



SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
34th session
Agenda item 13

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ANY OTHER BUSINESS

Consolidation of ILO maritime conventions

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document reports on developments with respect to the consolidation of ILO maritime conventions and the possible future movement of some current ILO training provisions to the STCW Convention
<i>Action to be taken:</i>	Paragraph 7
<i>Related documents:</i>	None

Introduction

1 The ILO Joint Maritime Commission, at its 29th Session (January 2001), made a proposal for a single, up-to-date coherent international maritime labour standard incorporating, as far as possible, the substance of all the various existing international maritime labour standards. The Governing Body of the International Labour Office at its 280th Session (March 2001) agreed the proposal and established a High-level Tripartite Working Group on Maritime Labour Standards (the “High-level Group”) to prepare a revised and updated text.

2 The High-level Group had its first meeting at the International Labour Office in December 2001 and its second session from 14 to 18 October 2002. A Sub-Group of the High-level Group met from 24 to 28 June 2002 to consider a number of draft papers intended for submission to the second meeting of the High-level Group and to make proposals for additional documentation, as necessary. The IMO was represented by an observer from the Secretariat at the second session of the High-level Group and at the meeting of the Sub-Group. This document reports on some of the issues discussed which may be of direct interest to the Sub-Committee.

The proposed new consolidated Convention

3 Amongst other things, it is proposed that the new Convention will incorporate a number of provisions that are commonly found in IMO instruments but which will be novel in the ILO maritime context. It is expected that the structure of the new instrument will be similar to that used in the STCW Convention and Code and that enforcement will include some form of quality standards mechanism. Ships will probably be issued with a certificate after inspection/survey to attest to compliance with the applicable Convention provisions. The proposed new Convention will also include a simplified amendment procedure analogous to the “tacit” procedure in IMO

Conventions. A new tripartite Committee comparable to the MSC in role, is a novel feature of the proposed new procedures and, if agreed, will be peculiar to the maritime sector of ILO. It is currently anticipated that the top two levels of the Convention will be subject to an explicit amendment procedure – as in current ILO procedures, with the lower two levels subject to the tacit procedure. The proposed new Convention is expected to be adopted by ILO in the autumn of 2005.

Training and certification

4 In the discussions to date, proposals have been made for the possible transfer of ILO provisions on ships cooks (ILO Convention No. 69) and able seamen (ILO Convention No. 74) to the STCW Convention. There appears to be consensus with regard to transfer of the able seaman provision but not those for ship's cooks. As the IMO's STCW Convention is now the main international Convention on seafarer training and certification the chief argument for such a transfer is to gather together all such international requirements in one instrument. As can be seen from the extracts at annex (annex 1), the current provisions do not specify the training or assessment requirements leading to certification and the existing provisions would need to be updated (both Conventions are over 50 years old) and put into "competence" format to match the current STCW Convention. One argument against transfer of the provisions is the low number of ratifications of these Conventions (36 for ship's cooks, 27 for able seamen) as compared to the number of STCW Parties (139).

5 At this stage in the ILO discussions it is premature for IMO to reach any firm conclusions on the transfer of provisions but the Sub-Committee may wish to consider, in principle, whether the training and certification provisions in ILO Conventions Nos. 69 and 74 might be transferred to the STCW Convention. If this is the case, some consideration will have to be given in the future to revising and updating the existing provisions to meet current international training and certification requirements and the needs of the shipping industry. In this regard, the Sub-Committee may wish to recall that the STCW Convention does not currently define competences for ratings at the operational level, except for those ratings forming part of a deck or engine room watch. The Sub-Committee may therefore wish to consider adding a suitable item in its work programme to develop competences for seafarers at the operational level, taking into account the possible transfer to the STCW Convention of ILO provisions on ship's cooks and able seamen.

6 To aid the Sub-Committee in its consideration of ratings' competence, relevant guidance on knowledge and skill has been extracted from the ILO/IMO Document for Guidance, 1985 with respect to deck and engine room ratings' training (annex 2). The Sub Committee will note that many of those elements in the Document for Guidance are now incorporated in the relevant sections of the STCW Code in chapter II and III (II/4 and III/4) and also chapter VI (VI/1 (1 to 4) and VI/2-1).

Action requested of the Sub-Committee

7 The Sub-Committee is invited to consider the above and decide as appropriate.

ANNEX 1**Certification of Ships' Cooks Convention, 1946 (No. 69)*****Article 4***

1. The competent authority shall make arrangements for the holding of examinations and for the granting of certificates of qualification.
2. No person shall be granted a certification of qualification unless-
 - (a) he has reached a minimum age to be prescribed by the competent authority;
 - (b) he has served at sea for a minimum period to be prescribed by the competent authority; and
 - (c) he has passed an examination to be prescribed by the competent authority.
3. The prescribed examination shall provide a practical test of the candidate's ability to prepare meals; it shall also include a test of his knowledge of food values, the drawing up of varied and properly balanced menus, and the handling and storage of food on board ship.
4. The prescribed examination may be conducted and certificates granted either directly by the competent authority or, subject to its control, by an approved school for the training of cooks or other approved body.

Certification of Able Seamen Convention, 1946 (No. 74)***Article 2***

1. The competent authority shall make arrangements for the holding of examinations and for the granting of qualifications.
2. No person shall be granted a certificate of qualification unless-
 - (a) he has reached a minimum age to be prescribed by the competent authority;
 - (b) he has served at sea in the deck department for a minimum period to be prescribed by the competent authority; and
 - (c) he has passed an examination of proficiency to be prescribed by the competent authority.
3. The prescribed minimum age shall not be less than eighteen years.
4. The prescribed minimum of service at sea shall not be less than thirty-six months: Provided that the competent authority may-
 - (a) permit persons with a period of actual service at sea of not less than twenty-four months which have successfully passed through a course of training in an

approved training school to reckon the time spent in such training, or part thereof, as sea service; and

- (b) permit persons trained in approved seagoing training ships which have served eighteen months in such ships to be certificated as able seamen upon leaving in good standing.

5. The prescribed examination shall provide a practical test of the candidate's knowledge of seamanship and of his ability to carry out effectively all the duties that may be required of an able seaman, including those of a lifeboatman; it shall be such as to qualify a successful candidate to hold the special lifeboatman's certificate provided for in Article 22 of the International Convention for the Safety of Life at Sea, 1929, or in the corresponding provision of any subsequent Convention revising or replacing that Convention for the time being in force for the territory concerned.

ANNEX 2

DECK RATINGS

ABLE SEAMAN'S CERTIFICATE (section 26)

In addition to the requirement for an able seaman to hold an appropriate certificate of proficiency in survival craft any training leading to qualification for an able seaman certificate should include, but not necessarily be limited to, the subjects contained in the following appendix;

- 1 Knowledge of magnetic and gyro-compasses, methods of changing over from automatic pilot to hand steering and vice versa (appendix 2 to section 8).
- 2 The ability to steer and understand helm orders.
- 3 The ability to keep a proper lookout and report bearings both relative and true (sections 2 and 6).
- 4 Streaming, reading and hauling in a patent log.
- 5 Ship cleanliness and personal hygiene.
- 6 Knowledge of ropes and wires, and the ability to make common knots and splices.
- 7 Basic principles of fire fighting and use of fire-fighting equipment (appendix 1 to section 10).
- 8 First aid, health hazards and personal safety.
- 9 Emergency procedures (appendix 2 to section 12).

OTHER DECK RATINGS

Magnetic and gyro-compasses (section 8 – appendix 2)

Practical training in:

- .1 helm orders;
- .2 steering by magnetic and gyro-compasses; and
- .3 automatic pilot and an understanding of the change-over procedure from automatic to manual steering and vice versa.

Emergency procedures (section 12 - appendix 2)

Deck ratings should have sufficient knowledge of the emergency situations which could arise on board ship. This knowledge should include, but not necessarily be limited to the following:

- .1 knowledge of the ship's contingency plans for response to emergencies and the deck ratings' relevant duties;
- .2 action to be taken following fire or collision;
- .3 precautions for the protection and safety of passengers in emergency situations;
- .4 abandoning ship;
- .5 rescuing persons; and
- .6 man overboard procedures.

ENGINE-ROOM RATINGS

Emergency procedures (section 12 - appendix 4)

1 Engine-room ratings whose duties may require it should have sufficient knowledge of all the engine-room plant and systems, and be aware of emergency procedures to be followed, to enable them to assist in maintaining as far as possible the integrity of the engine-room and, as necessary, the continued operation of the plant.

2 This knowledge should include, but not necessarily be limited to, the following:

- .1 action to be taken in the event of ingress of seawater into the engine-room;
- .2 abandon ship procedures and emergency escape routes;
- .3 the correct use of personal safety equipment during emergencies; and
- .4 procedures to be followed in the event of fire.

Main and auxiliary prime movers (section 20 appendix 2)

Engine-room ratings, whose duties may require it, should have a practical knowledge of procedures and techniques in order to understand machinery. These should include the following:

- .1 *Construction and assembly*
 - .1.1 Familiarization with the construction of the machinery and its component parts.

- .1.2 Methods of dismantling and assembling machinery.
- .1.3 Understanding of instructional information available to engine-room ratings for the operation and maintenance of machinery.
- .2 *Safe operating procedures*
 - .2.1 Awareness of pressures and temperatures relative to their duties.
 - .2.2 Actions to be taken during emergency operations.
 - .2.3 The effective use of safety guards in way of all hot parts and moving parts for the safety of personnel.
 - .2.4 Precautions to be taken to ensure that damage to the machinery does not result from overspeeding, over-loading or lack of lubrication and cooling.

Boilers and pressure vessels (section 21 – appendix 2)

Engine room ratings, whose duties may require it, should have a basic knowledge of certain procedures and techniques in order to understand the operation and general maintenance of boilers and pressure vessels. These should include the following:

- .1 *Construction*

Familiarization with construction of the various types of boilers, economisers, air heaters, pressure vessels and associated equipment and the knowledge of all the safety devices fitted to each type.
- .2 *Boiler operation*
 - .2.1 Safe procedures for raising steam, normal operation and shutdown.
 - .2.2 Knowledge of dangers and precautions to be taken when coupling boilers and warning through steam lines to avoid water-hammer.
 - .2.3 Methods of determining water level.
 - .2.4 Procedures for safe operation of fuel and combustion systems.
 - .2.5 The use of properly treated boiler water.
 - .2.6 Boiler uptake fires, their cause and methods of extinguishment.
 - .2.7 Operation and location of the various boiler fittings.
 - .2.8 Ability to recognize apparent malfunctions and to promptly report these to the engineer officer in charge of the watch.

Pumping and piping systems (section 22 – appendix 2)

Engine room ratings, whose duties may require it, should have a sufficient knowledge to perform their duties on the equipping systems, pumping units and protective devices involved, including the following:

.1 *General*

- .1.1 Methods of measuring pipe and pipe fittings.
- .1.2 Methods of replacing pipes and pipe fittings.
- .1.3 Knowledge of the importance of expansion pieces and the proper securing and support of piping and the use of flexible sections of pipe.
- .1.4 Procedures to be followed in pump servicing.

.2 *Fire mains*

Procedures to be taken in starting up and placing fire pumps on line.

.3 *Bilge, ballast, freshwater and sanitary pumps*

The function, operation and servicing of these pumps.

.4 *Boiler feed systems, where appropriate*

- .4.1 Source of supply of feed water.
- .4.2 Storage tanks, feed pumps, pre-heaters.
- .4.3 Methods of providing normal and make-up feed.
- .4.4 Precautions to prevent boiler water contamination.
- .4.5 Operation and servicing of boiler equipment necessary for the supply of water to the boilers.

.5 *Liquid cargo pumping systems*

- .5.1 Safety precautions for entering cargo pump-rooms.
- .5.2 The use of safety equipment and special tools.

.6 *Oil fuel and lubricants*

- .6.1 Operation of the fuel oil system, including the procedures of storage and transfer of fuel oil.

- .6.2 Hazards involved and precautions to be taken against flashbacks, the accumulation of oil in furnaces and in bilges, on floor plates and on tank tops, leaks in fuel oil heaters and pipe connections, choked strainers and faulty burner tips.
- .6.3 Principles of operation of lubricating systems.
- .6.4 Safety and shut-off devices associated with fuel oil systems.
- .7 *Evaporators, where appropriate*
Types and correct operating conditions.
- .8 *Protection of the marine environment*
Precautions to be taken to prevent pollution of the marine environment.

Automatic and remote control systems (section 23 – appendix 2)

Engine-room ratings should be aware of the:

- .1 overall concept of automatic and remote control systems;
- .2 types of control equipment in use relative to their duties; and
- .3 hazards associated with automatic and remote control systems.

Use of tools (section 25 appendix 2)

It is essential that engine-room ratings, whose duties may require it, should have a sound knowledge of the types of tools and their use in the maintenance and repair of ships' machinery. Knowledge should include, but not be limited to, the following:

- .1 Safe use and proper care of hand tools.
- .2 Safe use and proper care of portable and workshop power tools.
- .3 Safe use of lifting devices.
- .4 The observance of safe practices in:
 - .4.1 use of staging;
 - .4.2 display of warning signs; and
 - .4.3 opening, dismantling and re-assembling of machinery parts.