

§ 828. Prevention of Accidents (Seafarers) Recommendation, 30 ottobre 1970 n. 142.

The General Conference of the International Labour Organisation,

Having been convened at Geneva by the Governing Body of the International Labour Office, and having met in its Fifty-fifth Session on 14 October 1970, and

Considering that, although much is being done in a number of countries to reduce occupational accidents to seafarers, there is room for further study of such accidents and for further measures for their prevention, and that international standards embodying a relevant programme of action for the maritime sector are accordingly desirable, and

Having decided upon the adoption of certain proposals with regard to accident prevention on board ship at sea and in port, which is the fifth item on the agenda of the session, and

Having determined that these proposals shall take the form of a Recommendation supplementing the Prevention of Accidents (Seafarers) Convention, 1970, and

Noting that the following standards have been framed with the co-operation of the Inter-Governmental Maritime Consultative Organization, and that it is proposed to seek its continuing co-operation in promoting and securing the application of these standards,

adopts this thirtieth day of October of the year one thousand nine hundred and seventy, the following Recommendation, which may be cited as the Prevention of Accidents (Seafarers) Recommendation, 1970:

1. For the purpose of this Recommendation—

- (a) the term *seafarer* covers all persons who are employed in any capacity on board a ship, other than a ship of war, ordinarily engaged in maritime navigation;
- (b) the term *occupational accidents* covers accidents to seafarers arising out of or in the course of their employment.

2. In giving effect to paragraph 3 of Article 2 of the Prevention of Accidents (Seafarers) Convention, 1970, Members should have due regard to any international system of recording accidents to seafarers which may have been established by the International Labour Organisation.

3. Subjects to be investigated in pursuance of Article 3 of the Prevention of Accidents (Seafarers) Convention, 1970, might include—

- (a) working environment, such as working surfaces, layout of machinery and means of access and lighting, and methods of work;
- (b) incidence of accidents in different age groups;
- (c) special physiological or psychological problems created by the shipboard environment;
- (d) problems arising from physical stress on board ship, in particular as consequence of increased workload;
- (e) problems arising from and effects of technical developments and their influence on the composition of crews;
- (f) problems arising from any human failures such

as carelessness.

4. In formulating the accident prevention provisions called for by Article 4 of the Prevention of Accidents (Seafarers) Convention, 1970, Members should have due regard to any Code of Practice concerning the safety and health of seafarers which may have been published by the International Labour Office.

5. In giving effect to Article 5 of the Prevention of Accidents (Seafarers) Convention, 1970, account should be taken of Articles 7 and 11 of the Guarding of Machinery Convention, 1963—and the corresponding provisions of the Guarding of Machinery Recommendation, 1963—under which the obligation to ensure compliance with the requirement that machinery in use is properly guarded, and its use without appropriate guards prevented, rests on the employer, while there is an obligation on the worker not to use machinery without the guards being in position nor to make inoperative the guards provided.

6. (1) The functions of the committees and other bodies referred to in paragraph 3 of Article 8 of the Prevention of Accidents (Seafarers) Convention, 1970, might include—

- (a) the preparation of accident prevention provisions, rules and manuals;
- (b) the organisation of accident prevention training and programmes;
- (c) the organisation of accident prevention publicity, including films, posters, notices and brochures;
- (d) the distribution of accident prevention literature and information so that it reaches seafarers on board ship.

(2) Relevant provisions or recommendations adopted by the appropriate national authorities or organisations or responsible international maritime organisations should be taken into account by those preparing texts of accident prevention measures and/or recommended practices.

7. The syllabuses of the instruction referred to in Article 9 of the Prevention of Accidents (Seafarers) Convention, 1970, should be reviewed periodically and brought up to date in the light of development in types and sizes of ships and in their equipment, as well as changes in crewing practices, nationality, language and the organisation of work on board ship.

8. (1) There should be continuous accident prevention publicity.

- (2) Such publicity might take the following forms:
 - (a) instructional films, film strips and shorts, for use in vocational training centres for seafarers and where possible in film programmes screened on board ship;
 - (b) display of safety posters on board ship;
 - (c) inclusion of articles on hazards of maritime employment and accident prevention measures in periodicals read by seafarers;
 - (d) special campaigns, during which various media of publicity are used to instruct seafarers in accident prevention and safe working practices.
- (3) The publicity should take into account that there are often seafarers of different nationalities, languages and habits on board ship.

9. (1) In giving effect to Article 10 of the Acci-

dent Prevention (Seafarers) Convention, 1970, Members should have due regard to relevant Model Codes of Safety Regulations or Codes of Practice published by the International Labour Office and the appropriate standards of international organisations for standardisation.

(2) Members should further have regard to the need for international co-operation in the continuous promotion of action for the prevention of occupational accidents; such co-operation might take the form of—

(a) bilateral or multilateral arrangements for uniformity in accident prevention standards and safeguards;

(b) exchange of information on particular hazards affecting seafarers and on means of preventing accidents;

(c) assistance in testing of equipment and inspection according to the national regulations of the country of registration of the ship;

(d) collaboration in the preparation and dissemination of accident prevention provisions, rules or manuals;

(e) collaboration in the production and use of training aids;

(f) joint facilities for or mutual assistance in the training of seafarers in accident prevention and safe working practices.