

Arktisk Maritim Kompetansenode

Arctic Maritime Competence

Tromsø 06.12. 2022



MEDICAL COMPETENCE

ILO 188 Article 30

For fishing vessels of 24 metres in length and over, taking into account the number of fishers on board, the area of operation and the duration of the voyage, each Member shall adopt laws, regulations or other measures requiring that:

- (a) the competent authority prescribe the medical equipment and medical supplies to be carried on board;*
- (b) the medical equipment and medical supplies carried on board be properly maintained and inspected at regular intervals established by the competent authority by responsible persons designated or approved by the competent authority;*
- (c) the vessels carry a medical guide adopted or approved by the competent authority, or the latest edition of the International Medical Guide for Ships;*
- (d) the vessels have access to a prearranged system of medical advice to vessels at sea by radio or satellite communication, including specialist advice, which shall be available at all times;*
- (e) the vessels carry on board a list of radio or satellite stations through which medical advice can be obtained; and*
- (f) to the extent consistent with the Member's national law and practice, medical care while the fisher is on board or landed in a foreign port be provided free of charge to the fisher.*



**MARINERS
MEDICO
GUIDE**

You have free access to the Mariners Medico Guide, approved by the Norwegian Flag State as its equivalent national medical guide to the WHO International Medical Guide for Ships. Developed by Gard and the Norwegian Centre for Maritime and Diving Medicine to improve health protection and medical care of seafarer's onboard ships.

The Mariners Medico Guide offers up-to-date, fast access and easy-to-use medical guidance. A comprehensive practical symptom-based approach, designed and verified by doctors specialised in maritime medicine, delivering guidance step-by-step, advising when and how to get expert medical advice when needed. Download the app directly onto your mobile device or PC to ensure you have full access even when offline. Make sure to be in an area with good mobile coverage when first downloading (approximately 100 MB of content).

<https://www.medicoguide.no> Use IMO: 1 2 3 4 5 6 7

MARPOL COMPETENCE

[International Convention for the Prevention of Pollution from Ships - MARPOL](#)

[Enhancing fishing vessel safety to save lives](#)

It should be noted that IMO's MARPOL regulations for the prevention of pollution from ships do apply to fishing vessels, including regulations for the prevention of pollution by garbage from ships, which prohibit the discharge of garbage and operational waste, including fishing gear, into the sea.

Protocol I - Provisions concerning reports on incidents involving harmful substances (in accordance with Article 8 of the Convention)

Article I Duty to report

1. *The Master or other person having charge of any ship involved in an incident referred to in Article II of this Protocol shall report the particulars of such incident without delay and to the fullest extent possible in accordance with the provisions of this Protocol.*

2. *In the event of the ship referred to in paragraph (1) of this Article being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the owner, charterer, manager or operator of the ship, or their agent shall, to the fullest extent possible, assume the obligations placed upon the Master under the provisions of this Protocol.*

ROLE OF CHIEF ENGINEER IN IMPLEMENTATION OF MARPOL 73/78

MARPOL 73/78 has got 6 annexes which deal with pollution caused by merchant vessels. All annexes have chapters, and each chapter has regulations which deal with pollution prevention caused by merchant vessels. The Chief engineer has huge responsibility that vessel is complying with all the regulations of MARPOL.

- **CERTIFICATION: IOPPC, IPPC, ISPPC and IAPPC**
- **RECORD KEEPING: ORB, CRB, and GRB.**
- **SURVEYS**
- **CONTROL OF OPERATIONAL POLLUTION: ODS, NO_x, SO_x, VOCs etc.**
- **RECEPTION FACILITIES**
- **EMERGENCY PREPAREDNESS**



Governor of Svalbard

[The Svalbard Environmental Protection Act](#)

Heavy oil ban on Svalbard

Published 07.06.2022

From 1 January 2022, it is not permitted for ships calling in the territorial waters around Svalbard to use or have on board petroleum-based fuel with a higher viscosity, density or solidification point than permitted for marine gas oil. Marine gas oil is defined in separate regulations issued by the ministry.

The ban appears in Section 82a of the Svalbard Environment Act.

The purpose of the ban is to avoid the release of heavy oil and to limit pollution in the event of ship accidents in the territorial waters around Svalbard. Instead, ships in these areas must use light marine diesel, which produces less serious pollution when discharged.

[International Code for Ships Operating in Polar Waters \(Polar Code\)](#)



- *Until it's mandatory in the Polar Code, all designated and assigned duties of persons who serve on this type of ship operating in polar waters, shall have adequate training and familiarization.*
- *In order to avoid criminalization of the Chief engineer and his engineer officers, it must be ensured that all technical equipment, especially environmental cleaning equipment, such as ballast water, cooling water, scrubbers, separators, waste incinerators etc. is constructed and designed for operation in polar waters and approved and verified in accordance with MARPOL and/or other relevant regulations.*
- *Safety dynamics of ship's energy sources must be highlighted*

See also the attached press release



Fishing Vessel Safety

*The safety of fishing vessels has been a matter of concern to IMO since the Organization's inception, but the differences in design and operation between fishing vessels and other types of ships have proved to be an obstacle to their inclusion in the **SOLAS** and **Load Lines Conventions**. While a number of voluntary and regulatory safety initiatives, including the **STCW-F Convention**, which entered into force in 2012, have reduced losses, fishing still remains the most hazardous occupation at sea.*

*The first attempt to establish a binding international agreement was with the adoption of the **Torremolinos International Convention for the Safety of Fishing Vessels, 1977** (1977 Convention). Further attempts were made to bring the 1977 Convention into force with the adoption of the 1993 Torremolinos Protocol Relating to the 1977 Torremolinos International Convention for the Safety of Fishing Vessels (1993 Torremolinos Protocol). However, due to difficulties encountered in bringing the 1993 Torremolinos Protocol into force, the IMO*



prepared a new instrument of implementation. **The Cape Town Agreement** of 2012 on the Implementation of the Provisions of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (2012 Cape Town Agreement) was adopted in October 2012.

The 2012 Cape Town Agreement is a renewed commitment by the Organization to bring the provisions of the 1993 Torremolinos Protocol into force. If successful, the new binding regulatory regime is expected to play an important part for improving safety standards, reducing the loss of life in the fisheries sector, combatting illegal, unreported and unregulated fishing, improved working conditions, reduction of marine pollution, increased protection of polar waters and reduced risks for search and rescue services.

To support the Agreement, IMO has been implementing a comprehensive range of activities through the Organization's technical co-operation programme with other partner organizations such as the International Labour Organization (ILO), the Food and Agriculture Organization (FAO) and the Pew Charitable Trust. The above organizations seek to provide information and assistance, at the regional and global level, in order to promote acceptance of the Agreement, as well as promotion of the voluntary safety guidelines.

IMO Member States have been urged to ratify the 2012 Cape Town Agreement in order to bring this treaty into force to enhance fishing vessel safety and reduce the burden of IUU Fishing.

[1995 STCW-F Convention](#)

The 1995 STCW-F Convention sets the certification and minimum training requirements for crews of seagoing fishing vessels of 24 metres in length and above. The Convention consists of 15 Articles and an annex containing technical regulations. Planned to be completely revised in 2023 and the competence requirement will be quite similar to STCW

Norway only use STCW as basic training for all personnel serving on a ship or vessel;
[Forskrift om kvalifikasjoner og sertifikater for sjøfolk](#)

Fishing Vessel Safety Code and Voluntary Guidelines

Whilst the entry into force of the 2012 Cape Town Agreement remains a primary goal, the Fishing Vessel Safety Code, Voluntary Guidelines and Safety Recommendations provide useful recommendations to safeguard fisher's lives. [Ratification of the Cape Town Agreement of 2012 – Communication from the Secretary-General 2022](#)

IMO has developed, in collaboration with the FAO and ILO, a number of non-mandatory instruments. These include the FAO/ILO/IMO Document for Guidance on Fishermen's Training and Certification and the revised Code of Safety for Fishermen and Fishing Vessels, 2005, and the Voluntary Guidelines for the Design, Construction and Equipment of Small Fishing Vessels, 2005.

The revised Fishing Vessel Safety Code and Voluntary Guidelines - originally developed and approved in the 1970s - have been developed for use primarily by competent authorities, training institutions, fishing vessel owners, fishermen's representative organizations and non-governmental organizations having a recognized role in fishermen's safety and health and training.

As there are no international safety standards in place for small fishing vessels, many countries national regulations, guidelines or standards are either non-existent or inappropriate. The Safety recommendations, approved in 2010, complement the Code of



Safety and the Voluntary Guidelines and will address the safety concerns specific to fishing vessels below 12 m in length, and undecked fishing vessels of any size. The standards will primarily be used by the relevant competent authorities to upgrade their national laws and regulations.

For more information contact fvs@imo.org



C188 - Work in Fishing Convention, 2007 (No. 188)

Implementation - Article 6

1. Each Member shall implement and enforce laws, regulations or other measures that it has adopted to fulfil its commitments under this Convention with respect to fishers and fishing vessels under its jurisdiction. Other measures may include collective agreements, court decisions, arbitration awards, or other means consistent with national law and practice.
2. Nothing in this Convention shall affect any law, award or custom, or any agreement between fishing vessel owners and fishers, which ensures more favourable conditions than those provided for in this Convention.



Seafarers' Section
Maritime Safety Committee

Safety dynamics of ship's energy sources

The transport industry is focusing on alternative energy sources due to a rise in public willingness and the need to partake in global efforts to reduce harmful emissions. The United Nations Sustainable Development Goals (UN SDGs) have driven political pressure across all sectors including maritime. The International Maritime Organization (IMO), the technical agency under the UN developing safety and security standards for the maritime industry, has also pledged its commitment to decarbonise shipping in an effort to contribute to this united worldwide endeavour.

For decades, the maritime industry has dealt with widely available carbon-based fuels which are operated under normal temperature and pressure.

For the maritime industry, the visions and strategies for environmental protection have been developed and include the use of alternative energy sources. Taking into account the fact that there is more than one type of energy source on a ship for safeguarding propulsion and manoeuvring, especially during emergency operations, it is an urgent safety matter to have a clear understanding of the differences amongst energy sources used. This is a historic transition where numerous uncertainties and risk may emerge.

These developments require further consideration for the safety of the human element who are involved and affected across the whole sector in this transition. The need for safety assurances, proper training, and familiarisation must be recognised and implemented to guarantee that all personnel are able to return back home safe.



Seafarers, firefighting personnel, search and rescue personnel, pilots, dockers, bunkering handling personnel and tugboat personnel are directly and indirectly affected and involved in on-the-job operations throughout this transition.

Companies, authorities, suppliers, protection and indemnity insurance providers, and recognised organisations including unions are to ensure the safety of those mentioned above. Maritime education and training institutes, medical practitioners, and security enforcing bodies are to ensure safety and security culture is firmly embedded in the whole system.

For all stakeholders, appropriate competencies and establishing a safety culture are essential for health and safety for both the human element and the environment.

Introducing a new type of energy source encompasses the entire life cycle from manufacturing, transporting, bunkering, storage, and energy processing onboard.

To protect human lives in this transition, it is necessary to have a clear vision of the safety dynamics associated with each energy source. This can be accomplished by acquiring the correct knowledge about the energy sources being used and obtaining the proper competencies necessary for the whole operation, including emergency circumstances. Competencies must therefore include knowledge of operations that may include, inter alia, extreme temperatures and pressures, toxicity, corrosiveness and high voltage, all of which can inflict harm and/or accidents.

The purpose of this document is to highlight the imminent need to put in place measures for those involved in direct on-the-job operations and provide recommendations to close the safety and competency gaps that may exist.

When introducing alternative energy sources, the following are crucial:

- ***A robust training scheme that guarantees the highest level of safety culture;***
- ***appropriate training that covers communication, risk analysis, operation and emergency situations;***
- ***knowledge about construction and design and relevant regulations;***
- ***adequate fire detection and fire-fighting equipment;***
- ***availability of proper lifesaving appliances; and***
- ***provisions of adequate personal protection equipment (PPE) for all personnel.***

Read more about The ITF in the IMO [here](#)



Maritim bransjeprogram

Kompetanse Norge har utlyst midler til kompetanseutvikling av fleksible videreutdanningstilbud innen maritim bransje. Studie som i all hovedsak er elektronisk er gratis for de som har tilknytning til bransjen, og gir mellom 2 og 5 studiepoeng hver. Pt. tilbys følgende studier:

- ✿ Utfordringer i maritim næring med hensyn til miljø og klima
- ✿ Tekniske utfordringer som maritim næring står overfor
- ✿ Innføring i hydrogenteknologi
- ✿ Kurs i hydrogenteknologi
- ✿ Hvordan ivareta sikker drift ved grønn omstilling
- ✿ Innføring i endringsledelse i maritime organisasjoner
- ✿ Endringskapasitet – ledelse i maritime organisasjoner
- ✿ Vedlikeholdsstyring og bruk av databaserte metoder
- ✿ Tilstandsbasert og prediktivt vedlikehold
- ✿ Digitale nettverk.
- ✿ Dataanalyse og AI
- ✿ Fjernovervåkning og support
- ✿ Drift- og miljøoptimalisering
- ✿ Renseteknologi og regelverk
- ✿ Batteridrift
- ✿ LNG drift
- ✿ Hydrogen- og ammoniakkdrift
- ✿ Introduksjon til digitalisering og fremvoksende teknologier
- ✿ Digitalisering i maritime virksomheter
- ✿ Introduksjon til datahåndtering og dataanalyse i maritime applikasjoner
- ✿ Maritim cybersikkerhet
- ✿ Smart shipping
- ✿ Hybrid fremdrift
- ✿ Havmiljøet

Norwegian regulatory References;

[Lov om stillingsvern mv. for arbeidstakere på skip \(skipsarbeidsloven\)](#) (Ship Labour Act)

[Lov om skipssikkerhet \(skipssikkerhetsloven\)](#) (Ship Safety Act)

[Forskrift om arbeids- og hviletid på fiskefartøy](#) (Hours of Rest)

[Forskrift om sikkerhetsstyring for mindre lasteskip, passasjerskip og fiskefartøy mv.](#) (ISM)

[Forskrift om arbeidsmiljø, sikkerhet og helse for de som har sitt arbeid om bord på skip](#) (HSE)

[Forskrift om kvalifikasjoner og sertifikater for sjøfolk](#) (STCW)

[Forskrift om bemanning av norske skip \(bemanningsforskriften 2009\)](#) (Manning)

[Forskrift om vakthold for dekkavdelingen og maskinavdelingen på norske fiske- og fangstfartøy](#) (Watch)

[Forskrift om driftsordninger på norske skip](#) (UMS)

[Forskrift om helseundersøkelse av arbeidstakere på norske skip og flyttbare innretninger](#) (Medical)

[Konvensjon om arbeidsvilkår i fiskerisektoren](#) (ILO 188)

