

FLAG STATE REQUIREMENTS SUMMARY

ST KITTS & NEVIS

DECEMBER 2023



OBJETIVE

The objective of this document is to provide QRS surveyors and staff with the specific requirements, instructions, clarifications, etc., issued by the Flag State Administration (FSA) of the flag in reference, to assist them in carrying out the necessary surveys and issue the relevant Interim/Short Term Certificates as authorized, or proceed with the endorsement of Full-Term Certificates, as the case may be. These requirements derive from the different Resolutions, Marine Circulars (MC), and instructions that have been issued by the SKAN.

This document is also a reference also for QRS HO for reviewing of technical documentation.

SCOPE

This procedure is applicable to all survey and certification activities carried out on behalf of the Flag State Administration of ST KITTS & NEVIS.

DESCRIPTION OF REQUIREMENTS

-The official name to be placed in the certificates issued on behalf of the FSA is ST KITTS & NEVIS SHIP REGISTRY.

-Specific requirements, flag state guidelines, and interpretations are generally published as Marine Circulars (MC), some of which are designated to carry the weight of rules and regulations.

These are issued periodically and are available at www.skanregistry.com/en/maritime-circulars.



MC 120 - 23, April 2023

ISSUANCE OF ELECTRONIC CERTIFICATES FOR STCW

The purpose of this MC is to provide guidance on the implementation of Electronic Certification to all Seafarers serving onboard our registered vessels according to SKAN.

FAL.5/Circ39/Rev.2 (GUIDELINES FOR THE USE OF ELECTRONIC CERTIFICATES) all electronic certificates issued after the effective date stated in paragraph 2.1 may be verified through www.portal.skanregistry.com and navigating to Validate a Document.



In this circular we can see the guidelines for making and verifying electronic certificates.

This circular must be always kept onboard and made available for inspection, if required, by any authority. Authorities are invited to accept this circular in supplement to e-certificates as authorization/verification to proceed with electronic copies.

MC 121 - 23, May 2023

GUIDELINES FOR THE USE OF ELECTRONIC CERTIFICATE

The purpose of this MC is to provide information on the use of electronic certificates issued by the Recognized Organizations (ROs).

The electronic statutory certificates issued by Recognized Organizations to vessels registered with SKAN shall comply with **FAL.5/Circ.39/Rev.2** and **FAL.5/Circ.39/Rev.2/Corr.1**, which, inter alia, identify the following features:



- Validity and consistency with the format and content required by the relevant international convention or instrument;
- Protected from edits, modifications or revisions;
- A unique tracking number for verification;
- Reliably and securely verifiable through a conveniently accessible and continuously available platform; and
- A printable and visible symbol that confirms the source of issuance.

The electronic statutory shall be deemed valid in accordance with all applicable international instruments. In addition, the ROs must provide clear and simple instructions for any party who may wish to verify the validity and authenticity of the electronic statutory certificates.

MC 122 – 23, June 2023

ISSUANCE OF ELECTRONIC CERTIFICATES FOR STCW

The purpose of this MC is to inform all parties that this Administration accepts/authorizes the use of the **Mariners Medico Guide App** as an equivalent to the International Medical Guide for Ships (IMGS) published by the World Health Organization (WHO).

The IMGS shows designated first-aid providers how to diagnose, treat, and prevent the health problems of seafarers onboard a ship with a focus on the first 48 hours after injury.

Carriage of a medical guide on board a ship is mandatory under the ILO's Maritime Labour Convention (ILO MLC) and the IMO's International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Convention.

As an equivalent to the IMGS this Administration accepts/authorizes the use of the Mariners Medico Guide App on board of St. Kitts and Nevis registered ships, which is an up-to-date maritime medical guide developed by Gard AS and the Norwegian Centre for Maritime and Diving Medicine.



Mariners Medico Guide App

- The Mariner's Medico Guide is an app, designed and tailored for seafarers. Developed in collaboration with the Norwegian Centre for Maritime and Diving Medicine, it provides step-by-step guidance for treating crew onboard.
 - The app is fully downloadable, it can be used mid-ocean and in remote parts of a ship, even without a signal. It is available in English only.
 - As this Guide is digital, it can be quickly and easily updated. It covers both physical and mental health issues, using a symptom-based approach. Designed and written by doctors specialized in maritime medicine, guidance is set out in simple steps and language, for users with limited medical experience and reduced accessibility to medications and medical equipment.
 - The Mariner's Medico Guide is available free of charge on both desktop and mobile (Apple App Store and Google Play).
- For more information, please visit www.medicoguide.no.



MC 123 – 23, September 2023

FLAG STATE DETENTIONS-GUIDELINES FOR SKAN RECOGNIZED ORGANIZATIONS, FLAG STATE INSPECTORS, SHIP OWNERS, MANAGERS AND MASTERS

The purpose of this MC is to provide information for the imposition of a Flag State Detention.

The St. Kitts & Nevis International Ship Registry is committed to ensuring that all SKAN registered ships are always fully compliant with international Convention requirements and national regulations and fully supports the objectives of the PSC process in eliminating sub-standard shipping, when applied in a fair and equitable manner.

A Flag State Detention will be occurred and a prohibition to sail letter will be issued to the ship, by the St. Kitts & Nevis International Ship Registry in the following cases:

- a) The vessel does not follow the reporting obligations as required by Annex 12 of the Paris Memorandum of Understanding on Port State Control [The notifications must include any items that are faulty and the planned rectification; If an exemption, permit or letter has been issued, this must be sent by the ship manager to Port State Control; planned operations at the port or anchorage of destination (loading, unloading, other); planned statutory survey inspections and substantial maintenance and repair work to be carried out whilst in the port of destination; date of last expanded inspection in the Paris MoU etc].
- b) The vessel during a Port State Control inspection, a Flag State Inspection or during Surveys from the Recognized Organization is found not fully compliant with International Convention requirements and national regulations and among others one of the following remarks/ conditions have been identified/ met on board:
 - (i) Valid statutory certificates are not on board the ship, including seafarer's documents/certificates.
 - (ii) Deficiencies/failures have not been reported to the SKAN or Classification Society (Recognized Organization) for agreed acceptance pending temporary arrangements in place.

The prohibition to sail letter will be addressed by email to owners, managers, to master, to Classification Society, to Recognized Organization, to local port authorities, as well as to the Secretariats of the major MoU.

The RO is authorized to invalidate or withdraw a statutory certificate, in consultation with the St. Kitts & Nevis International Ship Registry when a prohibition to sail letter is issued and remains valid.

Flag State Inspectors, Classification Society & Recognized Organization surveyors are required to communicate immediately to the St. Kitts & Nevis International Ship Registry any condition as above which to their opinion affects the safety of the vessel & crew on board and may affects the environment.



MC 124 – 23, October 2023

REQUIREMENTS OF THE “FUELEU MARITIME” REGULATION

The purpose of this Maritime Circular is to inform all parties about the FuelEU Maritime initiative adopted by the European Parliament (EP), Council of the European Union, and the European Commission (EC).

FuelEU Maritime is a regulation which aims to **support the decarbonization of the shipping industry**. Upon entering into force from 1 January 2025, it will increase the share of renewable and low-carbon fuels in the fuel mix of international maritime transport in the European Union (EU).

In general, FuelEU Maritime sets well-to-wake greenhouse gas (GHG) emission intensity requirements on energy used on board ships trading in the EU from 2025. Also, it mandates the use of shore power for container and cruise ships in certain EU ports from 2030.

The FuelEU Maritime regulation requires ships with a **gross tonnage above 5,000 GT** calling at ports within the jurisdiction of EEA Member States¹ for transporting passengers or cargo for commercial purposes, regardless of their Flag state, to comply with the following provisions:

- Provisions setting a limit on the GHG intensity for fuels used on ships;
- Provisions obligating the use of on-shore power supply (OPS) or zero-emission technologies in ports (Only container ships and passenger ships).



Preparation of FuelEU monitoring plan

By **31 August 2024**, a shipping company is requested to submit to the verifier³ a FuelEU Monitoring Plan (MP), which sets out the methods for monitoring and reporting the amount of energy (fuel type and consumption) used by ships during voyages and at berth. The MP shall be assessed for the conformity with the requirements before the monitoring period starts and then recorded in the FuelEU database by the verifier. For ships calling an EU/EEA port for the first time after 31 August 2024 are requested to submit a FuelEU MP to the verifier **within 2 months of that port call**.

The FuelEU MP should include relevant information, such as:

- Information on ship's identification, shipowners and shipping companies
- Description of energy sources (fuel consumer) to be used on board while in navigation and at berth
- Procedures for monitoring the fuel consumption of each fuel type
- Procedures for monitoring the WtT and TtW emission factors of energy to be used
- Standards and characteristics of OPS or a zero-emission technology
- Value of the established total electrical power demand of the ship at berth

The FuelEU MP is required to be updated and assessed by a verifier as appropriate when changing shipping companies or using new types of fuel, etc.

MC 125 – 23, October 2023

SECURITY ALERT RAISED TO LEVEL 3 FOR SHIPS OPERATING WITHIN THE MEDITERRANEAN SEA AREA ADJACENT TO ISRAEL AND PALESTINE

The purpose of this MC is to advise Shipowners, Ship Managers, Ship Operators and Recognized Security Organization of St Kitts and Nevis flag vessels that, with immediate effect, Security Level III (3) should be applied to all ships that are currently transiting within the Eastern Mediterranean Sea area adjacent to Israel and Palestine and near the Gaza Strip.



For those St Kitts and Nevis flag vessels in Israeli ports or transiting the above-mentioned zone must keep the **utmost vigilance and increase security conditions aboard to protect the vessel and its crew.**

Shipowners, Ship Managers and Ship Operators are recommended to follow the below listed:

- Undertake a new ship- and voyage-specific threat risk assessment before entering any region where there has been an incident, or the threat has changed.
- After the risk assessment, review the Ship's Security Plan.
- Review section 2 of BMP5, which outlines non-piracy threats and the Global Counter-Piracy Guidance.
- Maintain a full and vigilant bridge watches; Note: at night, slow small boats with no wake are difficult to spot on radar.
- Maintain a strict communication watch and establish communication with all vessels coming close. Do not allow small boats to approach or to come alongside. Use a searchlight for identification at night.
- Ensure strict boarding controls in place.
- Only lower accommodation gangways or ladders when necessary.
- Rig outboard lighting where possible provided when they do not interfere with keeping a safe lookout, particularly over the stern and rig/use searchlights if available.
- Monitor relevant VHF and other communication channels.
- Check all fire-fighting equipment available for immediate use. Make sure the emergency fire pump is available if any maintenance is being undertaken.
- Keep the Automatic Information System (AIS) on. There is no need to complete the field stating the last or next port of call.

This Administration recommends that all vessels follow the instructions of the local authorities regarding the transit of the crew in port areas. Review your communication security plan on board, in case of an unforeseen incident.

MC 126 – 23, December 2023

THE SITUATION IN THE SOUTHERN RED SEA AND THE GULF OF ADEN

The purpose of this MC is to advise Shipowners, Ship Managers, Ship Operators and Recognized Security Organization of St. Kitts and Nevis flag ships that all ships that are currently operating in the southern Red Sea and the Gulf of Aden should exercise increased caution and vigilance.

The current maritime security level in the Gulf of Aden is MARSEC/ISPS level 2; in the southern Red Sea is MARSEC/ISPS level 3.

Special entry conditions still apply to ships calling at Yemeni ports and it is advised to regularly confirm a port's status and condition with local sources of information. Ships calling at ports that are under the control of the Government of Yemen must continue to apply for entry permissions through the Yemeni Ministry of Transportation and follow the instructions provided by the local authorities.

This Administration recommends that all ships follow the instructions of the local authorities regarding the transit of the crew in port areas. Review your communication security plan on board, in case of an unforeseen incident.

In addition, this Administration would like to inform that shipping associations BIMCO, ICS, CLIA, IMCA, INTERCARGO, INTERTANKO and OCIMF have published security guidance which is applicable to navigating in the Southern Red Sea and the Gulf of Aden.

The Interim industry transit guidance for Southern Red Sea and Gulf of Aden dated **15 December 2023** is appended to this Circular. Alternatively, it could be downloaded from BIMCO website following this link

<https://www.bimco.org/insights-and-information/safety-security-environment/20231219-updated-security-transit-guidance-southern-red-sea-and-gulf-of-aden>

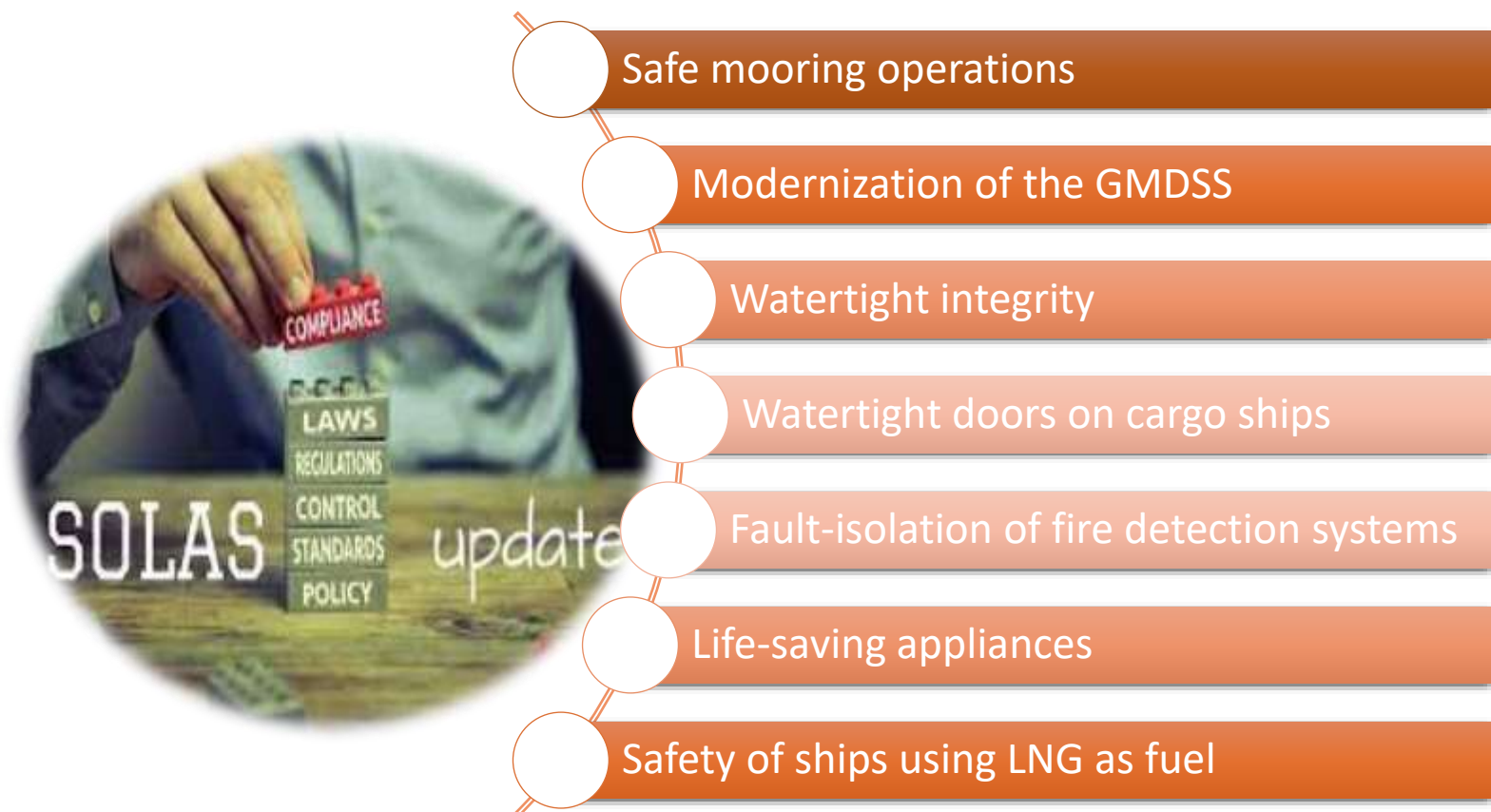
The guidance emphasizes the importance of conducting a thorough ship and voyage-specific threat and risk assessment considering any additional advice from the ship's flag state before passing through the area in question.



SOLAS 2024

A set of amendments to the International Convention for the Safety of Life at Sea (SOLAS) and the associated Codes enter into force on **1 January 2024**.

This statutory news highlights the changes that have been adopted for the 2024 update of SOLAS.



Towards SOLAS 2026

The 105th session of the IMO's Maritime Safety Committee in April 2022 was the last session to adopt amendments to the 2024 update of SOLAS and the related mandatory codes. Amendments adopted less than 18 months before 1 January 2024 would normally be pushed to the next four-year cycle of entry into force.

The IMO has, however, recognized that the COVID-19 situation has caused delays in some ongoing work and has hence introduced an ad hoc mid-term amendments cycle. The next update of SOLAS will therefore enter into force on 1 January 2026 and will include **amendments adopted before 1 July 2024**.



EU ETS DIRECTIVE TO INCLUDE SHIPPING FROM 2024

The EU’s legislative bodies have adopted a revision of the EU ETS directive to include shipping from 2024. This entails a three-year phase-in period, increasing in scope from **40% of emissions in 2024** to 70% in 2025 and 100% in 2026.

EU MRV REGULATION TO EXTENDED TO INCLUDE METHANE (CH4) AND NITROUS OXIDE (N2O)

As from **1 January 2024**, the scope of the EU MRV regulation shall be extended to include methane (CH4) and nitrous oxide (N2O). As such, from 1 January 2024, shipping companies must monitor and report methane (CH4) and nitrous oxide (N2O) emissions, in addition to CO2 emissions, using the thetis MRV module. The revised monitoring plan shall be submitted no later than **1 April 2024**, for approval, to the responsible administering authority after being assessed by a verifier.

MARITIME SINGLE WINDOW BECOMES MANDATORY FROM JANUARY 2024

From **1 January 2024** – it will be mandatory for ports around the world to operate maritime single window for the exchange of information required at the point of a ship’s arrival, during its stay and at departure, the IMO has informed.

IP CODE MANDATORY FOR ALL CARGO SHIPS FROM JULY 2024

The IMO has adopted a new mandatory international code for safety for ships carrying industrial personnel (IP CODE). It is mandated through a new chapter XV in SOLAS, which enters into force on **1 July 2024**.

PROHIBITION OF ASBESTOS IN THE MODU CODE

Provisions in SOLAS chapter ii-1 have restricted the use of new materials containing asbestos since 2002 and have prohibited their use since 2011. Unified interpretations and guidance to SOLAS Regulation II-1/3-5 are available in MSC circular.

The amendments will be effective on **1 January 2024**.

STCW UNDER REVIEW: IMPORTANT DATES TO KEEP IN MIND WITHIN 2024

The IMO MARITIME SAFETY COMMITTEE (MSC) has decided to initiate a review of the STCW CONVENTION AND CODE that will go through several phases, with a view to be completed by the AUTUMN OF 2027.

Find here below important dates of the key changes that are expected for adoption within 2024:

- FEBRUARY 2024: HTW 10
- May 2024: MSC 108
- Summer 2024: Council 132
- December 2024: MSC 109



AMSA: REVISED MARINE ORDER 12 EFFECTIVE FROM JANUARY 1ST 2024

A revised Marine Order 12 (Construction — subdivision and stability, machinery, and electrical installations) will take effect on 1 January.

International vessels visiting Australian ports may be subject to a port State control inspection to ensure they meet these standards.

AMSA: REVISED MARINE ORDER 27 EFFECTIVE FROM JANUARY 1ST 2024

A revised Marine Order 27 relating to navigation safety measures and equipment, radio equipment, and safety, urgency and distress communication will take effect on 1 January 2024.

WHICH AMENDMENTS BECOME EFFECTIVE FROM JANUARY 2024

- Amendments to SOLAS regulation II-1/3-8 to cover mooring arrangements.
- Amendments to SOLAS chapter II-1 concerning doors, hatches and valves which pierce watertight boundaries.
- Amendments to SOLAS chapter II-1, requirements for water level detectors on multiple hold cargo ships other than bulk carriers and tankers
- Amendments to SOLAS Chapter III, the LSA Code and MSC 81(70) as amended, and MSC Circular on voluntary early implementation of the amendments.
- Amendments to Chapter 9 of the FSS Code
- Amendments to FSS Code Chapter 15
- Amendments to the LSA Code paragraph 6.1.1.3 – to allow the use of hand-operated mechanisms for the launching of rescue boats.
- Amendments to IGC code (Paragraph 6.5.3.5) & IGF Code (Paragraph 16.3.3.5) on the use of materials such as aluminum alloys – Welding of metallic materials and non-destructive testing for the fuel containment system
- Amendments to the IGF Code (Various – including definitions, probability index fv, loading limit, fuel distribution, internal combustion engines, fuel containment system, type C tanks)
- Amendments to the 1988 Load Line Convention; the IBC and IGC Codes and MARPOL Annex I regarding watertight doors on cargo ships
- Amendment to the IGF Code paragraph 6.7.1.1 concerning the regulation for pressure relief system.
- Amendments to the International Maritime Dangerous Goods (IMDG) Code (41-22)

WHICH AMENDMENTS BECOME EFFECTIVE FROM MAY 2024

- Amendments to MARPOL Annex V – Garbage Record Book
- Amendments to MARPOL Annex VI, Appendix IX – Information to be submitted to the IMO Ship Fuel Oil Consumption Database (Regulation 27)
- Amendments to MARPOL Annex VI, Appendix V – Information to be included in the bunker delivery note (Regulation 18.5)
- Amendments to MARPOL Annex VI – Regulation 14 and Appendix VII – Mediterranean Sea Emission Control Area (ECA) for Sulphur Oxides (SO_x) and Particulate Matter