



SJØSIKKERHETSKONFERANSEN 2015

Den norske stemme internasjonalt - myndigheter og næring

Turid B. Stemre
Seniorrådgiver



NIS//NOR

Tor Christian Sletner
Seksjonsleder



Norges Rederiforbund

**Ansvarlig samfunnsaktør
siden 1909**



Våre Visjoner

Norsk skipsfart og offshore entreprenørvirksomhet skal ikke medføre kritisk skade på mennesker, miljø og materiell

Norsk skipsfart og offshore entreprenørvirksomhet skal ikke ha skadelige utslipp til luft eller sjø

**Norge et lite land med stor
internasjonal gjennomslagskraft
innen shipping og offshore**



**Samarbeidet mellom myndigheter,
næring, og arbeidstaker-
organisasjonene er vår styrke**




NEWS.COM





Samarbeid gir styrke

Klasseselskap



Næringsorganisasjoner

- Rederiforbund
- Skipsindustri
- Leverandørindustri

Arbeidstakerorganisasjoner

- Sjøoffisersforbundet
- Maskinistforbundet
- Sjømannsforbundet

Nytt internasjonalt regelverk



Hvordan få gjennomslag i IMO for innføring av nytt regelverk!

Demonstrere behov

MSC-MEPC.1/Circ.4/Rev.4
Annex, page 23

ANNEX 1

INFORMATION TO BE CONTAINED IN PROPOSALS FOR UNPLANNED OUTPUTS

To enable the Committees to carry out a proper assessment of proposals for inclusion of unplanned outputs, submissions containing such proposals should contain, as a minimum, the following information, including demonstration and documentation.

IMO objectives	Provide evidence as to whether and how the proposal:
1	<p>1 is within the scope of IMO's objectives; and</p> <p>2 is strictly related to the scope of the Strategic Plan and contributes to the implementation of the high-level actions established in the Plan.</p>
2 (Compelling) need:	<p>Demonstrate and document:</p> <p>1 the need for a proposed measure; and</p> <p>2 the compelling need addressed by a proposal for a new convention or an amendment to an existing convention.</p>
3 Analysis of the issue:	Provide an analysis of the proposed measure, including a plausible demonstration of its practicability, feasibility and proportionality.
4 Analysis of implications:	Provide an analysis of the implications of the proposal, addressing the cost to the maritime industry as well as the relevant legislative and administrative burdens. ⁷
5 Benefits:	Provide evidence that the benefits in terms of enhanced maritime safety, maritime security or protection of the marine environment expected to be derived from the inclusion of the new item justify the proposed action.
6 Industry standards:	Provide information on whether adequate industry standards exist or are being developed.

7 See annex 5 (Checklist for identifying administrative requirements and burdens), which should be completed by all proponents of unplanned outputs and attached to their proposals for consideration by the Council and committees. Committees may also use this checklist before adopting new, or amending existing, mandatory instruments, in order to satisfy themselves that administrative requirements have been minimized to the greatest extent possible.

[https://edocs.imo.org/Files/Documents/English/MSC-MEPC.1-CIRC.4-REV.4-\(E\).doc](https://edocs.imo.org/Files/Documents/English/MSC-MEPC.1-CIRC.4-REV.4-(E).doc)

MSC-MEPC.7/Circ.1

ANNEX

CHECKLIST FOR CONSIDERING HUMAN ELEMENT ISSUES BY IMO BODIES

Instructions:
If the answer to any of the questions below is:
(A) YES, the proposing body should provide supporting details and/or recommendations for further work.
(B) NO, the proposing body should make proper justification as to why human element issues were not considered.
(C) NA (Not Applicable) – the proposing body should make proper justification as to why human element issues were not considered applicable.

Subject Being Assessed: (e.g. Resolution, Instrument, Circular being considered)

Responsible Body: (e.g. Committee, Sub-committee, Working Group, Correspondence Group, Member State)

1. Was the human element considered during development or amendment process related to this subject?	
2. Has input from seafarers or their proxies been solicited?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
3. Are the solutions proposed for the subject in agreement with existing instruments? (Identify instruments considered in comments section)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
4. Have human element solutions been made as an alternative and/or in conjunction with technical solutions?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
5. Has human element guidance on the application and/or implementation of the proposed solution been provided for the following:	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
• Administrators?	
• Ship owners/managers?	
• Seafarers?	
• Surveyors?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
6. At issue point before final adoption, has the solution been reviewed or considered by a relevant IMO body with relevant human element expertise?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
7. Does the solution address safeguards to avoid single person errors?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
8. Does the solution address safeguards to avoid organizational errors?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
9. If the proposal is to be directed at seafarers, is the information as a form that can be presented to and is easily understood by the seafarers?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
10. Have human element experts been consulted in development of the solution?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
11. HUMAN ELEMENT: Has the proposal been assessed against each of the factors below?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
<input type="checkbox"/> CREWING: The number of qualified personnel required and available to safely operate, maintain, support and provide training for system?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
<input type="checkbox"/> PERSONNEL: The necessary knowledge, skills, abilities, and experience levels that are needed to properly perform job tasks?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
<input type="checkbox"/> TRAINING: The process and tools by which personnel acquire or improve the necessary knowledge, skills, abilities, and experience levels that are needed to properly manage risks?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
<input type="checkbox"/> OCCUPATIONAL HEALTH AND SAFETY: The management system, programmes, procedures, policies, training, documentation, equipment, etc. to address and control risks that affect crew endurance, fatigue, alertness and morale?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
<input type="checkbox"/> WORKING ENVIRONMENT: Conditions that are necessary to sustain the safety, health, and comfort of those on working on board such as noise, vibrations, lighting, climate, and other factors that affect crew endurance, fatigue, alertness and morale?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
<input type="checkbox"/> HUMAN SURVIVABILITY: System features that reduce the risk of illness, injury, or death in a catastrophic event such as fire, explosion, spill, collision, flooding, or intentional attack. The assessment should consider desired human performance in emergency situations for detection, response, evacuation, survival and rescue and the interface with emergency procedures, systems, facilities and equipment.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA

1.CIRC-MSC-MEPC.7.1.doc

Demonstrere behov

MSC-MEPC.1/Circ.4/Rev.4
Annex, page 23

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.1 **IMO objectives:**

Provide evidence as to whether and how the proposal:

- .1 is within the scope of IMO's objectives; and

- .2 is strictly related to the scope of the Strategic Plan and contributes to the implementation of the high-level actions established in the Plan.



Demonstrere behov

1 IMO objectives

2 Need

3 Analysis of the issue

4 Analysis of implications

5 Benefits

6 Industry standards

7 Output

8 Human element

9 Priority/urgency

10 Administrative burden?

implementation of
established in the Plan.



Demonstrere behov

1 IMO objectives

2 Need

3 Analysis of the issue

4 Analysis of implications

5 Benefits

6 Industry standards

7 Output

8 Human element

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Demonstrere behov

MSC-MEPC.7/Circ.1

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Subject Being Assessed: (e.g. Resolution, Instrument, Circular being considered)

Responsible Body: (e.g. Committee, Sub-committee, Working Group, Correspondence Group, Member State)

1. Was the human element considered during development or amendment process related to this subject? Yes No NA
2. Has input from seafarers or their proxies been solicited?
3. Are the solutions proposed for the subject being considered? (Identify instrument)

Demonstrere behov

Sikre brukervennlighet

Redusere risiko for menneskelig feil. Personell/ organisasjon

Ivareta Helse, Miljø og Sikkerhet

Analysere opplæringsbehov

Samle støttespillere





Marine Safety Committee
96th session
Agenda item 15

MSC 96/15
19 July 2016
Original: ENGLISH

WORK PROGRAMME

International Maritime Code for the Safe Construction and Navigation of Rubber Ducks

Proposed New Unplanned Output

Submitted by
Bahamas, Cook Island, Denmark, Norway, the United Kingdom, IACS, ICS,
INTERCARGO, INTERFERRY and IPTA

SUMMARY

Executive summary: This document proposes new unplanned output to ensure the safe operation of a new and previously unknown vessel type.

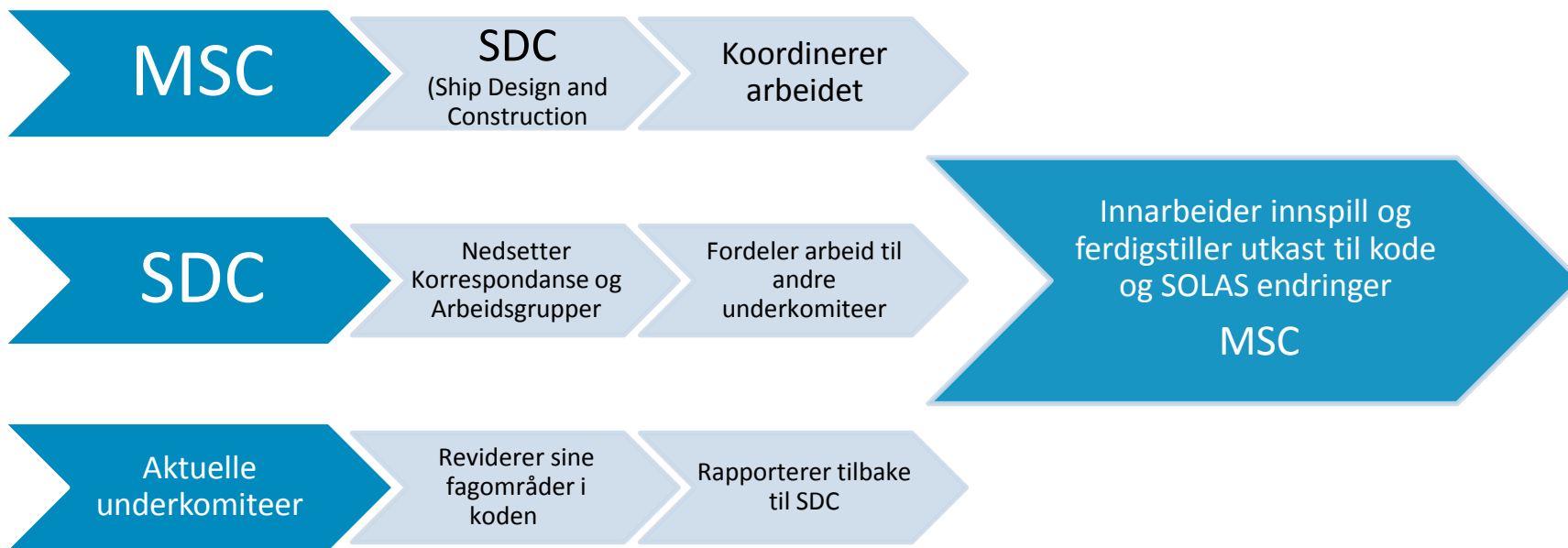
Strategic direction: 5.2

Samle støtte



IMO MSC(Marine Safety Committee)

møtes og vedtar nytt agendapunkt.



Samarbeid gir styrke

Klasseselskap



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- Leverandørindustri

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- Sjøoffisersforbundet
- Maskinistforbundet
- Sjømannsforbundet

Nasjonal arbeidsgruppe



To år i prosess med korrespondansegrupper og arbeidsgrupper i de ulike underkomitéene

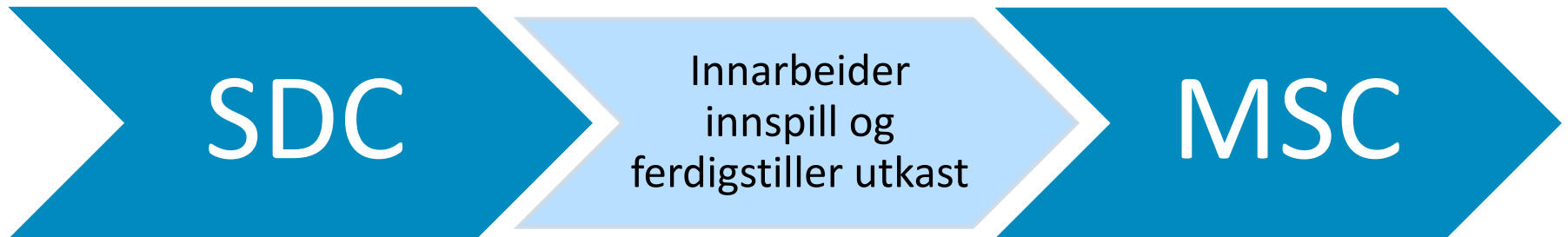
Kapitler om Design (skrog, stabilitet, brannintegritet og maskineri) blir i SDC

Kapitler om Brann og Redningsutstyr til SSE (Ship Systems and Equipment)

Kapitler om Navigasjon, Kommunikasjon til NCSR (Navigation, Communications and Search and Rescue)

Vurdering av behov for opplæring til HTW (Human Element, Training and Watchkeeping)

Underkomiteenes arbeid ferdigstilles



Vent....





Maritime Safety Committee

Godkjenner utkastet til ny kode og SOLAS endringer



Sirkuleres til alle medlemslandene 6 måneder før vedtak

Maritime Safety Committee

Vedtar ny kode



Protest periode 12 måneder etter vedtak



Ikrafttredelse 6 mnd. etter at endringene er akseptert

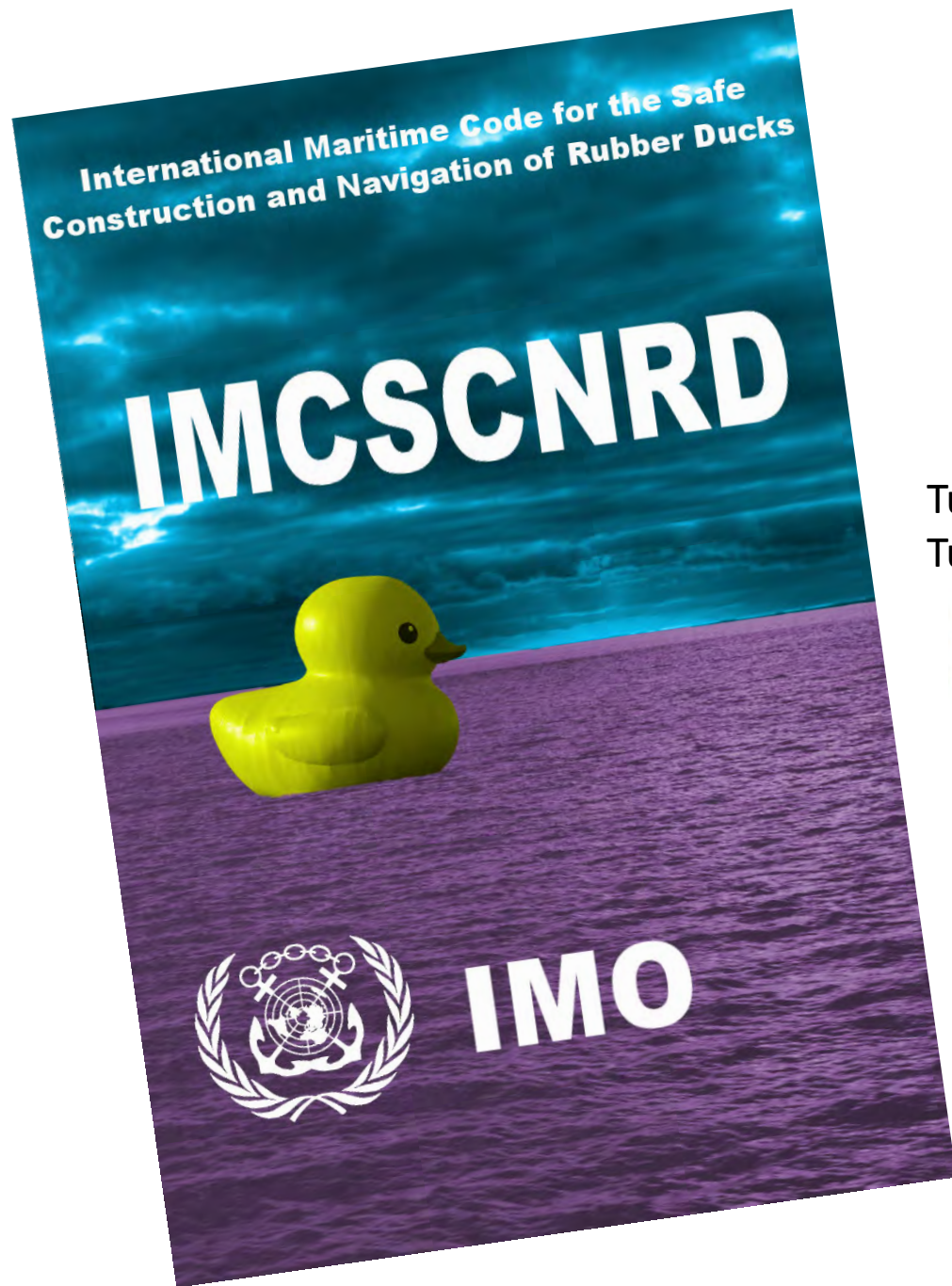


International Maritime Code for the Safe
Construction and Navigation of Rubber Ducks

IMCSCNRD



IMO



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