



SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
30th session
Agenda item 7

STW 30/7/2
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**COMPREHENSIVE REVIEW OF RESOLUTION A.481(XII)
ON PRINCIPLES OF SAFE MANNING**

Proposed amendments

Submitted by Australia

SUMMARY

<i>Executive summary:</i>	This paper proposes amendments to resolution A.481(XII) in order to bring it into alignment with STCW 1995 and the ISM Code.
<i>Action to be taken:</i>	Paragraph 9
<i>Related documents:</i>	STW 29/14, MSC 69/22, MSC 70/INF.2.

1 The Sub-Committee in its report on its twenty-ninth session invited Members to submit comments and proposals on the revision of resolution A.481(XII) on Principles of safe manning (STW 29.14, paragraph 9.8).

2 Since the introduction of resolution A.481(XII) the Organization has undertaken a considerable amount of work on the human element and on fatigue in particular. This includes:

- IMO/ILO Committee on Training (JCT/8/1990);
- IMO/ILO Group of Experts (MSC 60/20/13);
- MSC circulars 493, 565 and 594;
- Resolution A.772(18) on Fatigue factors in manning and safety;
- Resolution A.850(20) on Human element vision, principles and goals.

3 Further, the International Convention on Standards of Training, Certification and Watchkeeping has been revised and the International Safety Management Code has been introduced.

4 At MSC 69 the Committee approved in general the report of a Joint IMO/ILO Working Group which had been established to give effect to articles 5 and 8 of the Seafarers Hours of Work and the Manning of Ships Convention 1996 (ILO 180) (MSC 69/22, paragraphs 7.30 to 7.32).

5 In a recent survey of the health, stress and fatigue of Australian seafarers (MSC 70/INF.2) conducted by the Australian Government, there are references to the increase in stress and fatigue experienced by seafarers as a result of manning reductions.

6 As a consequence, Australia considers that it is timely to revise resolution A.481(XII) to bring it in line with present day developments in human element factors and fatigue.

7 Australia believes that, although new regulations have been introduced and existing regulations amended, the principles of determining safe manning remain fundamentally unchanged. At present Australia is using a checklist based on resolution A.481(XII) and amended to meet the requirements of STCW 95 to assess minimum safe manning.

8 Australia proposes that resolution A.481(XII) be amended to take account of new regulations and developments as detailed in the annex to this paper.

Action requested of the Sub-Committee

9 The Sub-Committee is invited to take the information proved in the annex into account when considering the review of resolution A.481(XII).

ANNEX

AMENDMENTS TO RESOLUTION A.481(XII)

The present text of resolution A.481(XII) to be retained with the following amendments which are indicated in ***bold italic***

RECOGNIZING the importance of the requirements of the pertinent instruments adopted by ILO, ***IMO, ITU*** and WHO for maritime safety and protection of the marine environment and, in particular:

the ILO Merchant Shipping (Minimum Standards) Convention, 1976 (No. 147)

the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 ***as amended in 1995 (STCW 95)***

chapter IX of the International Convention on Safety Of Life at Sea, 1974 as amended (ISM Code)

IMO resolution A.772(18) Fatigue factors in manning and safety

3.1 Maintain safe navigational, ***engineering and radio watches*** in accordance with ***Regulations VIII/1 and VIII/2 of the 1995 amendments to the 1978 STCW Convention***, and also maintain general surveillance of the ship

5(c) Encouragement of the carriage of entrant seafarers to allow them to gain the training and experience required by the ***1995 amendments to the 1978 STCW Convention***

Annex 2 In applying these Guidelines an Administration should bear in mind that there should be
1.3 a sufficient number of qualified personnel to:

meet peak work-load situations and conditions

meet the fitness for duty requirements of STCW 95

maintain occupational health and hygiene standards on board

meet the requirements of the Safety Management System on board

with due regard to the number of hours of shipboard duties and rest periods that may be assigned to a seafarer.

Annex 2 ***The Administration should ensure that each seafarer on board the ship holds
New sub appropriate certification for the size of ship, its propulsion power and its area of
section 1.5 operations in accordance with the 1978 STCW Convention as amended.***

Annex 2 The capability to maintain a safe navigational watch in accordance with regulations
section 2 ***IV/1, IV/2, VIII/1, and VIII/2 of the 1995 amendments to the 1978 STCW Convention***
Principle and also maintain general surveillance of the ship

- Annex 2
2.2.1 the watch complies with the requirements of ***chapter II, chapter IV and chapter VIII of the 1995 amendments to the 1978 STCW Convention***
- Annex 2
2.2.2 When an automatic pilot is used, the helmsman may be released for other duties subject to the provisions of regulation 19, chapter V of the 1974 SOLAS Convention. ***The helmsman should not be included in the number of crew required for mooring operations (Annex 2.3.2)***
- Annex 2
2.2.3 ***in ships over 3000 gt***, the provision of qualified deck officers should be such that it is not necessary for the master to keep regular watches
- Annex 2
2.2.4 ***in ships over 3000 gt***, a three watch system should be adopted
- Annex 2
2.2.5 ***in ships fitted with GMDSS, procedures should be in place to cover the conflict between watchkeeping and communication duties***
- Annex 2
2.3 Where the bridge watch consists of one officer and one seaman, there should be the capability to provide further assistance at any time if the officer of the watch requires additional help. Such assistance should be readily available and fit for duty, ***as defined in regulation VIII/I of the 1995 amendments to the 1978 STCW Convention.***
- Annex 2
3.2 At each end of the ship there should be:

in ships over 3000 gt at least two seamen and an officer;

ships under 3000 gt, sufficient persons;

to accept and effectively secure a tug and to send away, tension and secure lines and backsprings. Any necessary operations should be capable of being performed at bow and stern simultaneously. All other moorings required are solely a function of time and not of additional manpower.
- Annex 2
5.2 Each ship should have an emergency organization which will include the allocation of personnel for fire parties, boat preparation parties and man overboard emergencies. A list of duties should be posted on board and the crew exercised in emergency drills in accordance with the requirements of the 1974 Convention ***as amended***
- Annex 2
5.2.1 ***On ships over 3000 gt the master should not be the officer designated to have primary responsibility for radiocommunications during distress incidents.***
- Annex 2
5.2.2 ***On ships fitted with GMDSS, an officer should be designated to maintain the emergency radio batteries and aerals***

- Annex 2
6.1 At present such ships are mainly concerned with offshore exploration and development activities where by the nature of their operation they may carry a large number of specialized ***non-maritime*** personnel with limited knowledge of the maritime environment. It is important that such ships carry a nucleus of adequately trained marine crew to instruct the specialized personnel in the use of safety equipment and evacuation procedures and to assist in the event of an emergency
- Annex 2
section 7
Principle The capability to maintain a safe engineering watch at sea in accordance with ***regulations VIII/1 and VIII/2 of the 1995 amendments to the 1978 STCW Convention*** and also to maintain general surveillance of spaces containing main propulsion and auxiliary machinery
- Annex 2
7.2 The engineering watch should consist of not less than one duly qualified engineer officer and may include appropriate engine room ratings; it should conform with the requirements of ***chapter III and chapter VIII of the 1995 amendments to the 1978 STCW Convention***.
- Annex 2
7.2.1 the number, size (kW) and type of the main propulsion and auxiliary units over which surveillance is to be maintained; the number of machinery spaces containing these units ***and if the machinery spaces will be manned or unmanned.***
- Annex 2
7.2.3 ***in ships with propulsion power over 3000 kW***, the provision of qualified engineer officers should be such that it is not necessary for the chief engineer to keep regular watches
- Annex 2
7.2.4 ***in ships with propulsion power over 3000 kW***, a three watch system should be adopted
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