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MARITIME SAFETY COMMITTEE
77th session
Agenda item 17

MSC 77/17/4
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ROLE OF THE HUMAN ELEMENT

Promoting safe behaviour in a safety culture

Submitted by the ICFTU

SUMMARY

- Executive summary:** This paper addresses MSC 77/17/1 and in particular the need for full involvement of seafarers in health and safety initiatives and the International Safety Management (ISM) Code as the correct vehicle to achieve this.
- Action to be taken:** Paragraph 8
- Related documents:** MSC 77/17/1, resolution A.850(20), BLG 8/WP.4

1 The ICFTU agrees with the views expressed in section 1.7 of the annex to MSC 77/17/1 that ‘the involvement of the frontline employee in health and safety is critical if future improvements are going to be achieved.’ and further accept that seafarers are willing to work with management with respect to their own health and safety.

2 BLG 8 agreed to invite the WHO and the ILO to participate in the development of the management based guidelines on occupational health as contained in BLG 8/WP.4 Guidance on the basic elements for a shipboard occupational health and safety programme.

3 The Committee is reminded of the out come of the Tripartite Meeting of Experts convened 28 September 1993 to revise the ILO Code of Practice on Accident Prevention on Board Ships at Sea and in Port in

2.6 General duties and responsibilities of the shipboard safety and health committee emphasizing in 2.6.3 the balanced representation by shipboard departments and functions and the inclusion of rating representatives.

2.8 General duties and responsibilities of safety representatives

The definition in 1.3 of this code is:

Safety representative: a member of the crew elected or appointed by and from the members of the crew to serve on the shipboard safety and health committee.

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4 The ICFTU supports in principle the statement in paper MSC 77/17/1 by the United Kingdom ‘that the International Safety Management (ISM) Code is the primary vehicle through which reductions in incidents and accidents can be achieved.’

5 The ICFTU believes that promoting safe behaviour in a safety culture onboard ship requires the full involvement of all crew in a cooperative environment without the fear of intimidation.

6 The seafarer must be given the freedom to be safe without the infringement of their human and trade union rights and the empowerment of seafarers is an essential component of a safety culture so that they are in practice able to use their professional judgement.

7 The Committee is reminded when considering this issue to take into account the decision of Council in its eighty-ninth session to:

Instruct the committees of the Organisation and through them their subsidiary bodies, when developing new instruments or amendments to existing ones, to ensure that these are compatible and not in conflict with other instruments of international law and they cannot be interpreted or used in a way that conflicts with such instruments and in particular the ones addressing human rights.

8 Action requested of the Committee

The Committee is invited to:

- .1 consider amending the ISM Code to include a mandatory requirement for a shipboard safety representatives as defined by the ILO in their Code of accident prevention on board ship at sea and in port; and
 - .2 consider instructing the IMO/ILO/WHO working group formed at BLG 8 to develop training requirements for onboard safety representatives that will take into account the current realities of shipboard arrangements.
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