



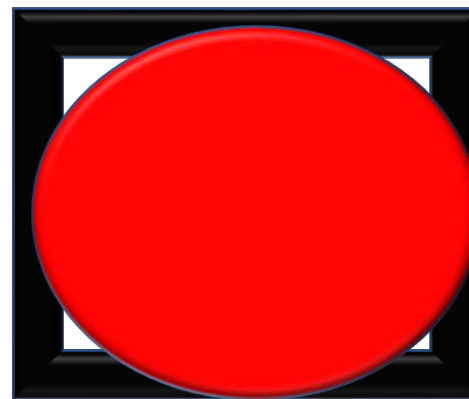
STYRINGSRETT SKIPSLEDELSE



Arbeidsgivers styringsrett

Arbeidsgivers styringsrett er en generell og ulovfestet bestemmelsesrett som gir arbeidsgiver rett til å lede, fordele og kontrollere arbeidet innenfor de rammer lovverket, politiske vedtak, tariffavtaler og individuelle arbeidsavtaler trekker opp.

Ved arbeidsavtalen stiller arbeidstakeren sin personlige arbeidskraft til rådighet for arbeidsgiveren mot et vederlag i form av lønn eller annen ytelse (for eksempel opplæring). Arbeidstakeren har, i kraft av sitt underordningsforhold til sin arbeidsgiver, arbeidsplikt, lydighetsplikt og troskapsplikt. Dette innebærer at arbeidstakeren må rette seg etter arbeidsgivers direktiver, såfremt de ikke strider mot lov- og avtaleverk. Arbeidsgiver har lønnsplikt og en viss omsorgsplikt overfor arbeidstakeren.



Ansettelsesavtalen er en privatrettslig avtale inngått mellom den enkelte arbeidsgiver og **arbeidstaker**.

Avtalen utfylles i minst to eksemplarer.

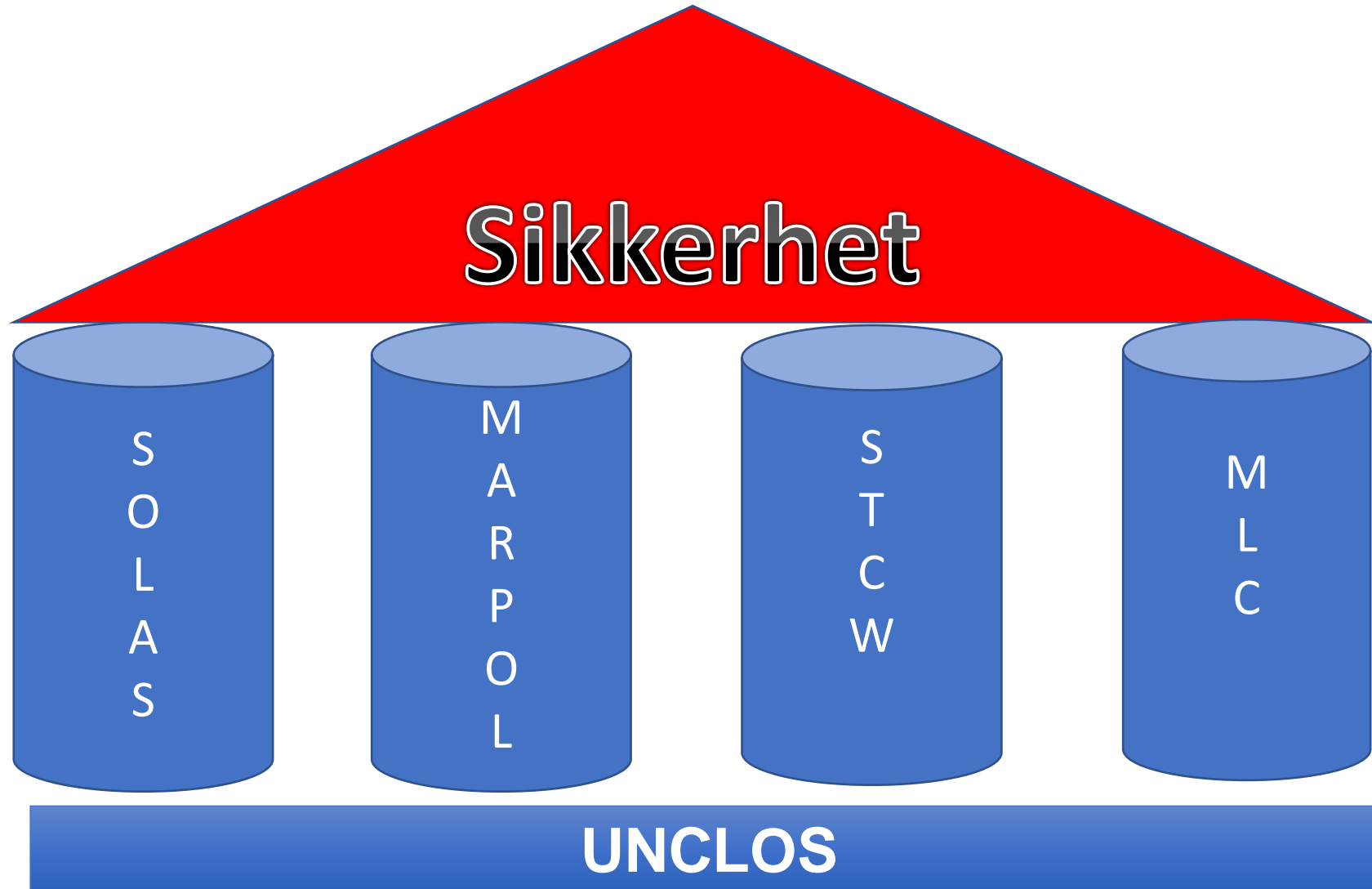
Arbeidstaker og arbeidsgiver skal ha hvert sitt eksemplar.

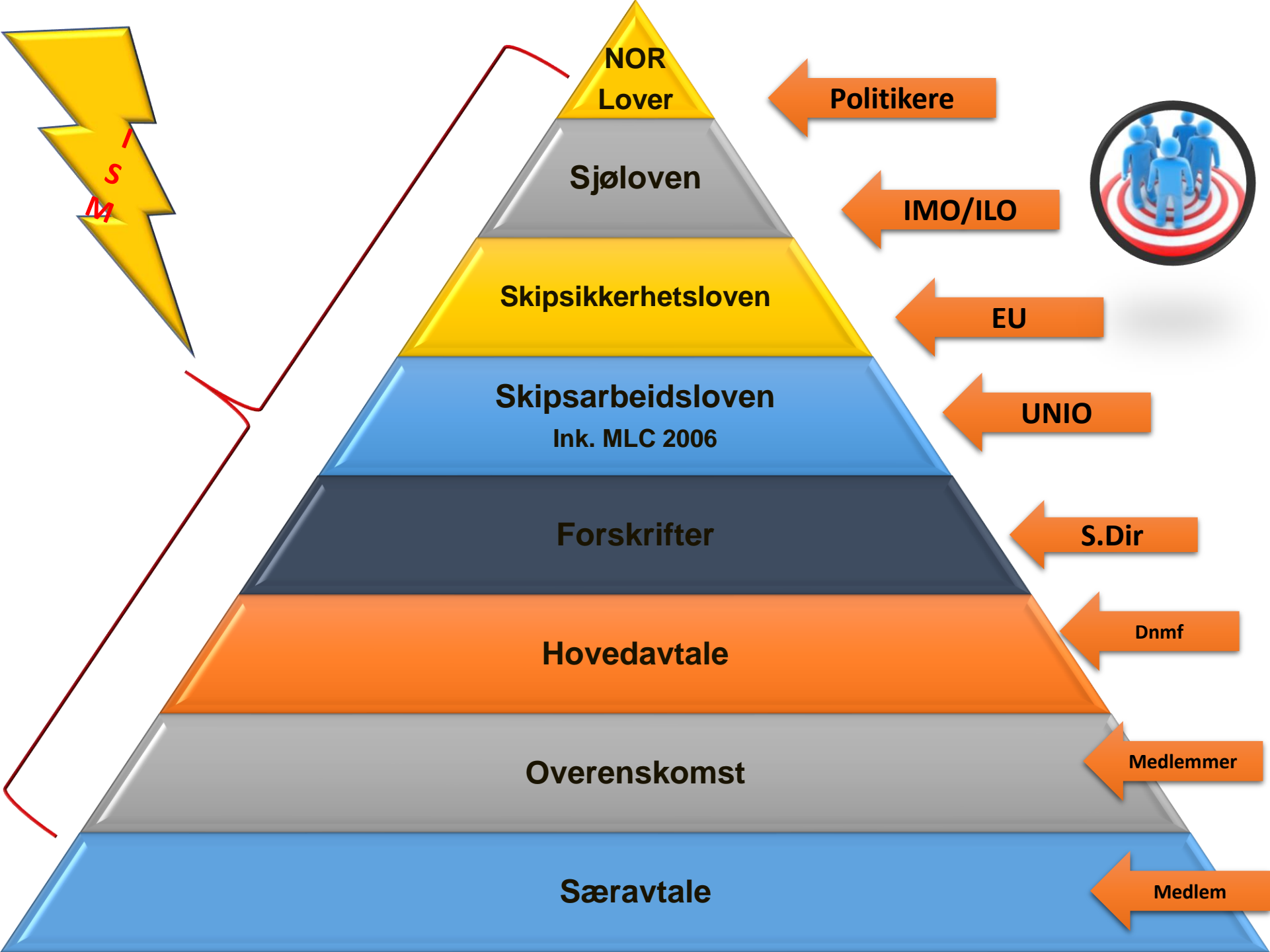
[Manuell innrapportering](#)

- [SAL](#)

11 Rederiets plikt til å påse at arbeidsgiver oppfyller arbeidsavtalens bestemmelser følger av skipsarbeidsloven § 2-4 / The shipowner's duty to ensure that the employer comply with the particulars in the employment agreement, is stipulated in The Ship Labour Act Section 2-4	
Ansettelsesforhold / Terms and conditions of employment	
12 Lønn, overtidbetaling og andre vilkår etter overenskomst mellom / Wages, overtime pay and other conditions according to collective agreement between og / and	

DE 4 BÆREBJELKENE





UNCLOS ARTICLE 94 *Duties of the flag State*

Every State shall effectively exercise its jurisdiction and control in **administrative, technical and social matters** over ships flying its flag. In particular, every State shall:

- (a) maintain a register of ships containing the names and particulars of Ships flying its flag, except those which are excluded from generally accepted international regulations on account of their small size; and
- (b) assume jurisdiction under its internal law over each ship flying its flag and its **master, officers and crew** in respect of administrative, technical and social matters concerning the ship.

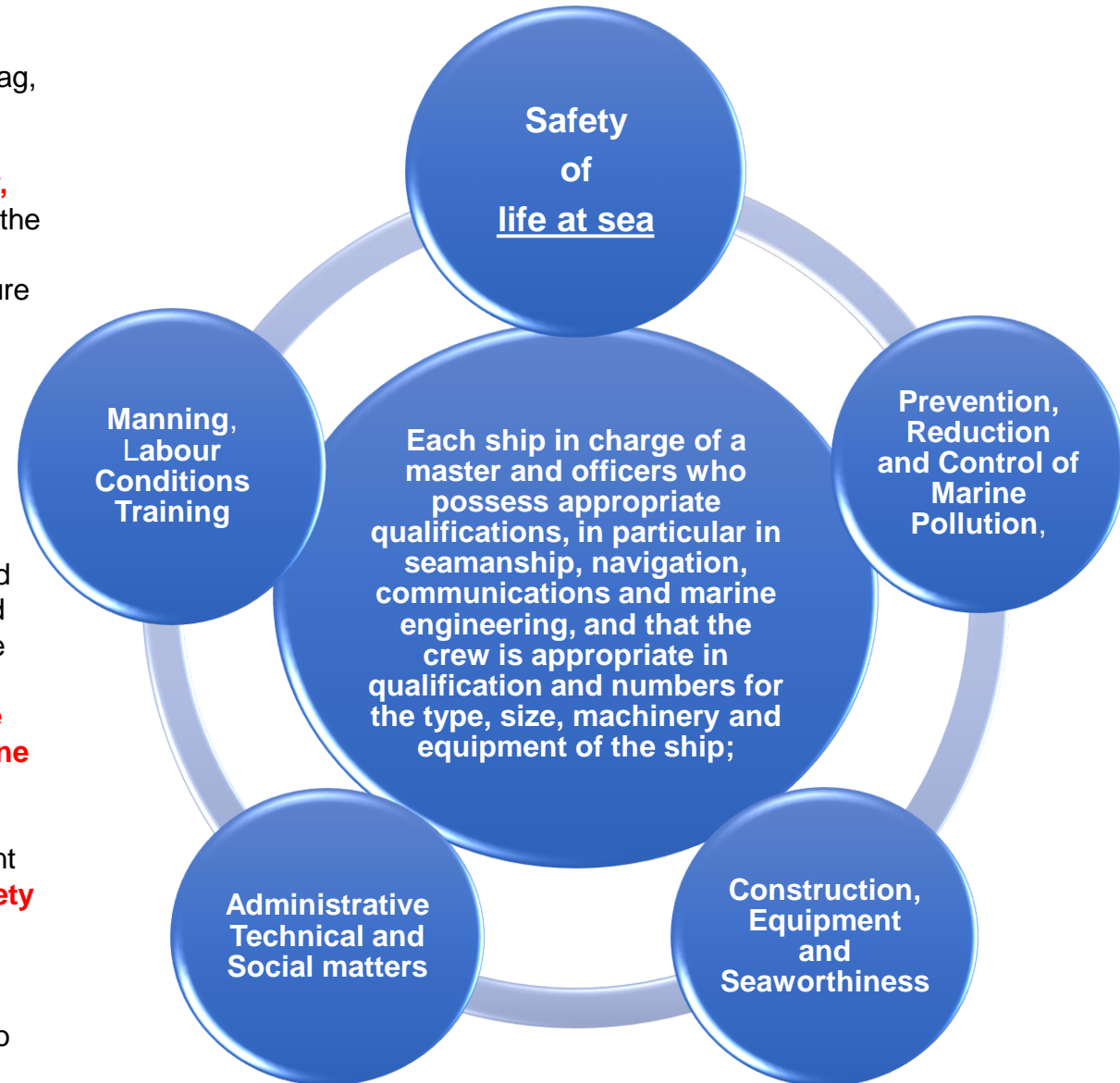
3. Every State shall take such measures for ships flying its flag as are necessary to ensure safety at sea with regards, inter alia, to:

- (a) the **construction, equipment and seaworthiness** of ships;
- (b) the **manning** of ships, **labour conditions and the training of crews**, taking into account the applicable **international instruments**;
- (c) the use of signals, the maintenance of **communications** and the prevention of collisions.

4. Such measures shall include those necessary to ensure:

- (a) that each ship, before registration and thereafter, at appropriate intervals, is surveyed by a qualified surveyor of ships, and has on board such charts, nautical publications and navigational equipment and instruments as are appropriate for the safe navigation of the ship
- (b) that **each ship** is in the **charge of a master and officers** who possess **appropriate qualifications, in particular in seamanship, navigation, communications and marine engineering, and that the crew is appropriate in qualification and numbers for the type, size, machinery and equipment of the ship**;
- (c) that the **master, officers** and, to the extent appropriate, the **crew** are fully conversant with and required to observe the applicable international regulations concerning the **safety of life at sea**, the prevention of collisions, **the prevention, reduction and control of marine pollution**, and the maintenance of communications by radio.

5. In taking the measures called for in paragraphs 3 and 4, each State is required to conform to generally accepted international regulations, procedures and practices and to take any steps which may be necessary to secure their observance.



Tripartite regulations - developed for protect the human environment

Maritime Labour Convention 2006 (MLC 2006)

MLC Standard A2.7 – Manning levels

Each Member shall require that all ships that fly its flag have a **sufficient number of seafarers on board** to ensure that ships are **operated safely, efficiently** and with due regard to **security**. Every ship shall be manned by a crew that is adequate, in terms of **size and qualifications**, to ensure the safety and security of the ship and its personnel, under all operating conditions, in accordance with the minimum safe manning document or an equivalent issued by the competent authority, and to comply with the standards of this Convention.

MLC Standard A2.8 - Career and skill development and opportunities for seafarers' employment

Each Member shall have national policies that encourage career and skill development and opportunities for seafarers, in or- to provide the maritime sector with a stable and **competent workforce**.

2. The aim of the policies referred to in paragraph 2. 1 of this Standard shall be to help seafarers strengthen their **competencies, qualifications** and employment opportunities. 3. Each Member shall, after consulting the ship owners' and seafarers' organizations concerned, establish clear objectives for the vocational guidance, **education and training** of seafarers whose duties on board ship primarily to the safe operation and navigation of. the ship, including **ongoing training**.

Guideline B2.8 Guideline B2.8.1 Measures to promote career and skill development and employment opportunities for seafarers.

Measures to achieve the objectives set out in Standard A2.8 might include: agreements providing for career development and skills training with a shipowner or and organization of shipowners promoting employment Through the establishment and maintenance of registers or lists, by categories, of **qualified seafarers**; or promotion of opportunities, both on board and ashore, for further training and education of seafarers to provide for skill development and portable competencies in order to secure and retain decent work, to improve individual employment prospects and **meet the changing technology** and labour conditions of the maritime industry

International Standard for the safe Management and operation of ships and for pollution prevention (ISM Code)

Implement – Practice – Maintain – Training – Communicate – Development

The purpose is to provide an international standard for the **safe management and operation of ships and for pollution prevention**.

..take the necessary steps to **safeguard the shipmaster** in the proper discharge of his **responsibilities with regard to maritime safety and the protection of the marine environment**.

..need for appropriate organization of management to enable it to respond to **the need of those on-board ships** in order to **achieve and maintain high standards of safety and environmental protection**.

Recognizing that **no two shipping companies or shipowners are the same**, and that ships operate under a wide range of different conditions, the Code is based on general principles and objectives, which include **assessment of all identified risks to one Company's ships, personnel and the environment and establishment of appropriate safeguards**.

..Clearly, different levels of management, whether shore-based or at sea, **will require varying levels of knowledge and awareness of the items outlined**.

.. In matters of safety and environment protection it is **the commitment, competence, attitudes and motivation of individuals at all levels that determines the end result**.

1.2.3 The safety-management system should ensure:

- .1 compliance with mandatory rules and regulations; and
- .2 that **applicable codes, guidelines and standards recommended by the Organization, Administrations, classification societies and maritime industry organizations** are taken into account

6. RESOURCES AND PERSONNEL

6.1 The Company should ensure that the master is:

- .1 properly qualified for command;**
- .2 fully conversant with the Company's SMS; and**
- .3 given the necessary support so that the master's duties can be safely performed.**

6.2 The Company should ensure that each ship is:

- .1 manned with qualified, certificated and medically fit seafarers in accordance with national and international requirements; and**
- .2 appropriately manned in order to encompass all aspects of maintaining safe operation on board.***

** Refer to the Principles of minimum safe manning, adopted by the Organization by Resolution A.1047(27)*

IMO MSC 107 June 2023: ISM is designed to be goal-based, generic and flexible, and it's a clear link through **human element** between the ISM Code and the STCW Convention



Specific and technical regulation to protect the maritime environment



International Convention for the Prevention of Pollution from Ships MARPOL

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.

ROLE OF CHIEF ENGINEER IN IMPLEMENTATION OF MARPOL 73/78

MARPOL 73/78 deals with pollution caused by merchant vessels. The **Chief Engineer** has huge responsibility that vessel is **complying with** all the regulations of MARPOL.

Certificates

Energy Efficiency Design Index ([EEDI](#)), Energy Efficiency Existing Ship Index ([EEXI](#)), IOPP Certificate (MARPOL I) NLS Certificate (MARPOL II) ISPP Certificate (MARPOL IV) Garbage Certificate of Compliance (MARPOL V) IEE Certificate (MARPOL VI), IAPP Certificate (MARPOL VI) EIAPP Certificate (MARPOL VI and NOx Technical Code) for marine diesel engines

- ✿ RECORD KEEPING
- ✿ SURVEYS
- ✿ CONTROL OF OPERATIONAL POLLUTION
- ✿ BUNKERING
- ✿ RECEPTION FACILITIES
- ✿ EMERGENCY PREPAREDNESS



In relation to regulatory gaps on energy sources for propulsion and manoeuvring, or ships with reduced, zero crew or remotely controlled ships, the ISM Code 1.2.3 and 6.2.2 require the participation of the Chief engineer in the team* to ensure that technical competence on all operational safety aspects - regarding construction and engineering in order to obtain the necessary certificate for the ship expected operation.

The **Risk and Hazard** analysis must consider UNCLOS 94 and the Chief engineer's responsibility to comply with SOLAS and MARPOL specific emission requirements in relation to the ship specific construction, design, characteristics for all energy sources on board, including environmental efficiency, as well ensure that all equipment and competence to safeguard the ships, the human and the environment is present - under all conditions, to avoid loss of life and criminalisation.

*** 4 - Design team 4.1** A design **team acceptable to the Administration** should be established by the owner, builder or designer and may include, as the alternative design and arrangements demand, a representative of the owner, builder or designer, and **expert(s)** having the **nece design and/or operation** as necessary for the specific evaluation surveyors, ship operators, safety engineers, equipment manufacturers

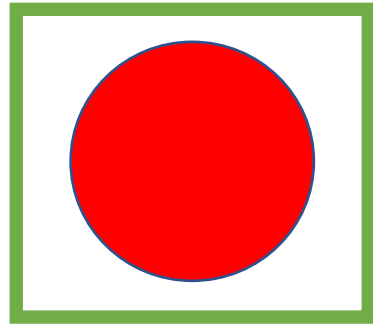
Regulation	Failure modes	Cause of failure modes (Hazards)	Preventing and mitigating functions (measures)	Functional requirement	EP	Paragraph
52 Safety system	<ul style="list-style-type: none"> - Inability to stop equipment - Significant damage to machineries - Breakdown of engine 	<ul style="list-style-type: none"> - Failure of automatic shutdown systems - Failure of overriding shutdown of main propulsion systems - Automatic shutdown of main propulsion systems 		FR52-1: A safety system shall be provided to ensure that serious malfunction in machinery or boiler operations shall initiate an alarm and automatic shutdown of that part of the plant. Shut down of the propulsion system shall not be automatically activated except in cases which could lead to serious damage, complete breakdown or explosion. or A safety system shall be provided to ensure reliable shutdown of machinery and boiler operations in case of that serious malfunction, taking into account the criticality for continued operation of propulsion.		

SDC 9/ WP.4 01.23

Hazard: something that could potentially cause harm. Risk: the degree of likelihood that harm will be caused.

Oppsummering

- Rederiet kan ikke bruke sin styringsrett på allerede avtalt minimum regelverk
- De ansatte /Dnmf kan avtale bedre betingelser og/eller tette «tomrommet» innenfor de rammer som er gitt



Historical facts and mathematics with regard of manning the ship

- Back to normal operation - Safe return to port SOLAS regulations II-2 21, II-2 22, II-2 23 and II-1 8,
- International absolute min. Qualification requirements STCW /SOLAS Chapter IX
- ✓ **MASTER** – was the shipowner and master of manual navigation and operations.

1970 – AUTOMATIONS – less manning , Master takes over the legal responsibility and the possibility of criminalization ;Ship stewards, Merchant Marine Radio Officer, pilotage and loading master person-in-charge (PIC) Reduced its command task for a little extra money

- ✓ Engineer officers strengthened their watch function and gained additional competence in ETO
- Groups of vessels: Passenger vessels, cargo vessels, mobile offshore units, fishing vessels and recreational craft
- Ships trade area
- Definitions: ISM, ISPS, Crew , Passenger, Special personnel, [Industrial Personnel](#)
- ✓ Department : Deck department - Engine department - Catering (steward's) department. **Drilling – Diving - Scientist**
- Expenses - Income

Definisjoner

ISP CODE

6.1 The Company shall ensure that the ship security plan contains a clear statement emphasizing the masters authority. The Company shall establish in the ship security plan that **the master has the overriding authority and responsibility to make decisions with respect to the safety and security** of the ship and to request the assistance of the Company or of any Contracting Government as may be necessary.

h) Skipsføreren: Den person som har den høyeste myndigheten om bord.

ISM CODE

5.2 The Company should ensure that the SMS operating on board the ship contains a clear statement emphasizing the master's authority. The Company should establish in the SMS that **the master has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention** and to request the Company's assistance as may be necessary.

SOLAS A - Regulation 2 Definitions

(e) A **passenger** is every person other than: (i) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and (ii) a child under one year of age.

Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code)

1.3.3 **“Crew”** means all persons carried on board the ship to provide navigation and maintenance of the ship, its machinery, systems and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.



Definisjoner

Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code)

1.3.11 “**Special personnel**” means all persons who are not passengers or members of the crew or children of under one year of age and who are carried on board in connection with the special purpose of that ship or because of special work being carried out aboard that ship. Wherever in this Code the number of special personnel appears as a parameter, it should include the number of passengers carried on board which may not exceed 12.

Special personnel are expected to be able bodied with a fair knowledge of the layout of the ship and to have received some training in safety procedures and the handling of the ship’s safety equipment before leaving port and include the following:

- .1 scientists, technicians and expeditionaries on ships engaged in research, non-commercial expeditions and survey;
- .2 personnel engaging in training and practical marine experience to develop seafaring skills suitable for a professional career at sea. Such training should be in accordance with a training programme approved by the Administration;
- .3 personnel who process the catch of fish, whales or other living resources of the sea on factory ships not engaged in catching;
- .4 salvage personnel on salvage ships, cable-laying personnel on cable-laying ships, seismic personnel on seismic survey ships, diving personnel on diving support ships, pipe-laying personnel on pipe layers and crane operating personnel on floating cranes; and
- .5 other personnel similar to those referred to in .1 to .4 who, in the opinion of the Administration, may be referred to this group.

RESOLUTION MSC.418(97) (adopted on 25 November 2016)

INTERIM RECOMMENDATIONS ON THE SAFE CARRIAGE OF MORE THAN 12 INDUSTRIAL PERSONNEL ON BOARD VESSELS ENGAGED ON INTERNATIONAL VOYAGES

- .1 be not less than 16 years of age;
- .2 prior to boarding the ship, receive appropriate safety training, meeting the standard in paragraph 2.1 of section A-VI/1 of the STCW Code.

Administrations may accept other industrial training standards such as those of the Global Wind Organisation (GWO), Offshore Petroleum Industry Training Organisation (OPITO), Basic Offshore Safety Induction and Emergency Training (OPITO accredited), if they consider these appropriate

alternatives;

- .3 receive on board ship specific safety familiarization that includes, but is not limited to, the layout of the ship, and handling of the safety equipment, as appropriate. The standard in paragraph 1 of section A-VI/1 of the STCW Code, or equivalent, should be used as the standard;
- .4 be familiarized with specific procedures, e.g. transfer procedures on and off the ship while at sea, as appropriate;
- .5.1 be accounted for in the ship's life-saving equipment; and
- .5.2 be equipped with personal protective clothing and equipment suitable for the safety risks to be encountered both while on board the ship and being transferred at sea; and
- .6 **meet appropriate medical standards. The standard in section A-I/9 of the STCW Code, applicable to engineers, or equivalent, may be used as a standard.**

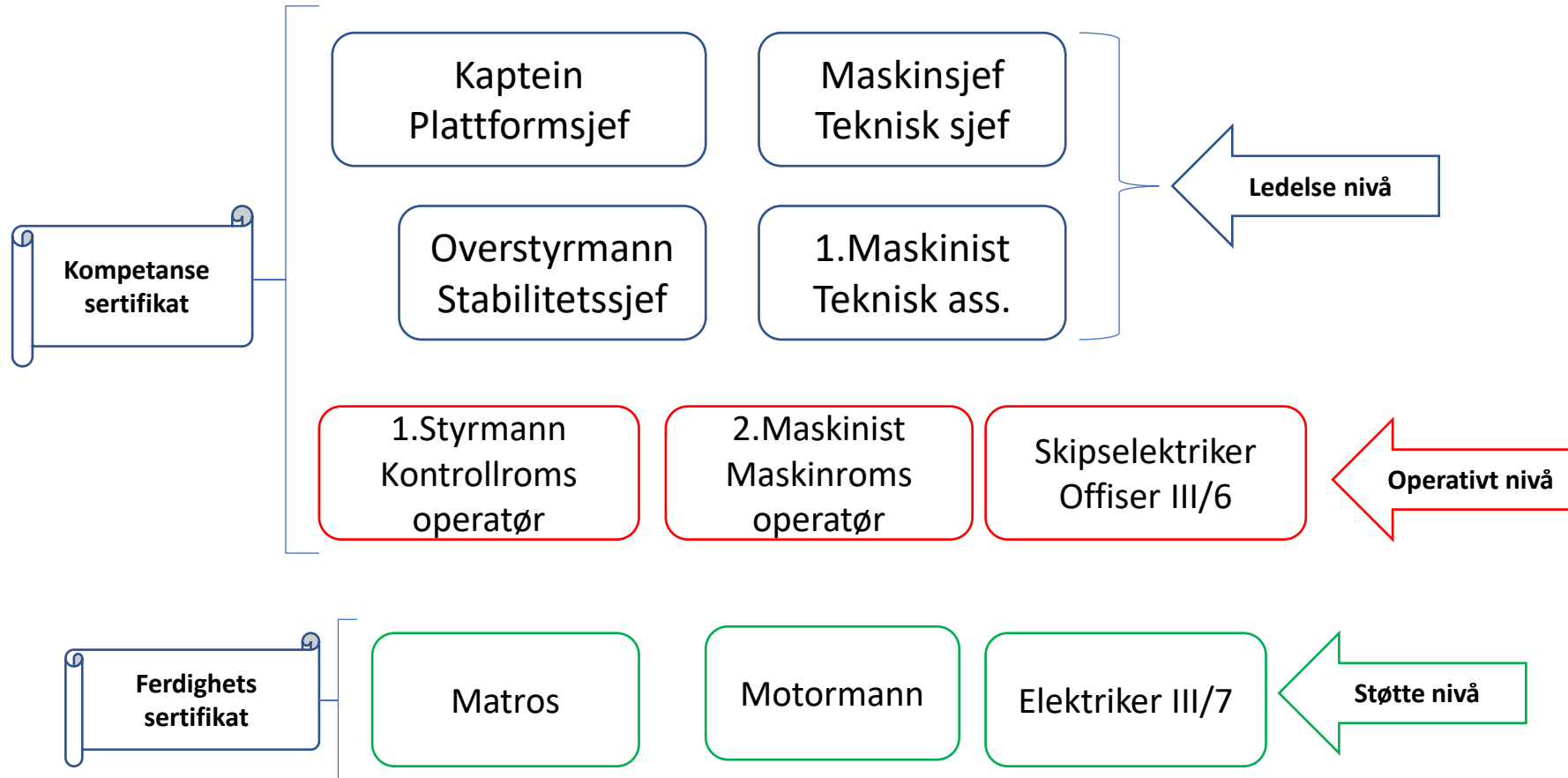
Instructions to Class no.: 5-2017

“**Industrial personnel**” means all persons who are transported or accommodated on board for the purpose of offshore industrial activities performed on board other vessels and/or other offshore facilities. Such industrial personnel should not be considered or treated as passengers under SOLAS regulation I/2(e). Additionally, certain key attributes of those persons carried are not typical of passengers, in that they are regularly working in the maritime environment, are certified **medically fit** and have relevant safety training.



STCW 78 med senere pålagte endringer

Mandatory absolute minimum Competence to operate the function of the ship



[FOR 2011-12-22 nr 1523: Forskrift om kvalifikasjoner og sertifikater for sjøfolk](#)

Standard Training - Vessel Specific Training - Familiarization

Hardware

Software

Customizations

STCW

Maskinsjef/1. maskinist i [tabell A- III / 2.](#) som før 2010 revisjonen var;

..betjene elektrisk og elektronisk kontrollutstyr. Videre skulle en teste, oppdage feil ved og vedlikeholde elektrisk og elektronisk kontrollutstyr og gjenopprette dette til driftstilstand.

Ble etter høring endret 16.juni 2016 i tabellene til «**lede driften av**» - [RSR 07-2016](#)

- Dette som var den viktigste endringen ved revisjonen i 2010 betyr at maskinsjef og 1. maskinist ikke er forpliktet til å betjene, vedlikeholde eller drive med reparasjon av elektrisk, elektronisk og kontroll utstyret, som de var før.
- Deres ansvar som vakthavende offiserer er styrket, og behovet for elektrikeroffiser med høyspent kompetanse på ledelsesnivå er stadfestet ved at denne stillingen, ETO har overtatt ansvaret med å overvåke, drive og vedlikeholde elektriske anlegg ombord.

STCW - KAPITTEL I Normer knyttet til allmenne bestemmelser Avsnitt A-I/1 *Definisjoner og presiseringer*

«**Ledelsesnivå**» betyr det **ansvarsnivået** som er forbundet med:

å gjøre **tjeneste** som **skipsfører, overstyrmann, maskinsjef** eller **førstemaskinist** om bord på et sjøgående skip, og å sørge for at alle funksjoner innenfor det fastsatte ansvarsområdet blir forsvarlig ivaretatt;

Her fremkommer det klart at førstemaskinist er en del av ledelsen ikke bare i utdanningssammenheng, men også i tjeneste om bord.

ISM koden

1.2.3 Sikkerhetsstyringssystemet skal sikre:

.1 at obligatoriske regler og forskrifter overholdes, og

.2 at det tas hensyn til gjeldende regler, retningslinjer og standarder anbefalt av organisasjonen, myndighetene, klassifikasjonsselskapene og **organisasjonene i sjøfartsnæringen**.²

² Det vises til «List of codes, recommendations, guidelines and other safety and security-related non-mandatory instruments» (MSC.1/Circ.1371).

organisasjonene i sjøfartsnæringen ble i februar 2021, endelig innrømmet fra SDir. i et ledermøte inkluderer [ITF](#), Dnmf og [SfS](#)

ISM 6 Ressurser og personell

- 6.1 Selskapet skal sikre at skipsføreren er:
- .1 behørig kvalifisert til å ha kommandoen,
 - .2 fullt fortrolig med selskapets sikkerhetsstyringsystem, og
 - .3 gitt den nødvendige støtte, slik at vedkommendes oppgaver kan utføres på en forsvarlig måte.
- 6.2 Selskapet skal sikre at hvert skip er:
- .1 bemannet med kvalifiserte, sertifiserte og medisinsk skikkede sjøfolk, i samsvar med nasjonale og internasjonale krav, og
 - .2 **hensiktsmessig bemannet slik at alle aspekter ved sikker drift om bord ivaretas. 1**
- 6.3 Selskapet skal innføre framgangsmåter for å sikre at nytt personell og personell som overføres til nye oppgaver innen sikkerhet og miljøvern, gjøres kjent med sine oppgaver på en tilfredsstillende måte. Instruksjoner som må gis før avreise, skal identifiseres, dokumenteres og gis.
- 6.4 Selskapet skal sikre at alt personell som medvirker i selskapets sikkerhetsstyrings-system, har en tilfredsstillende forståelse av gjeldende regler, forskrifter, normer og retningslinjer.
- 6.5 Selskapet skal innføre og vedlikeholde framgangsmåter for å identifisere all opplæring som måtte være nødvendig som støtte for sikkerhetsstyringsystemet, og påse at alt berørt personell får slik opplæring.
- 6.6 Selskapet skal innføre framgangsmåter for å gi personell på skip aktuell informasjon om sikkerhetsstyringsystemet på det eller de arbeidsspråk de forstår.
- 6.7 Selskapet skal sikre at skipets personell kan kommunisere på en hensiktsmessig måte under utførelsen av sine oppgaver i forbindelse med sikkerhetsstyringsystemet.
- 1 *Det vises til «Principles of minimum safe manning», vedtatt av organisasjonen ved resolusjon A.1047(27).*

Bemanningsforskriften

- § 12. Tilleggsbemanning
- (2) Spørsmålet om eventuell tilleggsbemanning avgjøres av rederiet i samråd med skipsføreren. Før avgjørelse treffes skal det innhentes uttalelse fra den øvrige skipsledelse (*overstyrmann, maskinsjef, førstemaskinist og forpleiningssjef*), tillitsmannsapparatet og skipets verne- og miljøutvalg. Ved vurderingen av eventuell tilleggsbemanning skal det særlig legges vekt på i hvilken utstrekning besetningen tiltenkes andre oppgaver enn slike som er forutsatt i § 8.
- Ref. [Forskrift om bemanning av norske skip \(bemanningsforskriften 2009\)](#)

4. *Tonn*: Bruttotonnasje i henhold til den internasjonale konvensjon om måling av fartøyer 1969 med senere endringer, slik denne tonnasje er angitt i fartøyets målebrev. For fartøy som har en nasjonal bruttotonnasje anført i anmerkningsrubrikken, er det den nasjonale tonnasje som skal legges til grunn.
5. *Fremdriftsmaskineriets effekt*: Fremdriftsmaskineriets samlede bremseeffekt i kW i henhold til maskinfabrikantens spesifikasjon (1 kW = 1,36 HK).
6. *Sertifiseringslovgivningen*: Den til enhver tid gjeldende lov om serfitikatpliktige stillinger på norske skip, borefartøy og andre flyttbare innretninger i sjøen, med tilhørende forskrifter.
7. *Skipsledelsen*: Skipsfører, overstyrmann, maskinsjef, førstemaskinist og forpleiningssjef.
8. *Forpleining*: Arbeid og tjenester i forbindelse med personers underbringelse om bord.
9. *Alternering*: Vekselvis tjenestegjøring i flere arbeidsområder.
10. *Døgn*: Tiden fra kl. 0000 til kl. 2400.
11. *Godkjent*: Godkjent av Sjøfartsdirektoratet.

† Endret 27. april 1999.

Forskrift om kvalifikasjoner og sertifikater for sjøfolk - skipsledelsen;

5. Sertifikatkrav maskinavdeling

§ 36. Stillingsbetegnelser maskinoffiserer

(1) **Maskinsjef** er den overordnede maskinoffiseren som har ansvar for skipets mekaniske framdrift og for drift og vedlikehold av mekaniske og elektriske installasjoner om bord.

(2) **Førstemaskinist** er den som har rang etter maskinsjef og overtar ansvaret etter første ledd dersom maskinsjefen blir ute av stand til å ivareta sine plikter.

(3) Ansvarshavende vaktoffiser i maskinrom er den som har ansvar for maskinvakten.

Videre paragrafer med likelydende tekst;

§ 55. *Krav til opplæring og kvalifikasjoner for sjøfolk som skal lede lasteoperasjoner mv. på oljetankskip*

§ 56. *Krav til opplæring og kvalifikasjoner for sjøfolk som skal lede lasteoperasjoner mv. på kjemikalietankskip*

§ 58. *Krav til opplæring og kvalifikasjoner for sjøfolk som skal lede lasteoperasjoner mv. på gasstankskip*

(1) **Skipsfører, maskinsjef, overstyrmann, førstemaskinist** og andre sjøfolk som har direkte ansvar for lasting, lossing, omsorg for lasten underveis, arbeid med lasten, rengjøring av tanker eller andre oppgaver relatert til lasten på ha ferdighetssertifikat for ledelse av lasteoperasjoner på oljetankskip.

Vakt

- § 6. Vaktordninger og prinsipper
- 1. *Rederier, skipsførere, maskinsjefer og alt vaktgående personell skal være oppmerksom på krav, prinsipper og veiledning i denne forskrift som det er nødvendig å oppfylle og iaktta for å sikre at forsvarlig uavbrutt vakt eller vakter som er tilpasset de rådende omstendigheter og forhold, holdes på alle skip til enhver tid.*
- 2.3. *ansvarshavende vaktoffiserer på maskinvakt under ledelse av maskinsjefen, er umiddelbart tilgjengelige og klare til å betjene maskinrom og er, når det kreves, fysisk til stede i maskinrommet på sine vakter; og*
- 2.4. *passende og effektiv vakt eller vakter til enhver tid holdes av hensyn til sikkerheten når skipet er for anker eller fortøyd og, dersom skipet fører farlig last, at slik vakt eller vakter er lagt til rette på en måte som fullt ut ivaretar hensynet til den farlige lastens art, mengde, innpakking og stuing og til særskilte forhold som hersker om bord, på sjøen eller på land.*
- 3. *Vaktlister skal slås opp på lett tilgjengelige steder.*

[St meld nr. 28 \(1995-96\) Hvor fartøy flyte kan...](#) De maritime næringer

KAPITTEL 5: Tiltak for styrking av de maritime næringer

5.2. – Refusjonsordningen

Regjeringen vil videreføre refusjonsordningen for sysselsetting av sjøfolk med den bevilgede finansielle ramme på 339 mill. kroner for 1996 og med det nåværende dekningsområde. Ordningen omfatter nå skip i det ordinære norske register NOR, NIS-skip med full norsk sikkerhetsbemanning og NIS-passasjerskip med refusjonsbemanning. Ordningen bør også omfatte norske sjøfolk som er bosatt i utlandet, men skattepliktig til Norge.

Refusjonsordningen utvides til å omfatte norske sjøfolk på skip i NIS med en egen refusjonsbemanning som følger:

Minst hele skipsledelsen skal bestå av norske sjøfolk. Dette omfatter fører, overstyrmann, maskinsjef og 1. maskinist.

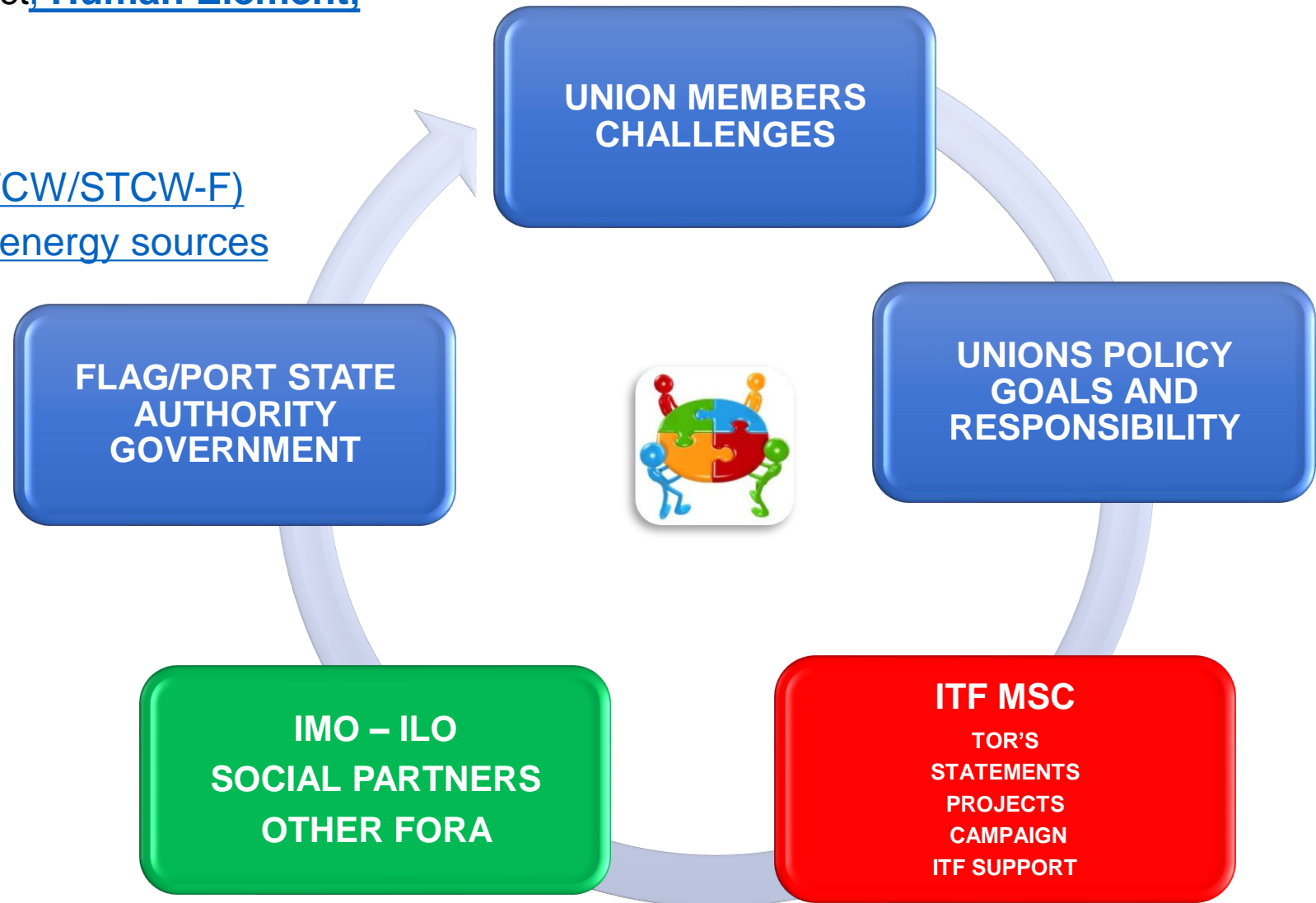
Minst to stillinger for voksne underordnede og to opplæringsstillinger skal hele året dekkes av to nordmenn.

The ITF MSC has 1 main prioritised project, [Human Element](#), who is including statement's on

[Manning](#)

[Maritime Education and Competence \(STCW/STCW-F\)](#)

[Environment, automation, autonomy and energy sources](#)
[issues affecting seafarer safety](#)



ITF MANNING POLICY

International Convention for the Safety of Life at Sea, as amended (SOLAS) Regulation 14

International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978 (STCW 1978), as amended

International Safety Management - ISM Code

Manning

Dockers' clause in the ITF TCC and IBF agreements

IMO Assembly Resolution A.1047 (27) Principles of Minimum Safe Manning
IMO Assembly Resolution A.703 (17) Training of Radio Personnel in the Global Maritime Distress and Safety System (GMDSS)

The International Regulations for Preventing Collisions at Sea 1972 (CORLEG 1972), as amended

Maritime Labour Convention (MLC 2006), as amended, Regulation 2.7

The ship management should conduct a risk analysis of all current operations, tasks, functions, trade area and security levels to ensure that the ship is at all times manned with qualified, certificated and medically fit seafarers in accordance with national and international requirements. The vessel shall at all times be appropriately manned and all aspects of safe operation on board shall be ensured, to safety and security for everyone on board, the ship and prevent pollution of the marine environment. The process must be transparent and include union and safety representative.

Oppsummering:

Alt regelverk er basert på at skipsledelsen består av de 4 som tjenestegjør på ledelse nivå.

Maskinsjef og 1. maskinist skal **lede**, 2. maskinist skal betjene, ETO skal overvåke, drive og vedlikeholde og en ETR skal bidra.

Som ansatt og en del av skipsledelsen er du ansvarlig for å utføre de plikter rettigheter som medfølger av lovverket og rederiets policy.

Sørg for at Rederiet forstår ansvars forholdet og strafferegelverket i SAL kap. 10

[Stripe antall](#) er ikke det viktigste – SKIPS KOMANDO - GIR LØNN

