



SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
38th session
Agenda item 12

STW 38/12/3
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COMPREHENSIVE REVIEW OF THE STCW CONVENTION AND THE STCW CODE

Submitted by ICFTU

SUMMARY

- Executive summary:* This document identifies areas of the STCW Convention that may need additions of amendments
- Action to be taken:* Paragraph 6
- Related documents:* STW 37/18 and MSC 81/25

General

1 The eighty-first session of the Maritime Safety Committee endorsed the proposal of the thirty-seventh session of the Sub Committee on Standards of Training and Watchkeeping for a new work item for a '**Comprehensive review of the STCW Convention and the STCW Code**' with a target completion date of 2008. The Committee as a first step instructed the Sub-Committee to address the 'scope' of the task before reviewing in a 'systematic and organized' manner.

2 Three items were initially agreed for the agenda:

- .1 ECDIS training and familiarization;
- .2 LNG training and competency standards; and
- .3 Introduction of mandatory alcohol limits during watchkeeping and other shipboard duties.

3 The ICFTU is concerned that a review should not seek to change the structure of the Convention or to result in a down-skilling of standards. Whilst recognizing that the Convention would benefit from harmonizing with recent amendments, resolutions and circulars; and should take into consideration new technologies, the goals of the 1995 revision should not be lost.

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4 The objective of the 1995 revision was to establish an international minimum standard of professional competence for seafarers to ensure safe operational practices, safety of life at sea and protection of the environment. It is essential that any action taken enhance these standards and be limited to addressing the anomalies and shortcomings of the Convention. The shortfall in qualified seafarers should not be addressed by introducing increased flexibilities that allow quantity to be prioritized over quality.

5 After consultation with our seafarer affiliates the ICFTU has formulated a list of proposed amendments that will enhance the current Convention. These are contained in the annex.

Action requested of the Sub-Committee

6 The Sub-Committee is asked to consider the proposals contained in the annex and take action where appropriate.

ANNEX

Regulations

Chapter I

Regulation I/1

The following definitions should be included.

Able Seafarer and Able Seafarer Engine

As agreed under item 9.

Ships Safety Representative

As proposed in paper MSC 21/2 by New Zealand.

Reason; For a true onboard safety culture the full involvement of the crew is essential. The appointment of one or more seafarer as safety representative within the normal crew, to work within the safety committee, enables crew to participate fully in the overall safety of the ship.

Ships propulsion power

It is proposed that this be defined as the original engine makers designed power and not any subsequent lower registered power.

Reason; Currently engines are de-rated or in some cases registered at less than their designed power level to enable engineers with a lower certificate of competency to operate them. The design power remains the critical measure even where engines are mechanically limited to a lower power as, in effect, the technology remains the same and, in all other respects, it remains a substantially larger plant.

Electrical Officer

It is proposed this position be defined with appropriate provisions for service and competency introduced to Chapter III.

Electronic Officer

It is proposed this position be defined with appropriate provisions for service and competency introduced to Chapter III.

Chapter III

Establish service and competency provisions for the positions of Electrical Officer and Electronic Officers.

Chapter V

Establish a training programme for dynamic positioning vessels.

Chapter VI

Establish training standards for the following:

- **Shipboard Safety Representative** reflecting the requirements of the ILO Maritime Labour Convention (2006)
- **Sanitation and Hygiene**

All basic safety training should have a mandatory 5 yearly refresher course.

Chapter VIII

The provisions of the hours of work and rest to be aligned with the provisions of ILO Convention 180 and to include a requirement for a mandatory record of hours worked. The current provision is too open to abuse and allows the seafarer to operate an unacceptable number of hours per week and, arguably, a record of hours is only required by those flag states who are signatory to ILO 180.

Move the current guidance on drug and alcohol to Part A.VIII.
