



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

STW 30/7/4  
7 December 1998  
Original: ENGLISH

## COMPREHENSIVE REVIEW OF RESOLUTION A.481(XII) - PRINCIPLES OF SAFE MANNING

### Experience, training and qualifications

Submitted by Germany

#### SUMMARY

**Executive summary:** This document provides comments concerning the interpretation of the requirement of "efficient" manning

**Action to be taken:** Paragraph 7

**Related documents:** STW 30/7

1 This document is submitted in accordance with the provisions of paragraph 45.4 of the Guidelines on the organization and method of work of the MSC and MEPC and their subsidiary bodies (MSC/Circ.816 and MEPC/Circ.331).

2 The Contracting Governments undertake, each for its national ships, to maintain, or, if it is necessary, to adopt, measures for the purpose of ensuring that, from the point of view of safety of life at sea, all ships shall be sufficiently and efficiently manned (regulation SOLAS V/13 (a) ). The manning requirement with regard to the criteria "*efficiently manned*" plays an important role within the implementation process of the International Safety Management Code (ISM Code). In accordance with chapters 6, 7, 8 and 10 of the ISM Code, masters, officers and ratings must be properly familiarized on board ships with the:

- .1 company's ship's management system;
- .2 key shipboard operations concerning the safety of the ship and the prevention of pollution;
- .3 emergency actions; and
- .4 maintenance of the ship and the equipment.

To be familiarized with the duties is not only always a question of individual qualification and training but also a matter of ability within the various functions of a crew as a whole as managed by or on behalf of the shipowner which can be obtained in many cases only by *practical experience* as master, officer or rating in charge on board a ship.

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3 It is widely accepted that on board, decisions are taken by the master and by senior officers based on reasoned professional judgement, experience and training (see The United Kingdom Report of Lord Donaldson's Inquiry, paragraph 8.14) and that up to 80 percent of all maritime casualties are more or less human-factor related. The European Commission (EC) has specified, that in maritime casualties in which the human error is involved, the cause can be partly traced back to the fact that constantly less experienced seafarers were available, (EC KOM (93) 66 eng. paragraph 14). Lack of sufficient experience of the master and the crew is equivalent to lack of efficiency in the sense of regulation V/13 SOLAS.

4 It is not surprising, that the experience of seafarers has become one of the principles for safe manning. Also other standards of the Organization refer to the experience of the master and each crew member. For example, paragraph 18.3.8 of the International Code of Safety for High Speed Craft reads:

"The Administration of the country in which the craft is to operate, if other than the flag State, should be satisfied with the training, experience and qualifications of the master and each crew member."

Port State control officers may determine if the ship's master or crew are not familiar with the essential shipboard procedures relating to the safety of ships (regulation XI/4.1 SOLAS).

5 The present principles of safe manning in resolution A.481 (XII), which became effective before the adoption of SOLAS chapter IX and the ISM Code, do not refer sufficiently to the necessity of experienced master and crew for the safety of the ship, crew, passengers, cargo and property and for the protection of the marine environment. Only in the 3rd paragraph of the preamble of this resolution is it mentioned that safe manning is a function of the number of qualified *or experienced* seafarers. But there is no wording which makes explicit the important principle of safety management that the company should ensure that the master and crew have sufficient practical experience. Therefore Resolution A.481(XII): Principles of Safe Manning should be updated with respect to the obligations of the company based on SOLAS chapter IX and the ISM Code so that it plays a role of an interpretation of SOLAS chapter V/13 with regard to the criteria "sufficiently and efficiently" manned.

6 Therefore Germany proposes to amend the preliminary draft Assembly resolution "Principles of Safe Manning" as follows:

.1 the 3rd paragraph of the preamble (annex 1) should be replaced by:

"NOTING that safe manning is a function of the number of qualified ~~or~~ and experienced seafarers necessary for the safety of the ship, crew, passengers, cargo and property and for the protection of the marine environment."

.2 annex 2, section RESPONSIBILITIES OF COMPANIES, insert a new subparagraph:

".2 bis make an assessment of the experience of the master and crew with respect to the ship's management system, the particular type and class of the ship and the assignment of functions aboard;"

#### **Action requested of the Sub-Committee**

7 The Sub-Committee is invited to note the comments under paragraph 6 and to take them into account during the work on the revision of resolution A.481 (XII).