

Memorandum to Cabinet by the Minister  
of Labour, Employment and Welfare

At its 55th (Maritime) Session in October 1970, the International Labour Conference adopted the following new Instruments, copies of which are attached, namely:-

Accommodation of Crews (Supplementary Provisions) Convention 1970 (No. 133);

Prevention of Accidents (Seafarers) Convention 1970 (No. 134);

Vocational Training (Seafarers) Recommendation 1970 (No. 137);

Seafarers' Welfare Recommendation 1970 (No. 138);

Employment of Seafarers (Technical Developments) Recommendation 1970 (No. 139);

Crew Accommodation (Air Conditioning) Recommendation 1970 (No. 140);

Crew Accommodation (Noise Control) Recommendation 1970 (No. 141); and

Prevention of Accidents (Seafarers) Recommendation 1970 (No. 142).

Accommodation of Crews (Supplementary Provisions)  
Convention 1970 (No. 133)

2. The first instrument supplements a text of 1949 since the rapidly changing characteristics of both the construction and the operation of modern ships permit further improvements in crew accommodation to be envisaged. This Convention applies to ships of at least 1000 tons.

3. The Convention specifies the floor area per person of sleeping rooms and mess rooms; the number of persons occupying each sleeping room, the equipment to be provided and the sanitary provisions including laundry facilities.

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4. Although it is desirable to adopt the provisions of this Convention and Recommendation, yet it is not considered advisable, at least at this stage, to raise the local standard as such step might discourage our few local ship owners. The Convention cannot therefore, be ratified for the time being.

Prevention of Accidents (Seafarers) Convention, 1970  
(No. 134)

5. The second instrument requires the competent national authority to take the necessary measures to ensure that occupational accidents are adequately reported and investigated and that comprehensive statistics are kept and analysed. Provisions concerning occupational accidents prevention shall be laid down by laws, codes of practice and other appropriate means. Measures shall be taken to bring to the attention of seafarers information concerning hazards. Provision shall be made for the appointment of crew members responsible, under the Master, for accident prevention. Member States shall co-operate in achieving the greatest possible measure of uniformity of other action for the prevention of occupational accidents.

6. The provisions of this Convention are being studied for an eventual incorporation in the draft Merchant Shipping Bill to enable us to ratify the Convention in due course.

Vocational Training (Seafarers) Recommendation, 1970  
(No. 137)

7. The third instrument supersedes the Vocational Training (Seafarers) Recommendation, 1946. It applies to all training designed to prepare persons for work on board ship. The objectives of training include the maintenance and improvement of the efficiency of the Shipping industry, reduction of accident risks, provision of retraining facilities and provision of opportunities for upgrading and promotion.

8. This Recommendation can be accepted as useful guideline for future development in the field it covers.

Seafarers' Welfare Recommendation, 1970 (No. 138)

9. The fourth instrument complements the Seamen's Welfare in Ports Recommendation 1936. Seafarers' hotels should be maintained in all ports of interest to international shipping where there is a need for them. Provision should be made for accommodating seafarers' families, where necessary and possible. Prices of board and accommodation should be kept at a reasonable level. Government should encourage the free circulation of films, books, newspapers and sports equipment. Every effort should be made to ensure that seafarers' mail is forwarded as safely and as speedily as possible.

10. At present there is a hostel providing certain amenities and some other facilities for seamen as enumerated in the aforesaid Recommendation.

However, it is not advisable at present to endorse the provisions of the Recommendation. The position may be reviewed in the near future.

Employment of Seafarers (Technical Developments)  
Recommendation, 1970 (No. 139)

11. The fifth instrument is intended to secure for all concerned the greatest benefits from technical progress and to protect seafarers whose employment is affected. Each Member State which has a maritime industry should ensure the establishment of national manpower plans for that industry within the framework of its national employment policy. The instrument refers to arrangements to be made for training and retraining where changes in functions and required skills arising from technical developments are likely to affect seafarers.

12. This Recommendation can be accepted as a useful guideline for future development in the field it covers.



Crew Accommodation (Air Conditioning) Recommendation,  
1970 (No. 140)

13. The sixth instrument complements the Accommodation of Crews (Supplementary Provisions) Convention, 1970 and deals with air conditioning of crew accommodation and certain other areas in ships of 1000 tons or more, except for those regularly engaged in trades where the climate does not require it.

14. As in the case of the Accommodation of Crews (Supplementary Provisions) Convention 1970, it is not advisable to raise the local standard as such step might discourage our few local shipowners. The Recommendation cannot, therefore, be accepted at this stage.

Crew Accommodation (Noise Control) Recommendation,  
1970 (No. 141)

15. The seventh instrument calls for research into the causes and effects of harmful noise, for the reduction of harmful noise and protection of seafarers from it. Each country should review research into the noise problem so as to establish criteria and standards of protection. Measures to be considered might include the use of ear protection in the engine room, locating crew accommodation as far as practicable from noisy machinery and the use of acoustic insulation.

16. This Recommendation can be accepted as useful guideline for future development in the field it covers.

Prevention of Accidents (Seafarers) Recommendation,  
1970 (No. 142)

17. The eighth instrument deals with possible areas of research on accident prevention and goes into detail on some of the other matters covered by the Prevention of Accidents (Seafarers) Convention, 1970 (No. 134).

18. This Recommendation can be accepted as useful guideline for future development in the field it covers.

Recommendation

19. This Memorandum has been prepared in consultation with the Minister of Development. The Crown Advocate General has also been consulted in regard to Convention No. 134.

20. Ministers are invited to agree to the conclusions in paragraphs 4, 6, 8, 10, 12, 14, 16 and 18.