested of the Conference

6 The Conference is invited to consider the above comments and take a decision in view of the proposal contained in paragraph 5.
