



MANNING

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DANISH MARITIME AUTHORITY

CONVENTIONS

International Convention for the Safety of Life at Sea (SOLAS), 1974

SOLAS Chapter V Regulation 14 Ship' Manning

- all ships shall be sufficiently and efficiently manned
- an appropriate minimum safe manning document or equivalent
- a working language
- English shall be used on the bridge
- IMO Resolution A.1047(27) Principles of Safe Manning

CONVENTIONS

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

- Certificates and endorsements, Recognition of certificates and Revalidation of certificates
- Standards and mandatory minimum requirements for certification (Master, deck department, engine department and radio operators)
- Standards regarding emergency, occupational safety, security, medical care and survival functions
- Special training requirements
- Watchkeeping (Fitness for duty and watchkeeping)

CONVENTIONS

Maritime Labour Convention, 2006

Regulation 2.7 – Manning levels

- 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.

Guideline B2.7

- Efficient machinery for the investigation and settlement of complaints or disputes concerning the manning levels on a ship

Regulation 1.3 – Training and qualifications

- Trained or certified as competent or otherwise qualified to perform their duties
- Completed training for personal safety on board ship
- Training and certification in accordance with IMO STCW Convention meet the MLC requirements

CONVENTIONS

SOLAS: no particular amendments since adoption. However, non-mandatory Resolution on manning ammended several times.

STCW: amended several times.

MLC: replaces former Conventions such as Officers' Competency Certificates Convention, 1936 (No. 53), Hours of Work and Manning (Sea) Convention, 1936 (No. 57), Certification of Able Seamen Convention, 1946 (No. 74), Wages, Hours of Work and Manning (Sea) Convention, 1946 (No. 76), Wages, Hours of Work and Manning (Sea) Convention (Revised), 1949 (No. 93), Wages, Hours of Work and Manning (Sea) Convention (Revised), 1958 (No. 109) and Seafarers' Hours of Work and the Manning of Ships Convention, 1996 (No. 180)

PSC DATA PARIS MOU

MLC DEFICIENCIES TOP 5

Deficiencies	2017		2018	
	Deficiencies	% Total deficiencies	Deficiencies	% Total deficiencies
Seafarers' employment agreement (SEA)	553	6.8	466	6.3
Electrical	435	5.4	364	4.9
Records of seafarers' daily hours of work or rest	420	5.2	351	4.7
Ropes and wires	337	4.2	303	4.1
Access / structural features (ship)	322	4.0	306	4.1

PSC DATA PARIS MOU

MLC DETAINABLE DEFICIENCIES TOP 5	2017		2018	
	Detainable deficiencies	% Total detainable deficiencies	Detainable deficiencies	% Total detainable deficiencies
MLC detainable deficiencies				
Wages	52	11.5	31	9.4
Seafarers' employment agreement (SEA)	42	9.3	31	9.4
Calculation and payment of wages	14	3.1	28	8.5
Manning specified by the minimum safe manning doc	26	5.8	16	4.8
Sanitary Facilities	22	4.9	19	5.8

PSC DATA PARIS MOU

After two years of stabilising detainable deficiencies (3,896 in 2016; 3,883 in 2017), 2018 shows a significant decrease to 3,171. A relative minus of more than 18%.

Where the average detention rate in 2017 was still 3.87%, in 2018 it dropped to 3.15%.

CHALLENGES

- Regulations?
- Amendments?
- Confusion during PSC inspections?
- Lack of knowledge to the conventions?
- Inspections going beyond the requirements of the conventions?
- Maritime Autonomous Surface Ships (MASS)

THANK YOU FOR
YOUR ATTENTION

