



OUR SEA

The official newsletter of Seatam Holding



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Foreign R.O. can be accepted by Paraguay

by Seatam Press (info@seatam.com)

Paraguay boasts the world's third-biggest fleet of tug-propelled barges, behind the United States (319 m) and China (1.4bn). "On the outskirts of the capital, Asunción, a mountain of soyabean flour in a massive silo awaits loading" (source: [El Pais \(April 12th, 2018\) – Spain](#)).

This fact means a very extensive market for certification and classification, and many R.O. understood this as an opportunity. But, how could be possible to obtain the authorization from Paraguayan Maritime Administration to become recognized by Paraguay?

According to the Paraguayan Law, any foreign R.O. can be accepted to issue Class and Statutory Certifications on behalf of Paraguay: Law 429/57 · Law 167/93 · Law 476/57 · Law 3072/89 among other.



Any international recognized organization (R.O.) who needs to apply to Paraguay Maritime Authority requires to provide a Resident Agent (national citizen or resident alien) to request the official recognizant from Direccion General de la Marina Mercante de Paraguay (Maritime Administration of Paraguay); a written submission and orally present all evidence as part of the application process (in Spanish language); demonstration of necessary infrastructure and resources to prove the management of administrative

and technical structure as required by law; translation from the English to the Spanish of all Class Rules and other regulations; to present a legal statutory instrument (declarations, statement, etc.) as required by Law accepting the Paraguayan National Law as applicable instrument for certification purposes; an affidavits accepting the supervision of Paraguayan Maritime Authority's official as part of the inspection and certification process.

Covid-19 ::: remote audit performed by a qualified internal auditor could be accepted.

The World Health Organization has declared the rapidly spreading coronavirus outbreak a pandemic” (WHO.org, March 11, 2020).

Several Administrations have considered to implement interim policies to accommodate any possible disruptions with regards to ISM/ISPS/MLC audits.

Several Administrations consider COVID-19 as an exceptional situation and with respect to internal audits, they are accepting as reliable alternatives such as fully remote audit performed by a qualified internal auditor.

Most ports are closing the possibility for internal auditors to board ships and perform ISM / ISPS audits with the purpose of reducing the risk of COVID-19 infection the industry will necessitate flexibility due to high risk exposure situation.



ILO.ORG ::: Treat seafarers with "dignity and respect" during COVID-19 crisis.



GENEVA (ILO News) – Seafarers should be treated as ‘key workers’ and be exempted from travel restrictions during the COVID-19 pandemic, say the Officers of a special International Labour Organization (ILO) tripartite maritime committee representing seafarers, ship owners and governments.

A [joint statement](#) issued by the Officers of the Special Tripartite Committee of the Maritime Labour Convention (MLC, 2006) also called on ILO member States to “do all that they can to facilitate the delivery of essential medical supplies, fuel, water, spare parts and provisions to ships”.

This follows reports that in some parts of the world suppliers have been prevented from boarding ships to give masks, overalls and other personal protective equipment to crews. According to the statement, ports in some parts of the world have also refused to allow some ships to enter because they had previously docked in areas affected by COVID-19, preventing vessels from obtaining essential supplies.

“Seafarers are just as worthy as everyone else and should be treated with dignity and respect to ensure that they can continue to provide their vital services to the world,” the statement said.

The committee also underlined the importance of ensuring that the flow of essential goods, energy, food, medicines and many other products around the world is not disrupted “by measures that impede the safe and efficient movement of ships and the seafarers who operate them”.

SOURCE: ilo.org



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