



SUB-COMMITTEE ON STABILITY AND  
LOAD LINES AND ON FISHING VESSELS  
SAFETY  
52nd session  
Agenda item 5

SLF 52/5/1  
6 May 2009  
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**DEVELOPMENT OF OPTIONS TO IMPROVE EFFECT ON SHIP DESIGN AND  
SAFETY OF THE 1969 TM CONVENTION**

**Outcome of STW 40**

**Note by the Secretariat**

**SUMMARY**

<i>Executive summary:</i>	This document provides the outcome of STW 40 on matters related to this agenda item
<i>Strategic direction:</i>	2
<i>High-level action:</i>	2.1.1
<i>Planned output:</i>	2.1.1.2
<i>Action to be taken:</i>	Paragraph 9
<i>Related documents:</i>	MSC 85/23/6; STW 40/13/1 and STW 40/14, paragraphs 7.10.8 to 7.10.16

**Measures to improve training on board/accommodation for training berths on new ships**

1 At STW 40, the delegation of India (STW 40/13/1) advised that they had submitted a proposal (MSC 85/23/6) for a new work programme item to amend the 1969 Tonnage Convention to exempt accommodation of training berths from tonnage calculations in the work programme of the SLF Sub-Committee for consideration by MSC 85, and STW 40 noted that MSC 85 had agreed to forward the proposal to the STW Sub-Committee for its consideration in the context of its work on the comprehensive review of the STCW Convention and Code.

2 The delegation of China, supported by others, appreciated the efforts by India in light of the severe shortage of officers, to raise the profile of the need for the availability of berths for trainees.

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3 The delegation of the Netherlands, supported by others, expressed the opinion that, whilst they agreed in principle with the content of the proposal, it would be difficult to develop and implement any mandatory provisions to provide training berths on board ships. Furthermore, it stated that this was primarily the responsibility of the shipowner, and that, while a number of shipowners were providing berths for cadets on board their ships, others were having well known difficulties in doing so.

4 The delegation of Norway, supported by others, expressed the views that tonnage of a ship was not only used to determine the port and lighthouse dues but also for other purposes relating to the safety of life at sea and protection of the marine environment, and that the proposal by India might not be the way forward.

5 The observer from ISF emphasized that the shipowners were taking their responsibility seriously to provide adequate training berths where possible, and that MLC, 2006 (the ILO Maritime Labour Convention, 2006) had provisions to promote the provision of more training berths particularly on new buildings.

6 The observer from INTERTANKO appreciated the efforts by India and the information provided by ISF, and stressed that there was a great need to provide adequate training berths on board ships and the industry was addressing this matter seriously and progressively.

7 After an in-depth discussion, STW 40, noting that the SLF Sub-Committee would be considering the proposal by India relating to exemption accommodation spaces for trainees from tonnage calculations for new buildings, agreed that it might not be possible to include such provisions within the requirements of the STCW Convention. However, it noted that one way forward could be to adopt a resolution, at the diplomatic conference to be convened to adopt the amendments to the STCW Convention and Code, urging Member Governments to encourage shipowners to ensure that adequate certified accommodation for trainees/cadets was available on board ships, in particular, new buildings.

8 Accordingly, STW 40 advised India to prepare a draft resolution in close co-operation with interested Member Governments and international organizations for consideration at STW 41, with a view to submitting it to the Conference for adoption, and agreed to advise the Committee accordingly after STW 41.

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

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

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