

Convention No. 134: Prevention of Accidents (Seafarers), 1970
Direct request 2001/72

Italy (ratification: 1981)

The Committee notes with interest the information provided by the Government in reply to its previous comments. In particular it notes the adoption of Legislative Decree (DL) of 27 July 1998 No. 271 concerning amended safety and health provisions governing maritime workers on board merchant and fishing ships which gives effect to *Articles 2; 4, paragraphs 1, 2 and 3(a) and (i); 6, paragraph 4; and 9 of the Convention.*

The Committee notes that section 25 of Legislative Decree No. 271 provides that in the case of accident, regardless of the length of the worker's period of inactivity, the shipowner, on the basis of the information provided by the Prevention and Protection Service (SPP), reports the accident to the Maritime Authority and the insurance agency within the meaning of the provisions of the prevailing standards, as well as to the Enterprise Local Health Unit (AUSL) of the Ships' Registration Division (CIN). Section 25 further provides, that significant particulars of accident on board ship are required to be entered in the "accident log", in accordance with the model approved by the Ministry of Transport and Navigation (Ministerial Decree (DM), 30 May 2000). The Government's report further indicates that this log is held on board ship for the use by the supervisory bodies. It also indicates that, in accordance with section 26 of the Legislative Decree, any accident that occurs on board must be reported to the Ministry by the Maritime Authority that carries out the enquiry, for purposes of drawing up specific statistics. The Maritime Authority must, within a month of the end of the year in question, send to the Ministry, the statistics concerning the number, type, cause and effect of occupational accidents, specifying in what part of the ship they occurred (deck, engine room or general service premises) and where the vessel was (at sea or in port) when they occurred. This information must be given on the appropriate form according to the models approved by the Ministry (DM, 30 May 2000). Subsequently, such statistical data must be drawn up under the supervision of the Ministry, and for purposes of accident prevention, a descriptive report must be sent to the Ministry of Labour, the Ministry of Health, and the interested and concerned social partners. The Committee would be grateful if the Government would supply examples of statistical information drawn up based on the abovementioned procedures and in accordance with *Article 2* of the Convention.

Article 3. Further to its previous comments, the Committee notes the information that a descriptive report previously referred to by the Government concerning research on accidents was to deal with several aspects (characteristics of the ship working environment in relation to the services carried out; frequency of accidents on board ship and types of seafarers affected; relationship between the psycho-physical characteristics of seafarers and the frequency of accidents; identification of the main risk factors on board ship) has not yet been drawn up. This is due to the short time since the approval of the models referred to in the Ministerial Decree of 30 May 2000. The Committee would be grateful if the Government would provide a copy of the texts or extracts of this research and the results reached.

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Article 4, paragraph 3(d), (g) and (h). Further to its previous comments, the Committee notes that there are no provisions in Legislative Decree No. 271 of 1998 providing for the following matters: (d) special safety measures on and below deck; (g) anchors chains and lines; and (h) ballast. Please indicate the measures taken or envisaged to give effect to these requirements of the Convention, and supply the Office with a copy of the adopted measures.

Article 8. Further to its previous comments, the Committee notes that there are no indications provided regarding the programmes set up by the competent authority with the cooperation of shipowners' and seafarers' organizations which are intended to prevent occupational accidents involving seafarers. Please provide information in this regard.