



NORDISKA MASKINBEFÄLSFEDERATIONEN

NORDIC ENGINEER OFFICERS' FEDERATION

Anslutna organisationer

DET NORSKE MASKINISTFORBUND • FINLANDS MASKINBEFÄLSFÖRBUND
MASKINMEISTARAFELAGID (FR) • MASKINMESTRENE'S FORENING (DK)
SJOBEFÄLSFÖRENINGEN • FÉLAG VÉLSTJÓRA OG MÁLMTÆKNIMANNA

PRESS STATEMENT

NORDIC ENGINEER OFFICERS' FEDERATION (**NMF**), established in 1919 represents approximately 30,000 engine officers in Denmark, Sweden, Norway, Finland, Iceland and the Faroe Islands. NMF adopted at its meeting in Oslo on October 6th to support ITF proactive action "**IMO redefinition of safe manning**" with the following statement;

Manning should be in daily focus, and the following summary of the regulations as shown below, should be performed;

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.

RESOLUTION MSC.325 (90) adopted on 24 May 2012

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*²; 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.

**Refer to the [Principles of minimum safe manning](#), adopted by the Organization by resolution A27/Res.1047*

ISM CODE (from January 2015) 6.RESOURCES AND PERSONNEL

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 A27/Res.1047*

MLC Regulation 2.7 - Manning levels

Purpose: To ensure that seafarers work on board ships with sufficient personnel for the safe, efficient and secure operation of the ship.

1. Each Member shall require that all ships that fly its flag have a sufficient number of seafarers employed on board to ensure that ships are operated safely, efficiently and with due regard to security under all conditions, taking into account concerns about seafarer fatigue and the particular nature and conditions of the voyage.

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Sjöbefälsföreningen • Félag vélstjóra og málmæknimanna

1. 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.

2. When determining, approving or revising manning levels, the competent authority shall take into account the need to avoid or minimize excessive hours of work to ensure sufficient rest and to limit fatigue, as well as the principles in applicable international instruments, especially those of the International Maritime Organization, on manning levels.

3. When determining manning levels, the competent authority shall take into account all the requirements within Regulation 3.2 and Standard A3.2 concerning food and catering.

Guideline B2.7 - Manning levels, Guideline B2.7.1 - Dispute settlement

1. Each Member should maintain, or satisfy itself that there is maintained, efficient machinery for the investigation and settlement of complaints or disputes concerning the manning levels on a ship.

2. Representatives of shipowners' and **seafarers' organizations** should participate, with or without other persons or authorities, in the operation of such machinery.

To ensure minimum manning and operational manning, it is important that the ship's Management and crew is aware of the rules and stand united, so that safety always comes before the company's economic concerns.

Note also the rules [Watchkeeping](#) and [Seafarers hours of work and rest](#), which also should form the basis for correct manning.

MANNING, IS EVERYONE'S RESPONSIBILITY - EVERY DAY!

-----a ship can be replaced, but not you-----

Oslo den 6. Oktober 2015

Nordiska Maskinbefälsfederationen

Pål Hansen, President

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