

The Nordic Engineer Officer Federation (NMF) founded 1919, represents approx. 30000 engineer officers in Denmark, Sweden, Norway, Finland, Iceland and the Faroe Islands.

NMF cooperates in several areas with common challenges in the Nordic countries. Especially in the fields of energy and environmental technology, IT and management in energy and environmental sectors, the public sector, shipping, the offshore sector and the industry in the Nordic countries.

NMF focuses on recruitment efforts in the Nordic countries and strengthens cooperation on the development of the education of engineer officers. NMF also strengthens the coordination of the collective bargaining negotiations and development of wages and employment conditions in the Nordic region

PRESS RELEASE

The Nordic Engineer Officer Federation (NMF), Secretariat meeting in Tórshavn, Faro Island, 3 October 2023, has had following outcome.

NMF focuses on the technical carrier path for marine engineers. The marine engineering industry needs to be more visible and attractive in order to recruit and retain junior officers, therefor NMF considers it necessary to create a more flexible framework in their maritime employment and at the same time give the junior officers access to influence their employment on a more equal way in comparison with newly educated engineers on shore.

The MLC convention is already regulating the working condition and in, regulation 2.7 regarding the safe manning level, states that it should be sufficient personal to prevent fatigue and in regulation 2.8 it is stated that the seafarers should be given opportunities for further skill development. If the flag states and employers follow this regulations there should be possible to attract marine engineers students to the marine engineering industry.

NMF is very satisfied with the results of IMO's meetings since January 2023. The latest IMO meetings must be seen in a context and can be summed up as follows;

The technical facts, the human competence and safety shall form the basis for further shipping environmental policy.

To comply with the future environmental regulation the shipping industry has started transformation toward a zero-emission transport sector.

To make this transformation possible toward an more environmental friendly shipping industry, the industry has been forced to develop into a high-tech industry that's working with cutting edge technology. The marine engineering crew fronted by the Chief engineer is today working with the implementation of alternative energy sources to reach the first stages of the goal of zero emission.

This transformation requires multiple new approaches and among those possibly the most important of all is the industry with Risk and Hazard analysis that considers UNCLOS 94 and recognises the Chief engineer's responsibility to comply with SOLAS and MARPOL, specific emission requirements in relation to the new types of ships which are under development.

This Risk and Hazard analysis needs also to consider the ship specific construction and design, the characteristics of all energy sources on board including their environmental efficiency defined by “**Well-to-Wake calculation**”. As well as the need to ensure that all equipment is fit for use and the crew has the correct competent to safeguard the ships, the human and the environment. This should be recognised by the industry wide and under all conditions to avoid loss of life and criminalisation.

As a part of the Risk and Hazard analysis in connection with this new technology and energy sources a comprehensive and qualitative **crew Training and Familiarization** as required by the ISM code, should be considered, and made ready at the design state of all ships.

The ISM code is an international regulation which is designed to be goal based, generic and flexible. There is a clear link through human element between the ISM Code and the STCW Convention.

Furthermore "THE MARINE ENVIRONMENT PROTECTION COMMITTEE 80, 2023 IMO **STRATEGY ON REDUCTION OF GHG EMISSIONS FROM SHIPS**" has been reviewed and now recognises the need to address “Human Element” and that the transformation towards zero-emission needs to be **safe and just** to ensure that all seafarer is included, and no one is left behind.

Starting from the above-mentioned focus areas and adding marine engineers' **competences** - the work on development and implementation can begin.

NMF looks forward to following this work and development.

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List of references:

- 1) ILO Convention No. 186 (MLC 2006) Regulations 2.7 and 2.8
- 2) IMO SDC 9/ WP.4 January 2023
- 3) IMO SDC 9/ WP.7 January 2023
- 4) IMO MSC 107 June 2023
- 5) MEPC 80 June 2023