



SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
36th session
Agenda item 5

STW 36/5/1
12 October 2004
Original: ENGLISH

LARGE PASSENGER SHIP SAFETY

Proposed amendments to Part B of the STCW Code

Submitted by Singapore

SUMMARY

<i>Executive summary:</i>	This document proposes amendments to Part B of the STCW Code as instructed by MSC 78
<i>Action to be taken:</i>	Paragraph 3
<i>Related documents:</i>	MSC 78/26 and STW 36/5

1 The Maritime Safety Committee at its seventy-eighth session (10 to 21 May 2004) instructed the Sub-Committee to:

- .1 prepare amendments to part B of the STCW Code for engine-room resource management, taking into account that this recommendation may be expanded to cover more than just passenger ships; and
- .2 review the model courses for crisis and crowd management to incorporate the safe area concept and provide recommendations to MSC 80.

2 To assist the Sub-Committee in its deliberations, Singapore proposes amendments to Part B of the STCW Code set out in annex related to the engine room resource management.

Action requested of the Sub-Committee

3 The Sub-Committee is invited to note the information provided and take action as appropriate.

ANNEX

DRAFT STCW.6 CIRCULAR

INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978AMENDMENTS TO PART B OF THE SEAFARERS' TRAINING,
CERTIFICATION AND WATCHKEEPING (STCW) CODE

1 The Maritime Safety Committee, [at its eightieth session (.... May 2005)], adopted amendments to part B of the STCW Code as follows:

Insert the following text at the end of paragraph 8 in section B/VIII/2, part 3-2

ENGINE ROOM RESOURCE MANAGEMENT

8bis Companies should issue guidance on proper engine room procedures and promote the use of check lists appropriate to each ship, taking into account national and international guidance.

8ter Companies should also issue guidance to Chief Engineers and officers in charge of engine room watch on each ship concerning the need for continuously reassessing how engine room watch resources are being allocated and used based on engine room resource management principles such as the following:

- .1 a sufficient number of qualified individuals should be on watch to ensure all duties can be performed effectively;
- .2 all members of the engine room watch should be appropriately qualified and fit to perform their duties efficiently and effectively or the officer in charge of the engine room watch should take into account any limitation in qualifications or fitness of the individual available when making engine room or operational decisions;
- .3 duties should be clearly and unambiguously assigned to specific individuals, who should confirm that they understand their responsibilities;
- .4 tasks should be performed in a clear order of priority;
- .5 no member of the engine room watch should be assigned more duties or more difficult tasks that can be performed effectively;
- .6 individuals should be assigned at all times to locations at which they can most efficiently and effectively perform their duties, and individual should be reassigned to other locations as circumstances may require;
- .7 members of the engine room watch should not be assigned to different tasks or locations until the officer in charge of the engine room watch is certain that adjustments can be accomplished efficiently and effectively;

- .8 instruments and equipment considered necessary for effective performance of duties should be readily available to appropriate members of the engine room watch;
 - .9 communications among members of the engine room watch and to the bridge watch, should be clear, immediate, reliable and relevant to the business at hand;
 - .10 non-essential activity and distractions should be avoided, suppressed or removed;
 - .11 all engine room equipment should be operating properly and if not, the officer-in-charge of the engine room watch should take into account any malfunction which may exist in making operational decisions;
 - .12 all essential information should be collected, processed and interpreted and made conveniently available to those who require it for the performance of their duties;
 - .13 non-essential materials should not be placed in the engine room or any work surface;
 - .14 members of engine room watch should at all times be prepared to respond efficiently and effectively to changes in circumstances;
 - .15 clear and effective data monitoring to identify possible areas of concern in equipment or systems so as to prevent breakdowns/accidents/incidents; and
 - .16 effective methods of cross checking information, data, indications must be developed to obviate the need for total reliance on any specific type of equipment, system, or component.
-