



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

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

Submitted by Norway

SUMMARY

Executive summary:	This paper shows the current Norwegian system of safe manning and asks that it be considered as an example and a contribution to the discussion on the resolution on safe manning.
Action to be taken:	Paragraph 5.
Related documents:	STW 29/9, STW 29/9/1, STW 29/9/2, STW 29/9/3, STW 29/9/4, STW 29/INF 3 and STW 30/7.

1 This document comments on document STW 30/7 and 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).

The Norwegian experience with safe manning regulations

2 The Norwegian regulations on the manning of Norwegian ships date back to 1987 and have since been amended and updated on several occasions. The regulations have been developed on the basis of the Norwegian authorities' vast experience with such matters. The requirements concerning basic safety manning were last amended in 1992. Seeing this is a model which has proved to be functioning well and which has been developed over time, we feel that our experience in this matter might prove to be helpful to the Sub-Committee when reviewing the resolution in question.

3 In our opinion many of the Norwegian requirements are clearer and more to the point than the proposed text in annex 1 in STW 30/7. An example of this is No.3.7 in the Norwegian section 4, which has its parallel in section 3.10 in the proposed resolution text.

4 As the Norwegian regulations were last amended prior to the amendments to the STCW Convention and the ISM Code, some changes may be suggested. However, the existing version will still prove to be a useful example for consideration by the Sub-committee. Excerpts of the Norwegian regulations are included in the annex to this document.

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Action requested by the Committee

5 The Sub-Committee is invited to take into account the information on Norway's current system of safe manning provided in this document and its annex when considering the review of resolution A.481(XII).

ANNEX

**THE NORWEGIAN REGULATIONS OF 17 MARCH 1987 NO. 175 CONCERNING
THE MANNING OF NORWEGIAN SHIPS, SECTION 4***Paragraph 4
The basic safety manning*

1. *For every ship to which these regulations apply the Norwegian Maritime Directorate shall by special evaluation determine the basic safety manning including job specifications and qualification requirements etc. which are necessary to maintain the safety of the ship and those on board.*
2. *At the determination of the basic manning the evaluation will take into consideration the technical standard of the ship, the effect of the mechanical propulsion, administrative and organisational arrangements, alternations, job combinations or/and overlapping competence, tonnage, trade areas and the working hours arrangements to be applied in each case. The circumstances shall be adapted with the view to achieving the highest possible degree of wellbeing on board in both work and in leisure.*
3. *The manning determined in accordance with this section shall include the topical safety operations on board, such as:*
 - 3.1 *The regulations in force at the time concerning compulsory watchkeeping at sea and in port for the deck and engine departments of Norwegian ships.*
 - 3.2 *Use and survey of life-saving and fire-fighting equipment, compulsory drills included.*
 - 3.3 *Use, operational/technical survey and inspection of machinery, automation, supervision and control systems.*
 - 3.4 *Use, operational/technical survey and control of navigational equipment and communications installations.*
 - 3.5 *Mooring of the ship.*
 - 3.6 *Catering requirements of the crew.*
 - 3.7 *Supervise loading and securing of the cargo with regard to stability, trim, fire, pollution, etc.*
 - 3.8 *Making the ship ready for the voyage (ship shape).*
 - 3.9 *Inspection of the intake of bunkers, supplies, equipment, etc.*
 - 3.10 *Required cleaning.*
 - 3.11 *Other safety operations.*
4. *The basic safety manning on passenger ships should also include care of passengers' safety. In addition to the factors mentioned in paragraph 3 above, the considerations should also include the regulations currently in force concerning radio and health personnel.*
5. *When the sum of the effective rating of the electric generators exceeds 1200 kW and/or when the voltage is higher than 1000, an assessment shall be made in each individual case as to whether an electrician shall be required. The same applies to direct current installations regardless of effect or voltage.*