



SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
34th session
Agenda item 7

STW 34/7
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LARGE PASSENGER SHIP SAFETY

Relevant parts of the updated Work Plan

Note by the Secretariat

SUMMARY

Executive summary: This document provides those parts of the updated work plan relevant to the work of the Sub-Committee, developed by the Working Group on Large Passenger Ship Safety convened during MSC 75

Action to be taken: Paragraph 4

Related documents: MSC 75/24 and MSC 75/WP.12

1 The Maritime Safety Committee, at its seventy-fifth session (15 to 24 May 2002), approved the updated work plan developed by the Working Group on Large Passenger Ship Safety for dissemination to, and action by, the Sub-Committee (MSC 75/24, paragraph 4.23). The Committee also approved additional guidance for the Sub-Committee (MSC 75/24, paragraph 4.22).

2 The working group also agreed on several new tasks related to training, in particular:

- .1 evaluation of safe manning levels as they relate to the number of crew trained for emergency response on large passenger ships;
- .2 evaluation of STCW implementation issues with regard to timing of familiarization training for new crew members;
- .3 training issues (e.g. formal and on board) related to the use of new navigational technologies, equipment operation and management and the use of information and data provided to mariners during routine ship operations and during emergencies.
- .4 evaluation training related to bridge and engine room resource management with a view to determining whether it is effective;

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- .5 measures and training to create a fire prevention safety culture among crew members, specifically addressing personal behaviours which may cause fires (i.e. smoking in bed, unauthorized electrical appliances, etc.); and
- .6 training measures to manage decisions and actions required of the large passenger ship masters during emergencies.

3 The relevant part of the updated work plan assigned to the Sub-Committee and the additional guidance approved by MSC 75 are set out in annexes 1 and 2 respectively. Additional relevant information is attached at annex 3.

Action requested of the Sub-Committee

4 The Sub-Committee is invited to consider the relevant parts of the updated work plan and to take action as appropriate.

ANNEX 1

UPDATED WORK PLAN - STW SUB-COMMITTEE ASSIGNMENTS

No.	Objectives and Tasks	Philosophy link*	Strategic goal link	Areas to consider link	IMO body assigned	No. of sessions to complete	General comments
7	<i>To review human element issues with regard to operations, management and training with a view towards improving safety.</i> Tasks to be considered in accomplishing this objective with respect to large passenger ships include: 1 Communication and language issues including, crew to crew, crew to passengers and ship to SAR facilities taking into account signage and that the use of multiple languages is typical for large passenger ships. 2 Training issues including additional fire-fighting training for senior officer and crew, frequency of drills and STCW requirements. 3 Crew fatigue issues	1.1 1.2	2.1 2.2	5 17 23 27 29 37 38 39 40 41 46	STW	2	In considering task 1 taking into account that English is the official SAR language In considering task 2, section 8 of the ISM Code should be considered and the proposal contained in document MSC 74/4/2 (Bahamas). Consideration should be given to specific training and certification for officers and crew on large passenger ships. In considering task 3 on crew fatigue, outcome of MSC 74 work on the matter should be considered.

* See Annex 3 for explanations.

No.	Objectives and Tasks	Philosophy link	Strategic goal link	Areas to consider link	IMO body assigned	No. of sessions to complete	General comments
	4 Evaluation of safe manning levels, bearing in mind that ships are getting larger and passenger numbers greater, as they relate to the number of crew trained for emergency response on large passenger ships, specifically addressing: .1 crew's ability for dealing with multiple emergencies simultaneously; .2 appropriate training including containing damage, responding to emergencies (i.e. flooding, fire and collision damage), responding to injuries to persons, etc. .3 number of crew trained for emergency response, including containing damage, responding to emergencies (i.e. flooding, fire and collision damage), responding to injuries to persons, rescue situations (person overboard, rescue from other ships in distress), etc 5 Evaluation of STCW implementation issues with regard to timing of familiarization training for new crew members.			49 52 53			In considering task 4, section 8 of the ISM Code should be considered. In addition, Sub-Committee should identify gaps in present requirements to see if they adequately address concern with number of crew on board to deal with multiple emergencies. In considering task 5, Sub-Committee should review current STCW requirements with a view to developing standards for timely implementation of current requirements

No.	Objectives and Tasks	Philosophy link	Strategic goal link	Areas to consider link	IMO body assigned	No. of sessions to complete	General comments
	6 Training issues (e.g. formal and on board) related to the following areas: .1 use of new navigational technologies; .2 equipment operation; .3 management and use of information and data provided to mariners during routine ship operations and during emergencies 7 Evaluation of training for bridge and engine room resource management. 8 Measures and training to create a fire prevention safety culture among crew members, specifically addressing personal behaviours which may cause fires (i.e. smoking in bed, unauthorized electrical appliances, etc.).						In considering task 6, training issues on the use of new navigational technologies, consideration should be given to the variety of the equipment and the constant introduction of new technologies. In considering task 6, equipment operation and data systems, the Sub-Committee should consider realistic training and simulator training. In regard to task 7, advice should be sought from the DE Sub-Committee on engine room resource management issues, as appropriate In regard to task 8, it should be noted that the MSC HE Working Group is developing a definition on “culture”.

No.	Objectives and Tasks	Philosophy link [*]	Strategic goal link	Areas to consider link	IMO body assigned	No. of sessions to complete	General comments
	9 Training measures to manage decisions and actions required of the large passenger ship masters during emergencies, specifically addressing: .1 volume of communication; .2 separate activities requiring attention during an emergency; .3 co-ordination with shore side support.						In considering task 9, Sub-Committee should identify gaps in current requirements for decision support systems for master, officers and crew

ANNEX 2

ADDITIONAL GUIDANCE FOR THE SUB-COMMITTEE

The following additional guidance should be considered:

- .1 for any proposed measures, relevant parameters should be considered and, if feasible, a scale for application of such measures should be developed;
- .2 if any additional areas of training or qualifications are necessary for large passenger ships including, but not limited to, fatigue management, evacuation and mustering of passengers, passenger demographics, operation in remote areas or in congested waters, bridge and engine room resource management, crowd management; and
- .3 best industry practices in respect of training and human element issues.

ANNEX 3

RELEVANT REFERENCES

REFERENCE	TEXT
MSC 75/WP.12, annex 1 Guiding philosophy Paragraph 1.1 Paragraph 1.2	The regulatory framework should place more emphasis on the prevention of a casualty from occurring in the first place. Future large passenger ships should be designed for improved survivability so that, in the event of a casualty, persons can stay safely on board as the ship proceeds to port.
MSC 75/WP.12, annex 1 Strategic goals Paragraph 2.1 Paragraph 2.2	Improve measures for the prevention of casualties such as collisions, groundings, fires and equipment failures Improve measures that address the human element with a focus on design, operations, management and training
MSC 75/WP.12, annex 1 Area for consideration Paragraph 5 Paragraph 17 Paragraph 23 Paragraph 27 Paragraph 29 Paragraph 37 Paragraph 38 Paragraph 39 Paragraph 40 Paragraph 41 Paragraph 46 Paragraph 49 Paragraph 52 Paragraph 53	Man-machine interface Communications and language factors in relation to crisis management Evacuation concerns in terms of crowd control, passenger demographics and accountability of passengers during an emergency Crew Fatigue Crew Training adequacy • Familiarization • Crowd management • Crisis management Engine room resource management Training issues including the use of new navigational technologies Maintenance of Equipment Training issues related to equipment and data systems Training issues related to equipment operation Personnel fire prevention habits Crew's ability to respond to multiple emergencies Decision support system for Master, officers and crew STCW familiarization training derived from crew turnover

REFERENCE	TEXT
MSC 74/4/2 Paragraph 6	The Bahamas considers that the proposed training is relevant for those in charge of fire fighting and would be only be required for senior officers serving on passenger ships. It is considered that the additional training can be provided by extending the present fire fighting training by one additional day and that this could be delivered by existing training centres. Implementation training would be achieved by amendment of section A-VI/3 of the STCW Code and would not require any significant legislative action by parties to the STCW Convention. There would be no significant costs for administrations.
ISM Code Section 8	8 EMERGENCY PREPAREDNESS 8.1 The Company should establish procedures to identify, describe and respond to potential emergency shipboard situations. 8.2 The Company should establish programmes for drills and exercises to prepare for emergency actions. 8.3 The safety management system should provide for measures ensuring that the Company's organization can respond at any time to hazards, accidents and emergency situations involving its ships.