

Ref No. : 21/02385/COMDate : 21.09.2021Page : 2 (Two)**To,**

OWNERS/MANAGERS, DEPUTY COMMISSIONERS (DCs),
COMPANY SECURITY OFFICERS (CSOs), MASTER, RECOGNIZED ORGANIZATIONS (ROs)

SUBJET: Resting Hours and IMO Guidelines on Fatigue

REFERENCE: Maritime Labor Convention, 2006 (MLC, 2006);
Standards of Training, Certification and Watch-keeping for Seafarers, 1978 as amended (STCW '78);
IMO/ILO Guidelines for the development of tables of Seafarer's shipboard working arrangements and formats of records of seafarer's hours of work or hours of rest, 1999;
IMO Guidelines on Fatigue (MSC.1/Circ.1598).

1. The purpose of this Circular is to provide instructions in relation to minimum hours of rest and to implement the requirements of MLC, 2006 and STCW '78 in addition to the IMO Guidelines on Fatigue.
2. The minimum number of hours of rest shall not be less than:
 - a) Ten (10) hours in any twenty-four (24) hour period; and
 - b) Seventy-seven (77) hours in any seven (7) day period.
3. The hours of rest can be divided into no more than two periods, one of which shall be at least six (6) hours in length, and the interval between consecutive periods of rest shall not exceed fourteen (14) hours.
4. There are exceptions to the minimum limits of the hours of rest for the seafarers, according to Regulation 2.3.13 from the MLC 2006, amended, so long as they are acknowledged within a collective convention or adjusted to the provisions established on STCW'98 Convention, amended.
5. The master of a ship shall have the right to interrupt and suspend the hours of rest of the seafarers to guarantee the immediate safety of the ship until normality has been restored or to perform exercises and drills, which should be performed avoiding as possible the interruption of rest periods, or to perform mandatory operational tasks indispensable and that cannot be delayed for safety or environmental reasons that were unforeseeable at the beginning of the voyage. As soon as practicable after the normal situation has been restored, the Master must ensure that any seafarers who have performed work in a scheduled rest period are provided with an adequate period of rest.
6. A table with the shipboard working arrangements shall be posted in a visible and accessible place on-board the ship which shall contain for every capacity at least the schedule of service at sea and in port and the maximum hours of work and minimum hours of rest.
7. The table of the shipboard working arrangements shall be in the form of Appendix 3 to the IMO/ILO Guidelines referenced to this Circular and Ship-owners/Managers shall maintain records of seafarers' daily hours of work or of their daily hours of rest in accordance with the form Appendix 4 to the IMO/ILO Guidelines, referenced to this Circular. Each seafarer shall receive a copy of the record pertaining to him or her which

- shall be endorsed by the Master, or a person authorized by the Master and by the seafarer.
8. This Administration may permit exceptions to the minimum hours of rest required by the regulations that have been produced as part of a collective agreement or applied for by the ship-owner with evidence that the exception being applied for has been agreed by the seafarers and/or the seafarers' representatives.
 9. Ship-owners/Managers should pay special attention to the IMO Guidance on Fatigue (MSC.1/Circ.1598) as per which "Fatigue" is defined as "A state of physical and/or mental impairment resulting from factors such as inadequate sleep, extended wakefulness, work/rest requirements out of sync with circadian rhythms and physical, mental or emotional exertion that can impair alertness and the ability to safely operate a ship or perform safety-related duties."
 10. The IMO Guidelines on Fatigue outline mechanisms that may be used to combat fatigue in order to reduce associated health problems and prevent fatigue-related accidents.
 11. This Administration highlights the importance for seafarers to be aware of how Drugs and Alcohol may affect their health and their sleep-wake cycles.
 - a) Drug effects vary not only from person to person, they can also vary for the same person depending on time of day, mood, tiredness and the amount of food eaten. They may also interact with existing fatigue levels and other drugs (including alcohol) and supplements, further affecting performance;
 - b) Alcohol is a central nervous system depressant; however it can impair the quality of sleep. Alcohol can lead to increased sleepiness and reduced alertness, even after the alcohol is no longer detectable. There are also serious health consequences related to the long-term abuse of alcohol.
 12. MSC.1/Circ.1598 should be taken into consideration when:
 - a) Developing, implementing and maintaining safety management systems under the ISM Code;
 - b) Promoting fatigue mitigation and management;
 - c) Promoting awareness of the causes and consequences of fatigue and developing and delivering training programs and courses;
 - d) Conducting casualty or accident/incident investigations; and
 - e) Preparing applications for minimum safe manning documents or when determining minimum safe manning levels for ships.
 13. Should you require any additional information, you may contact with our Technical Department as provided below:

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