



Safety



Environment



Security



# SESONBOARD

## SES Onboard

The SES Onboard section focuses on Safety, Environment and Security issues of interest for ship operating professionals at sea and in shore-based organizations.

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### About time for same rules onboard and ashore

The IMO's secretary-general expresses his worries about recruitment. If the maritime industry is going to succeed in recruiting young people to the maritime industry the working conditions onboard must undergo severe improvements.

From January 1, 2007, the same legislation regarding work environment ashore is to be applied onboard. This implies that seafarers shall have the same support and legally protection as employees ashore. One is tempted to say it is about time that seafarers should receive the same care and attention as any other professionals, especially as the work involves many difficult and demanding circumstances as well as risks.

The employer is bound to systematically plan, lead and control the business to ensure that all demands regarding a healthy working environment onboard is fulfilled. Work related accidents shall be investigated and the employer shall carry out continuous investigation of possible risks and take necessary actions to prevent accidents or work related illness. Some of this work can be included in the ISM code but the major documentation ought to be separated.

This documentation will from January 1 next year be the subject of audit by the Administration.

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## IMO Secretary-General worried about recruiting and security

IMO Secretary-General Mr Efthimios Mitropoulos opened the Maritime Safety Committee 82nd session, this time held in Istanbul, on November 29.

"It seems to me that the apparent failure to recruit new entrants to the maritime profession has now reached a critical point", he tells the assembly and continues:

"... this Organization, and other fora and decision-making centres, have to focus on creating the climate and incentives to make shipping an attractive career prospect before it is too late".

A large portion of the Secretary-General's opening speech concerned safety issues. Among other things he talks to the delegates how he worries about the very different ways of implementing the International Ship and Port Facility Security Code (ISPS code). An American evaluation study states that "... it became clear just how



Efthimios Mitropoulos.

inconsistent ISPS is from port to port and country to country. While the language of ISPS is uniform in each port and each country, it was as if were seeing several different codes".

Mr Mitropoulos intends to have a suitable manual to assist the uniform implementation of the ISPS code.

## Environmental risks in the Baltic necessitate better collaboration

At the seminar Maritime Crisis Management in Kotka on November 28-29, the participants agreed that better collaboration between the countries around the Baltic is needed to reduce the risks that could arise as the volume of oil transported increases. In particular, better cooperation is needed in maritime education with regard to the exchange of experience as well as better understanding in the case of crisis management.

The participants at the seminar came from eight European countries and repre-

sented ten maritime schools and academies. Three of these – the Makarov State Maritime Academy in St Petersburg, Kymenlaakso University of Applied Sciences in Kotka and the Estonian Maritime Academy in Tallinn – already use the same simulator system to train seafarers for oil clearance operations. Jorma Laakso, who led the seminar, said that the Baltic Sea was a small enough region for all educational and training organisations to be able to harmonise their programs for crisis management systems.