



SUB-COMMITTEE ON STANDARDS OF  
TRAINING AND WATCHKEEPING  
40th session  
Agenda item 13

STW 40/13/1  
14 October 2008  
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## ANY OTHER BUSINESS

### Measures to improve training on board

#### Submitted by India

#### SUMMARY

<b><i>Executive summary:</i></b>	This document provides information relating to a proposal for a proposed new 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
<b><i>Strategic direction:</i></b>	5
<b><i>High-level action:</i></b>	5.2
<b><i>Planned output:</i></b>	5.2.2.1
<b><i>Action to be taken:</i></b>	Paragraph 10
<b><i>Related documents:</i></b>	MSC 83/28, MSC 83/12/4, MSC 85/8 and STW 39/12

#### Background

1 The Secretary-General, in his opening address to STW 39, expressed concern on the anticipated shortage of seafarers of some 27,000 officers representing almost 6% of the total by the year 2015.

2 Noting the apparent reluctance of young people to join the ranks, take on higher duties or, even more importantly, to remain in service, coupled with recent unhelpful legislation and practices, which acted as strong disincentives, he appealed to all to raise the profile of shipping as a vibrant industry, which, in keeping with its corporate social responsibilities, also provided rewarding, stimulating and long-term career prospects.

3 The Secretary-General also drew attention to the outcome of recent analyses of accidents which indicated that, due to inappropriate levels of manning and watchkeeping arrangements, particularly on short sea voyages, fatigue had emerged as a significant contributory factor in accidents.

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4 In this context, MSC 83 had considered a proposal by India (MSC 83/12/4) for a long-term view to address the global shipping manpower shortage by the inclusion of a requirement for trainees and the provision of training berths on board ships in the relevant IMO conventions. The Committee had agreed to forward document MSC 83/12/4 to STW 39 to consider, under the agenda item on “Any other business”, how to address measures to improve training on board and to advise the Committee accordingly.

5 During the deliberations at STW 39, Member States recognized the need to address the shortage of seafarers, but felt that compulsory placement of cadets and provision of berths was not the appropriate way forward. Furthermore, it would be impractical and costly for smaller shipping companies to implement such provisions. They suggested that this idea should be taken up on a recommendatory basis with incentives offered to shipping companies to supply berths for trainees and cadets.

6 STW 39 had invited the Committee to endorse its decision to invite Member Governments and international organizations to submit comments and proposals on the best way forward to improve training on board.

7 India recognizes that it may not be practical to make prescriptive criteria for having a certain number of trainee berths on each ship. Hence an incentive approach would be an appropriate way forward.

8 Administrations have the responsibility to ensure safe manning of vessels and develop/implement IMO-based training programmes to enable safe operation of their ships by suitably qualified manpower. The safe operation of the ships and safety of crew is directly related to conducive and safe living/working conditions on board ships.

9 Accordingly, India has submitted a proposal for a new 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.

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

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