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EFFECTIVENESS OF SEAFARERS' SAFETY MEASURES ONBOARD VESSEL

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According to the International Maritime Organisation (IMO), «Shipping is perhaps the most international of all the world's greatest industries and one of the most dangerous.» [3, p. 5]. This means that in shipping industry even the most basic job of transporting cargo across oceans involves great amount of risk, involving both physical and financial aspects. Every part of the shipping business is bounded by stringent regulations, which prompts companies to act in disciplined and organized manner. To ensure that all operations are carried out in an efficient and smooth manner at the sea, the shipping companies resort to «safety» as their first tool for streamlining processes.

It should be complied with international regulations to ensure safety at sea and proper quality management. Here are the main codes addressing ship, crew and marine protection: International Safety Management Code (ISM Code), International Ship and Port Facility Security (ISPS) Code, Tanker Management and Self-Assessment programme (TMSA), The International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL), International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW), Maritime Labour Convention, 2006 (MLC), Code of safe working practices for merchant seafarers (COSWP), International Convention for the Safety of Life at Sea, 1974 (SOLAS) [1].

Safety in all types of operations is the key factor in ensuring that the company always maintains its position about the profit line, both efficiently and ethically. Safety training is an important part of every seafarer's life. The safety of those on board relies upon each crew member following safe codes of practice and procedures. It is important that drills such as fire, muster and survival craft are carried out regularly and effectively. In an emergency situation, the lives of those

on board will depend upon crew members knowing the safety procedure to be followed and how to implement it effectively and quickly.

National and international requirements governing equipment, musters, drills and training should be strictly complied with. Shipboard emergency training schemes should take account of the IMO/ILO Document for Guidance: An International Maritime Training Guide.

The Master of the vessel will produce an annual drills schedule which will detail the timing and frequency of all drills which the vessel is required to conduct. The schedule will include the following drills: General Muster, Abandon Ship, Fire Drill, Man Over Board, Collision, Oil Spill, Loss of Steering, Loss of Electrical Power, Grounding, Bomb Threat, Terrorism, Piracy.

The purpose of drills is to familiarize personnel with their respective duties and to ensure that they can carry out those duties in an appropriate manner, to improve efficiency in an emergency and to ensure that they are conducted in a safe, controlled and orderly manner and comply with the SOLAS and Company requirements for conducting drills.

Seafarers should be informed of the location to which they must go on hearing the emergency signal and of their duties when they arrive at that station. The location should be well marked.

The Master should ensure that a muster list is compiled and kept up to date and that copies are displayed in conspicuous places throughout the ship. The muster list should contain details of the general alarm signal and other emergency signals and the action to be taken when such signals are activated. The means by which the order to abandon ship is given should also be included. The muster list should indicate the individual duties of all personnel on board and all crew members should be given written details of their own duties.

All seafarers concerned should muster at a drill wearing the appropriate clothing. Each crew member should participate in drills in accordance with national and international requirements.

The timing of drills should be varied to ensure that seafarers who because of their duties have not taken part in a particular drill may participate in the next drill.

Seafarers should receive training as soon as possible, if possible before joining the ship, to ensure that there is no period of time when the seafarer is incapable of carrying out safety-related responsibilities.

Drills often involve the whole crew but it might be preferable to confine certain drills to crew members with specific tasks. Although drills are an essential part of emergency training, a training scheme should consist of more than just drills. Information should be given to the entire crew on subjects such as «cold water survival» and instruction provided to certain crew members on the use of particular items of equipment [2].

It is recommended that the seafarers may be aware of the effectiveness of safety measure while working on board a vessel so that they could be conversant

with the standards. The seafarers may react to problems in very intellectual and controlled manner so that the problems would not escalate and prevent the further problem from occurring. The seafarers may look for a possible solution to the problems that they encounter and should not allow those problems have the continuous effect on their professional work. The shipping companies, the government and the regulation body of the maritime industry may work together alleviate the suffering of seafarers, particularly when encounter problems and to make sure that the Maritime Labour Congress should be strictly observed.

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ПРАВОВИЙ СТАТУС ЄВРОПЕЙСЬКОГО АГЕНТСТВА З БЕЗПЕКИ НА МОРІ (EMSA)

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Після підписання та ратифікації Угоди про асоціацію між Україною, з однієї сторони, та Європейським Союзом, Європейським співтовариством з атомної енергії і їхніми державами-членами, з іншої сторони [1] відкрилися широкі перспективи для політичного та економічного розвитку Української держави в партнерстві з ЄС. Зокрема, це стосується можливостей співробітництва у сфері морської безпеки та взаємодії з відповідними інституціями ЄС. Так, в інституційній системі Європейського Союзу окреме місце займає Європейське агентство з безпеки на морі (European Maritime Safety Agency, EMSA), створене Регламентом (ЄС) № 1406/2002 [2] з метою забезпечення високого, єдиного та ефективного рівня морської безпеки, безпеки на морі, запобігання та реагування на забруднення, спричинені