



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

STW 34/7/1  
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## LARGE PASSENGER SHIP SAFETY

### The training of personnel on passenger ships

Submitted by the ICFTU

#### SUMMARY

<i>Executive summary:</i>	This paper revisits the invitation in STW conference resolution 6 to extend the training requirements under regulation V/2 to all personnel serving on passenger ships.
<i>Action to be taken:</i>	Paragraph 3
<i>Related documents:</i>	MSC 76/6 MSC 75/4/1, STW 33/11, STCW Diplomatic Conference Resolution 6, STCW 95 Convention

## 1 Background

The Sub Committee in response to USA paper STW 33/11, recognised three tasks to be addressed with respect to the human element, to improve large passenger ship safety. The issues identified were under three headings communication and language, safety training and crew fatigue. At MSC 76 they agreed to use the USA correspondence group report MSC 75/4/1 as the basis for further consideration in a working group and again safety training was indicated as a major issue. STCW Diplomatic Conference Resolution 6 invites parties to the STCW 95 Convention to apply the relevant training provisions of regulation V/2 to all personnel serving on all passenger ships. This should now be a primary consideration when considering the safety of large passenger ships.

## 2 Considerations

Resolution 6 is:

*Recognizing the important contribution of ship's personnel towards the safe evacuation of passengers in emergency situations.*

The level of training of the crew in the **Scandinavian Star** disaster of 1990 was reported to be totally inadequate and unfortunately this was also the case in the High Speed Craft MS **Sleipner** disaster in 1999. The notable failure in the case of the **Sleipner** was the lack of safety training of catering staff and their inability to operate without direction of senior officers in evacuating the passengers. This, the report believed, contributed to the loss of 16 lives.

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In a direct comparison to this, the ICAO standards require cabin attendants to operate independently of the flight deck in ensuring the safe evacuation of all passengers.

Resolution 6 is further:

*Appreciating the personnel designated to assist passengers in emergency situations on passenger ships may have to assist fellow crew members who are not specially trained and this could affect the behavior of passengers in such situations.*

In the Cabin attendants ICAO Safety training manual under 'Principal duties' it states: 'The most important, but least visible, responsibility of cabin attendants is that which concerns the safety of the passengers and the aircraft cabin. This is a major responsibility and requires that they undergo specialized and thorough training not only to gain a sound knowledge of their safety-related responsibilities but also to instill in them complete confidence and provide them with the authority needed in performing their duties.

With passenger ships growing larger each year and the trend to contracted or casual staff becoming more prevalent the Sub-Committee should question if a philosophy more in line with the aviation industry is called for. Currently the training for those identified of having a role in the evacuation of passengers may involve three to five days and not incorporate the basics of crowd management. In comparison the aviation cabin crew have a comprehensive initial safety training of one month with yearly revisions.

Resolution 6 finally:

*Being aware that some passenger ship personnel are not required to be trained to the same standard as personnel on ro-ro passenger ships,*

As passenger numbers increase and evacuation and emergency situations become more complex any untrained staff on passenger ships are a liability and, as recognized in the aviation industry, untrained staff undermine the confidence of the passengers. Standards of crew safety training for all international passenger vessels should be standardized at more realistic levels and the IMO, in line with its call for a safety culture on ships, should adopt a philosophy comparable to that within the aviation industry.

### **3 Action requested of the Sub-Committee**

The Sub-Committee is invited to review the undertakings in STCW/Diplomatic Conference Resolution 6 in conjunction with the issue of large passenger ship safety and

- .1 Identify current training practices on passenger vessels
- .2 Determine the level of staff on current vessels that do not receive the safety training required under STCW 95 Reg V/2
- .3 Consider the risk to passengers of significant levels of untrained, contract or casual ships crew.