

Input paper: ENG15-n.n.n

Input paper for the following Committee(s): check as appropriate Purpose of paper:

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Agenda item

Technical Domain / Task Number ² ...WG4.....

Author(s) / Submitter(s) ...CHINA MSA.....

Proposals on new guidelines on buoy tender crew operation

1 SUMMARY

As a key participant in front line management or maintenance, the necessary training for the crew or workers of the buoy tender is one of the tasks that must be done by authorities, as well as one of the objective in line with the IALA mission. China Maritime Safety Authority (MSA) submitted the proposal of ENG 14.3.2.9 on Pre-job training course for buoy tender crew. Based on ENG 14.3.2.9, this paper discusses the necessity of relevant work and puts forward suggestions for the next step.

1.1 Purpose of the document

China MSA would like to share the experience in improving the capability of buoy tender crew to perform their duties with concerned members, and hopes that the information will provide a valuable reference for the foomulation of new guidelines.

1.2 Related documents

Input paper ENG14 3.2.9 on Pre-job training course for buoy tender crew.

Output paper ARM14-11.1.3 Liaison note to PAP on STCW amendments.

2 BACKGROUND

During ENG 14 session, China MSA submitted ENG 14.3.2.9 on Pre-job training course for buoy tender crew and presented it in the WWA task group. Representatives discussed the necessity of training for the crew on buoy tender, and believe that currently there is no valuable guidelines or recommendations to develop a model course for pre-job training for buoy tender crew, and that it may be appropriate to develop guidelines or recommendations in this stage. According to the ENG 14 report, the input paper ENG 14.3.2.9 will continue to be discussed during this meeting and the final use will be determined.

According to output paper ARM14-11.1.3 Liaison note to PAP on STCW amendments. the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) & associated Code were likely to be revised in the coming years at IMO; Committee was requested to comment on an IALA approach in this regard. Committee National members were requested to seek guidance from appropriate colleagues with competence in this area.

3 DISCUSSION

3.1 Natrue of the work of buoy tender

The operation environment of buoy tender are completely different from that of the general cargo or passenger ships. It is normally complicated with greater safety risks. The crew on buoy tender should always take consideration of general sailing maneuver but also buoy operations such as lifting/deployment. How to make the buoy tender crew carry out their work better,more efficient, is always one of the primary work that the Aton authorities should consider.

Generally, the personnel on buoy tender includes the ship's staff and workers, in some cases, the two are separate, in some other cases, the two are consistent. The existing WWA training courses are only for shore-based workers or managers, but there is no training course for the crew on the buoy tender. At the same time,there is lack of standards, recommendations or guidance in the IALA documents.

3.2 Industrial personnel (IP)

Recent years, safety measures for IP onboard ships is under discussion by the sub-committee Ship Design committee (SDC) of Interantional Maritime Organization(IMO). Industrial Personnel (IP) means all persons who are transported or accommodated on board [solely] [primarily] for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities. There is voices of industrial personnel should be familiar with and receive training similar to that required for onshore personnel for the handling of dangerous goods under national regulations of a Member State. IMO discussions on industrial personnel are continuing.

Obviously in some degree, the crew on buoy tenders have some characteristics of IP, China MSA suggests IALA should pay attention to the impact of the IMO discussions on IP code, take note of the revision of relevant mandatory measures and take appropriate action.

3.3 New guidelines on buoy tender crew operation

China MSA believes that it is necessary for member states to provide necessary training for the crew buoy tender (including ship staff and workers those working on the ship) to enable them to carry out the work more efficiently and safely. Currently, due to the lack of standards, recommendations, guidelines in the IALA documents, it is feasible to develop guidelines or recommendations at this stage. When appropriate, IALA can develop training courses accordingly and provide comments to IMO for revision of STCW or other relevant regulations.

4 PROPOSAL

In summary, China MSA:

1. suggests that the Committee strengthen communication with other relevant parties, explore the feasibility of formulating new guidelines or recommendations on buoy tender crew operation, and add relevant tasks items in the next work program 2023-2027.
2. welcomes concerned parties to provide comments on ENG 14.3.2.9 and this document. China MSA is willing to cooperate with relevant parties to provide support for further work.

5 ACTION REQUESTED OF THE COMMITTEE

The committees is invited to take consideration of above proposals an take appropriate action.