

EVALUATION OF SAFE MANNING PROPOSALS

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International Registries, Inc.

in affiliation with the Marshall Islands Maritime & Corporate Administrators

The Marshall Islands Registry

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OVERVIEW

- § Introduction to the Republic of the Marshall Islands (RMI) Registry
- § Minimum Safe Manning Requirements for Vessels
- § Enforcement
- § Minimum Safe Manning and Work Hours, Rest Hours, Fatigue
- § Conclusion



HISTORY



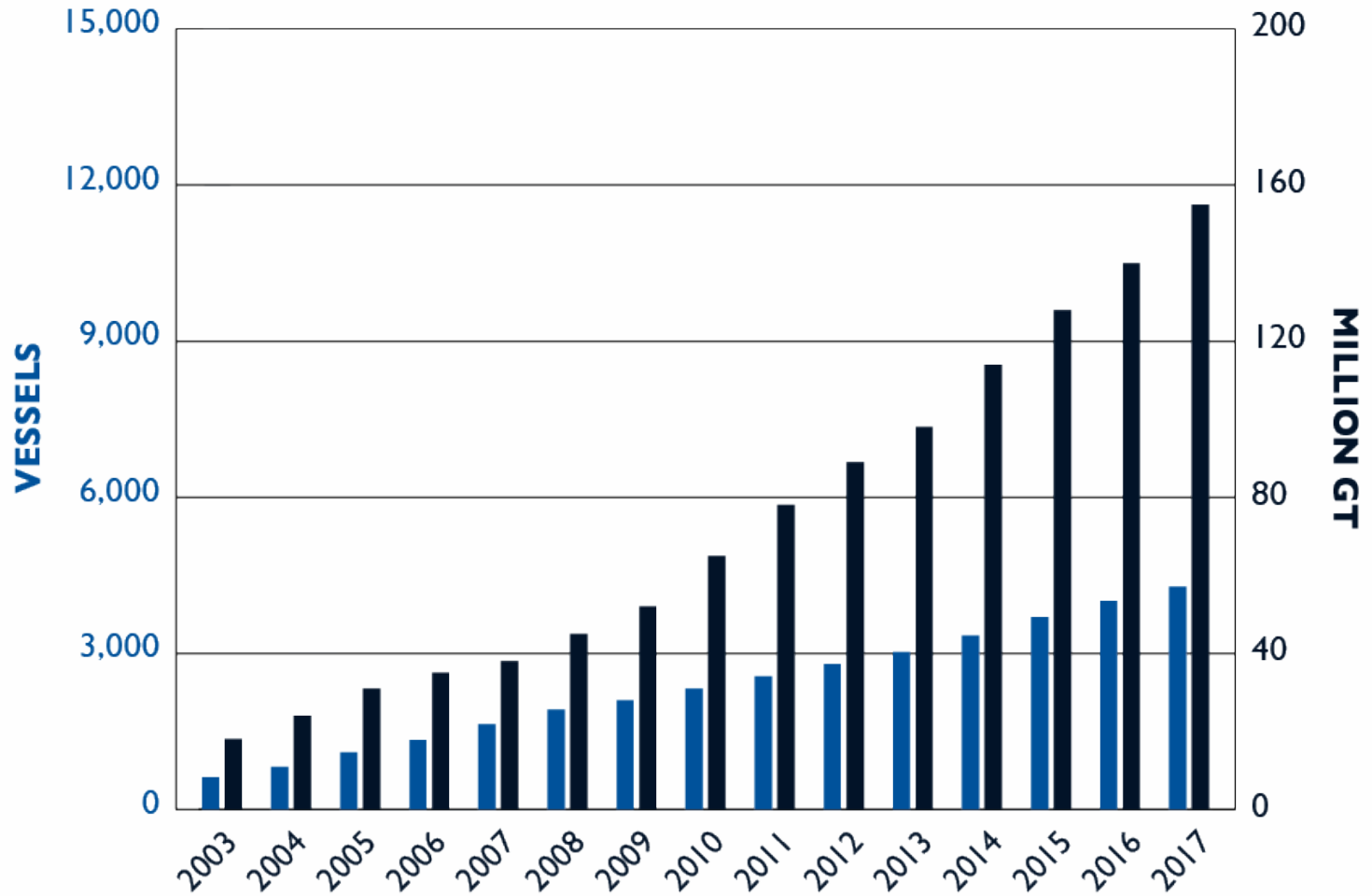
The company dates back to 1948, when it was founded by Edward R. Stettinius, seen here at the Yalta Conference when he was Secretary of State.



The WORLD PEACE, registered on March 11, 1949



FLEET GROWTH



As of 31 October 2017



FLEET TYPES

VESSEL TYPE	NO. of VESSELS	% of FLEET	GROSS TONS	% of FLEET GROSS TONS
BULK CARRIER	1,409	33%	59,604,304	38%
CONTAINER	338	8%	17,558,719	11%
GAS CARRIER	174	4%	11,559,729	7%
GENERAL CARGO	142	3%	4,485,524	3%
MISCELLANEOUS	67	2%	535,947	0.34%
MOU	193	5%	7,977,755	5%
OSV	247	6%	471,142	0.30%
PASSENGER	10	0.23%	343,976	0.22%
TANKER	1,152	27%	52,798,025	34%
YACHT	547	13%	148,356	0.10%
TOTAL FLEET	4,279		155,483,477	

As of 31 October 2017



MINIMUM SAFE MANNING REQUIREMENTS

Requirements are based on the below documents:

International Convention for the Safety of Life at Sea (SOLAS) consolidated edition 2014, as amended, Regulation V/14.2

§ International Convention on Standards of Training, Certification and Watchkeeping (STCW), 2011 edition as amended

§ STCW Code, 2011 edition as amended

§ International Maritime Organization (IMO) Assembly Resolution A.1047 (27), adopted 30 November 2011

§ IMO Assembly Resolution A.703 (17), adopted 06 November 1991

§ RMI Maritime Regulations (MI-108)

§ RMI Requirements for Seafarer Certification (MI-118)



SOLAS REGULATION V / 14.2

Regulation 14, *Ships' Manning*

"1. Contracting Governments undertake, each for its national ships, to maintain, or, if it is necessary, to adopt, measures for the purpose of ensuring that, **from the point of view of safety of life at sea, all ships shall be sufficiently and efficiently manned.**

2. For every ship to which chapter I applies, the administration shall:

- .1 establish appropriate minimum safe manning following a transparent procedure, taking into account the relevant guidance adopted by the organization; and
- .2 issue an appropriate minimum safe manning document or equivalent as evidence of the minimum safe manning considered necessary to comply with the provisions of paragraph 1."

§ Every ship to which chapter I applies shall be provided with an appropriate minimum safe manning document or equivalent issued by the administration as evidence of the minimum safe manning considered necessary to comply with the provisions of paragraph 1.



ADMINISTRATION'S APPLICATION OF THE PRINCIPLES OF MINIMUM SAFE MANNING SUFFICIENT NUMBERS

ROLE OF THE ADMINISTRATION:

§ Number of seafarers required to ensure that a ship is sufficiently, effectively, and efficiently manned in accordance with RMI Maritime Regulations, and the guidelines in IMO Assembly Resolution A.1047(27).

ROLE OF THE OPERATOR:

§ Number of seafarers required to ensure there are sufficient qualified personnel to safely handle in addition to watch standing duties, mooring or unmooring, tank cleaning, preparation of cargo holds, cargo operations, general surveillance of the vessel, such as fire and security patrols, and investigation of unusual events.



ADMINISTRATION'S APPLICATION OF THE PRINCIPLES OF MINIMUM SAFE MANNING WATCHES

- § For vessels more than 3,000 gross tons (GT) / 3,000 kilowatts (kW), a three-watch system shall be adopted; and the Master or the Chief Engineer shall not keep watch

- § A two-watch system may be adopted to provide continuity with industrial operations.

- § For bridge watches that are normally limited in numbers, a routine for providing additional assistance without delay shall be established.



ADMINISTRATION'S APPLICATION OF THE PRINCIPLES OF MINIMUM SAFE MANNING

OTHER FACTORS

- § At least two GMDSS General Operators.
- § On UMS vessels, a sufficient number of qualified personnel to manually control machinery
- § Survival craft, Lifeboats, Fast Rescue Boats
- § One "Person in Charge of Medical Care."
- § A Ship Security Officer (SSO)



ISSUANCE OF MINIMUM SAFE MANNING CERTIFICATES (MSMC)

- § The application form allows the operator to suggest a manning level for their ship or the MSMC will be compiled as per RMI standard schedules.
- § Vessel configurations or operations
- § Deck manning
- § Engine room manning
- § General Purpose (GP) manning
- § Interdepartmental Flexibility (IDF) manning



ISSUANCE OF MINIMUM SAFE MANNING CERTIFICATES (MSMC)

The RMI Maritime Administrator will evaluate a company proposal to ensure that the vessel's proposed complement has the number and grades/capacities of the personnel to fulfill the tasks, duties and responsibilities required for:

- § Safe operation of the vessel, protection of the marine environment
- § Dealing with emergency situations, hours for work and rest

<i>Grade/capacity</i>	<i>Certificate (STCW regulations)</i>	<i>Number of persons</i>
Master	II/2	1
Chief Mate	II/2	1
OICNW	II/1	2
Able Seafarer Deck*	II/5	3
Ordinary Seafarer	II/4	2
One (1) GMDSS First-Class / Second-Class Radio Electronic Operator/Maintainer or Two (2) Deck Officers holding GMDSS General Operator Certificate.		
Chief Engineer	III/2	1
First Assistant Engineer	III/2	1
OICEW **	III/1	2
Oiler/Motor or Able Seafarer Engine * **	III/4 or III/5	3
Cook ***	VI/1	-



ENFORCEMENT BY PORT STATE

- § The STCW Convention, Regulation I/4, enables port State authorities to verify conditions on any vessel, to the MSMC and seafarer's certification.

- § The STCW Code section A-I/4, enables port State authorities to assess the ability of the seafarers of the vessel to maintain STCW watchkeeping standards, if there are clear grounds for the standards not being met.

- § Regulation 2.7 of the Maritime Labour Convention, 2006 ([MLC, 2006](#)) requires ships to have sufficient number of seafarers for the safe, efficient and secure operation under all conditions, taking into account seafarer fatigue and the nature and conditions of the voyage. PSC Officers are entitled to verify this when there are grounds for carrying out a more detailed inspection.



ENFORCEMENT BY FLAG STATE

- § To meet the objectives of IMO Assembly Resolution A.1047(27), the Administrator ensures effective enforcement of these guidelines by verification during RMI Annual Safety Inspections.

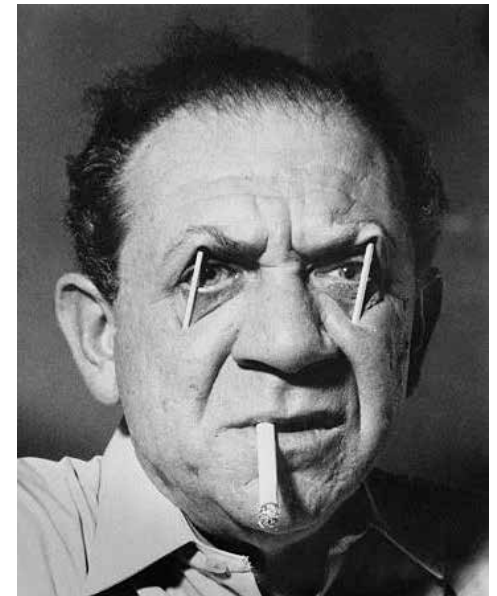
- § The Administrator will withdraw the vessel's MSMC when there are changes in trading area(s), construction, machinery, equipment, or operation and maintenance of the vessel have taken place that affect the minimum safe manning level.

- § The Administrator will review and may withdraw the MSMC of a vessel that persistently fails to maintain compliance with the requirements for rest hours.



MSMC AND WORK AND REST HOURS

- § Work hours and rest hours as per the STCW Convention and the STCW Code, as amended and MLC, 2006. The Administrator has established a minimum hours of rest standard:
 - § 10 hours in any 24-hour period, which may be divided into no more than two (2) periods – one (1) of which shall be at least six (6) hours in length, and no more than 14 hours between any consecutive periods; and
 - § 77 hours in any seven (7) day period.
- § Ultimately, it is the responsibility of the ship-owner/operator to ensure that all seafarers adhere to the above.



MSMC AND FATIGUE

- § Long work hours or irregular shifts can lead to fatigue and eventually to injury or accidents. In investigating accidents on board RMI vessels, non-compliance with rest hours or the MSMC were not identified as a major contributing factor.
- § The common contributory factors found were:
 - § Type of rest
 - § Impact of time management on board
 - § Taking short cuts
 - § Situational fatigue
 - § Environmental factors
 - § Seafarer's health



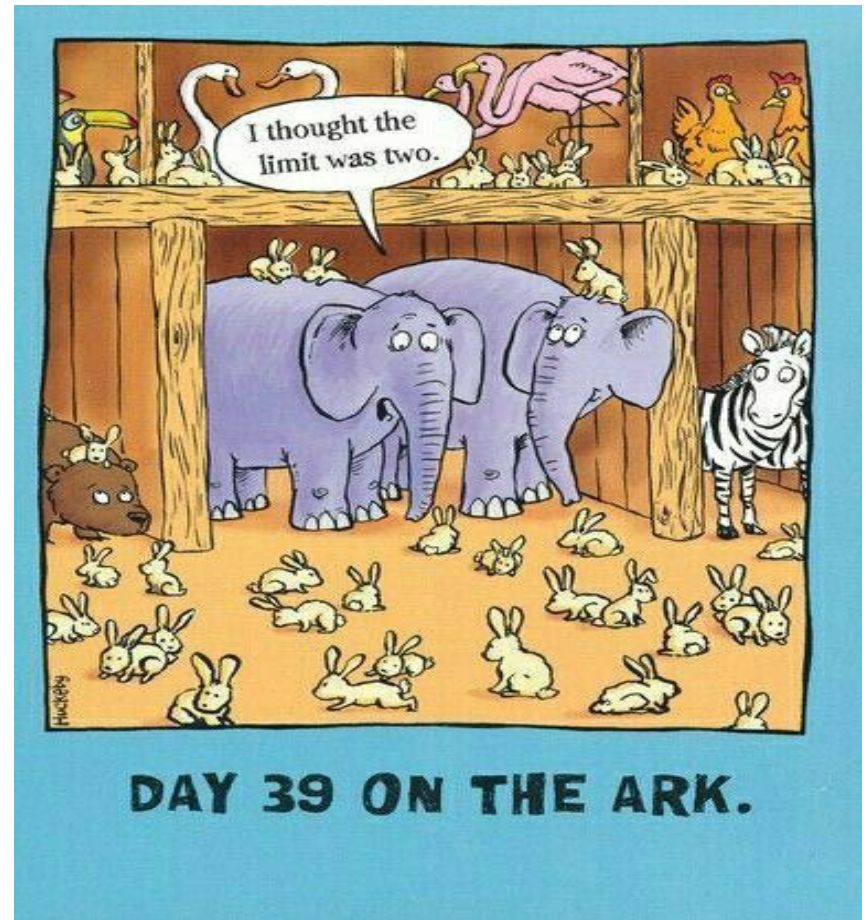
CONCLUSION

- § Minimum safe manning levels are determined by the Administrator, taking into consideration the guidelines contained in IMO Assembly Resolution A.1047(27).
- § Vessel operators shall ensure there are sufficient qualified personnel on board the vessel to maintain work hours and rest hours depending on the vessel operations.
- § Whilst the RMI supports IMO establishing the minimum safe manning on the basis of ship type, operation, trade route, etc. in accordance with A.1047(27)., RMI would also support a minimum safe manning convention or code independent of STCW, expanding on SOLAS Chapter V / Regulation 14, Chapter IX and the resolution.
- § Ships are being built nowadays with limited crew accommodations, so they would need to be built to accommodate increases in manning. This is a big problem for Coastal Operators.



QUESTIONS ?

AND IF YOU ARE WONDERING
HOW IT IS GOING ON
THE ARK.....



THANK YOU



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