



Compilation of IFSMA Resolutions & Statements

2000 – 2014



Preface

According to Article 17 of the IFSMA Statutes a General Assembly, which consists of Delegates from all Member Associations is being held once every year.

The General Assembly, who has the supreme authority, debates amongst others matters of importance to the daily work of the active shipmaster and forms through the adoption of resolutions and/or statements the current IFSMA policy.

These resolutions and statements are the basis for the work of all IFSMA Principal Officers and the IFSMA Secretariat.

Everybody who is going to represent IFSMA as a delegate at any meeting should carefully acquaint him or herself well in advance of the meeting with all resolutions and statements adopted by the IFSMA Annual General Assemblies. This is of utmost importance to ensure that a delegate is very well aware of the current IFSMA policy.

It is therefore strongly recommended to all individuals representing IFSMA at any meeting to have both, the **Guidance for Delegates Representing IFSMA** as well as the current copy of the **Compilation of IFSMA Resolutions & Statements** ready to hand at all relevant occasions.

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IFSMA RES 1/2000

Piracy and Armed Robbery Against Ships**The 26th IFSMA General Assembly held on 19-20 May 2000 in London**

Noting with grave concern that acts of Piracy and Lawlessness are numerous and increasing in many parts of the World with considerable loss of life and property;

Welcomes the initiative taken by Japan and other Nations of South East Asia in unanimously adopting the "**Asia Anti-Piracy Challenges 2000**" and the "**Model Action Plan**" based upon the "**Tokyo Appeal**" at their regional conferences held in Tokyo during March and April this year, and further welcomes the useful work done by the Piracy Reporting Centres in the Region;

Observes that similar problems exist in many other parts of the World where similar measures, including the introduction of similar Piracy Reporting Centres, would be doubly welcomed;

Recognises that more robust measures are needed to achieve a significant reduction in Piracy and Lawlessness directed at Merchant Shipping and their crews, and therefore;

Fearing that if no effective International Action is taken Individual Ships and Ship-owners will take their own steps to defend themselves, thereby escalating confrontations and increasing the likelihood of casualties;

Urges Parties to IMO to take effective steps to:

1. **Achieve** active patrolling and policing of Territorial and Coastal waters by the Coastal States
2. **Introduce** secure sea lanes patrolled by the Naval Forces of those Nations possessing the resources needed to provide this assistance
3. **Confirm** that a Legal System exists at National or International level for bringing Pirates, once apprehended, to justice
4. **Develop** and install aboard ships electronic warning devices (burglar alarms) to give early warning at a Remote Centre when an incident occurs
5. **Discourage** members of ship's companies from taking active steps to oppose pirates, and
6. **Minimise** opportunities for unauthorised persons, who may commit acts of theft or armed robbery, stow away or conceal items onboard, from gaining unlawful access to ships in port

IFSMA RES 2/2000

Transport of Dangerous Goods by Sea**The 26th IFSMA General Assembly held on 19-20 May 2000 in London**

Recalling that the IMO International Maritime Dangerous Goods (IMDG) Code in its present format and layout has, for the past 35 years, been regarded as the most user-friendly version of all existing dangerous goods regulations and, as the "bestseller" of IMO, replaced practically all national regulations;

Recalling also that Administrations representing some 95% of the world tonnage are Contracting Parties to the 1974 SOLAS chapter VII on dangerous goods and have implemented the IMDG Code for the carriage of dangerous goods on board ships and the handling of such goods in their ports;

Recognising the importance of an undisturbed flow of dangerous goods in international multimodal transport operations, welcomed the harmonisation process of the modal regulations on the basis of the work of the UN Committee of Experts on the Transport of Dangerous Goods;

Noting however with great concern that the substantially reduced new reformatted IMDG Code deviates from the well established format and layout of the present Code to the extent that, in particular for the mariners, it has lost its user-friendliness and, therefore, retraining will be necessary to familiarise all those concerned with handling and transport, e.g. shippers, packers of cargo transport units (CTUs) at the manufacturers premises and at inland depots, port terminal staff, controllers, the mariners and others involved in such operations as is provided for in chapter 1.3 of the new IMDG Code not only for shipboard but also for shore-based personnel;

Noting also that IMO has developed the Model Training Course 1.10 on Dangerous, Hazardous and Harmful Cargoes;

Urges Administrations that the necessary training should be made mandatory under national legislation, and

Expresses the hope that the new computerised version of the reformatted IMDG Code will provide for the calling-up of all references to special provisions and instructions, and also of other references within such provisions and instructions, in order to simplify and facilitate the use of the new IMDG Code.

IFSMA RES 3/2000

The Unjustified Jailing of Shipmasters

The 26th IFSMA General Assembly held on 19-20 May 2000 in London

Having examined recent cases where Shipmasters have been jailed for a variety of alleged offences IFSMA deplores the way in which Coastal States have pursued their prosecutions without due regard to Human Rights and International Law;

Believes that Shipmasters are entitled to know the alleged offence with which they are charged in writing in a language which they understand and to be provided with legal representation;

Considers that no Shipmaster should ever be put in jail without a fair trial and no Shipmaster should be detained in jail while awaiting trial for a civil offence;

Considers further that there is an urgent need to convene an International Conference covering the penal jurisdiction of shipping and Shipmasters in the context of International Conventions.

IFSMA RES 1/2002

Humanitarian Assistance

The 28th IFSMA General Assembly held on 31 May-01 June 2002 in Vladivostok, Russia

Recalling the recent M/V TAMPA incident where the vessel was made unseaworthy after rescuing over 400 persons in distress; well beyond the limits of its safety equipment, was denied a Port of disembarkation;

Realizing that the Master had complied with obligations under international law and in the best of seafaring traditions, it is abhorrent that the vessel was not allowed to land those persons;

Strongly Urges IMO to support the Master's ability to render humanitarian assistance and seek a port of disembarkation consistent with the safety of the vessel, crew and those rescued in the Master's best judgement.

IFSMA RES 2/2002

ISM Implementation

The 28th IFSMA General Assembly held on 31 May-01 June 2002 in Vladivostok, Russia

Noting that the International Safety Management Code (ISM) will become mandatory for all vessels over 500 gross tons on July 31, 2002;

Noting also that feedback from vessels already having implemented the system indicates a substantial increase in administrative workload for ship's officers;

Observing that vessel safety may be improved by enhanced training and work procedures it should not be accomplished at the expense of the safe operation of the vessel at any time;

Recommends that the human element including fatigue be considered in creating a vessel specific ISM code.

IFSMA RES 3/2002

Security Officer

The 28th IFSMA General Assembly held on 31 May-01 June 2002 in Vladivostok, Russia

Noting the International Maritime Organization (IMO) proposal to designate an officer to enhance vessel security, IFSMA welcomes this positive initiative;

Recommends that this position should be filled by a dedicated, certificated ship's officer(s) with specialized training.

IFSMA RES 4/2002

Port of Refuge**The 28th IFSMA General Assembly held on 31 May-01 June 2002 in Vladivostok, Russia**

Recalling the frequency of recent incidents where vessels in distress have been denied a Port of Refuge or Safe Haven;

Realizing that mishandling of these incidents for political reasons has caused more serious damage to vessels, unnecessarily threatened the lives of seafarers and has clearly damaged the environment;

Recognizing that the Master's first responsibility is the safety of the crew and protection of the environment;

Strongly urges IMO to support the Master's ability to seek the best Port of Refuge or Safe Haven.

IFSMA RES 5/2002

Survival Craft Drills**The 28th IFSMA General Assembly held on 31 May-01 June 2002 in Vladivostok, Russia**

Noting the frequency of serious accidents involving survival craft whereby mariners have been seriously or fatally injured;

Noting further that the SOLAS Convention (1974 as amended) has a requirement to have survival craft manned in the course of launching drills;

Recognizing that having survival craft manned for launching drills is a major contributing factor to these casualties;

Considering how to improve inherent safety;

Strongly urges that the requirement in the SOLAS Convention for manned launching drills be deleted.

IFSMA RES 6/2002

Submarine Underwater Safety**The 28th IFSMA General Assembly held on 31 May-01 June 2002 in Vladivostok, Russia**

Recalling the accidents that have occurred to the submarines in recent decades through collisions with each other, fishing vessels and fishing gear;

Being aware that the ineffectiveness of the modern submarines' hydro acoustic systems makes their underwater operations dangerous for navigation, fishing, and other economic activities especially in coastal areas;

Realizing that nowadays the subs operational areas and areas, where intensive economic activities at sea are developing, coincide and that the problem of the nuclear submarines safe navigation is common for many countries if not to mention that it may become global;

Considering how to improve the inherent safety of the submarine operations in coastal waters:

1. **Recommends** The International Maritime Organization (IMO) initiate a comprehensive special survey on the “World Submarine Fleet Underwater Operations Safety and the Accident rate”
2. **Strongly urges** The International Maritime Organization (IMO) to promote discussions and consultations on the governmental and ministerial levels on the possible solutions
3. **Invites** The International Maritime Organization (IMO) after the survey appealing to the different information sources is finished, to adopt a resolution on the measures to be taken by the countries possessing the submarine fleets;

Recommends also for the above-mentioned purposes to organize an international expert working group including IFSMA, IMO and other interested experts and organizations.

IFSMA RES 7/2002

The Negative Influence of Tonnage on Ship Safety

The 28th IFSMA General Assembly held on 31 May-01 June 2002 in Vladivostok, Russia

Noted with concern the apparent negative influence on the safety aspect of ship designing by the application of tonnage (net or gross) in financial matters such as port charges;

Announced the formation of an IFSMA correspondence group in order to thoroughly investigate this matter and bring forward adequate recommendations.

IFSMA RES 1/2003

Right to Fair Treatment of Shipmasters

The 29th IFSMA General Assembly held on 23-24 May 2003 in London, UK

Recalling Article 15(j) of the Convention of the International Maritime Organization concerning the functions of the IMO Assembly in relation to regulations concerning maritime safety and control of marine pollution from ships;

Noting with great concern, the practice of detention or imprisonment of shipmasters without trial following maritime incidents;

Recalling that the ISM Code and IMO Assembly Resolution A443 (XI) invites Governments to take the necessary steps to safeguard the shipmaster in the proper discharge of his responsibilities by ensuring that the shipmaster is protected by appropriate provisions from unjustifiable actions as a consequence of the proper exercise of his professional judgement;

Urges Member Governments to adopt the principles included in the 1982 Law of the

Sea Convention (UNCLOS) with respect to penalties and procedures concerning pollution incidents, particularly the provisions that:

- The rights of the accused should be considered in all stages of any legal proceedings
- Non-wilful violations of coastal state regulations, in the Exclusive Economic Zone, should not result in imprisonment or other degrading treatment
- Shipmasters detained as a result of pollution or other incidents, should be promptly released on the posting of a bond or other security
- Only monetary penalties should be imposed for pollution offences committed outside territorial seas, unless the pollution results from a wilful act.

IFSMA RES 1/2004

Criminalisation of Shipmasters

The 30th IFSMA General Assembly held on 06-07 May 2004 in Buenos Aires, Argentina

Noted with great concern that in regard to the issue of criminalization of shipmasters, since the last AGA, there has been no improvement on the tendency by Port States to arrest and detain Masters without trial following maritime casualties;

Calls upon the International Maritime Organization (IMO), the International Labour Organization (ILO) and other maritime and regulatory interests to develop guidelines taking into consideration that pending an expeditious inquiry, a shipmaster's best professional judgement in dealing with emergency situations should be supported. The goal is that shipmasters should not be unduly detained and, if initially detained, should be released promptly, unless charges of wilful misconduct or criminal negligence can be substantiated.

IFSMA RES 2/2004

Ship Security Officers (ISPS Code)

The 30th IFSMA General Assembly held on 06-07 May 2004 in Buenos Aires, Argentina

Discussed the urgent issue of the interpretation of the ISPS Code's provisions on Ship's Security Officer, where the ISPS Code requires a SSO (Ship Security Officer) to administer and supervise a ship's security plan and be trained to carry out a number of duties as prescribed in Parts A & B of the code;

Recommends that the shipmaster should specifically not be the SSO in order to provide independent supervision and fulfil his duties as specified in the code;

Furthermore, IFSMA has studied the requirements of the ISPS Code and recognizes that effective enactment of all of the rules and regulations required by the plan as written, will increase workload and subsequently, fatigue factors. This problem must be addressed by the addition of another officer to the ship's Safe Manning Certificate.

IFSMA RES 3/2004

ISPS Code and Seafarer's Social Needs and Rights

The 30th IFSMA General Assembly held on 06-07 May 2004 in Buenos Aires, Argentina

Noted with concern the disturbing trend in some ports to overemphasize security provisions by not allowing crew shore leave or the opportunity for proper shipboard relief;

Strongly urges contracting parties to the SOLAS Conventions to take any efforts to fully enforce the requirements of Conference Resolution 11 on Human Element related aspects and shore leave for seafarers and the ILO Convention 108.

IFSMA STAT 1/2004

Declaration of Buenos Aires

The 30th IFSMA General Assembly held on 06-07 May 2004 in Buenos Aires, Argentina

Considering the critical situation in which the Argentine Merchant Marine finds itself as a result of the deregulation and privatisation process of the industry;

Recalling that the mentioned process began with the approval of Decree 1772/91, allowing Argentine shipowners to flag out their vessels and register them in flag of convenience countries;

Being aware of the dramatic results that the application of such policies for more than a decade have had for the local maritime industry and Argentine seafarers, evidenced by the constant decline in participation of the fleet in the national cabotage and its almost non-existence in the foreign trades, as well as the loss of many thousands of jobs;

Having been informed during the course of these deliberations that the Argentine Government has the firm intention to reverse the crisis of the maritime and inland navigation sector and of the shipbuilding industry, as well as to encourage their recovery, though establishing a number of measures aimed at the recreation of a commercial fleet under the national flag;

Taking into account that the existence of national fleets as well as the elimination of the flags of convenience system and of any other form of unfair competition, are essential conditions for achieving the development of a world maritime industry more just and balanced;

Taking also into account that the above-mentioned conditions are also fundamental for assuring a competitive shipping industry, operated with professional seafarers, and further ensuring the protection of the marine environment and the preservation of life and property at sea;

For all this

Expressed its full support for the Argentine Government repeal of Decree No. 1772/91 which will establish the basis for rebuilding the Argentine Merchant Marine.

IFSMA RES 1/2005

Guidelines for Coastal States in Cases of Emergencies Involving Vessels**The 31st IFSMA General Assembly held on 16-17 June 2005 in Mariehamn, Finland**

Noted with great concern the problems arising from emergencies involving vessels in Coastal waters. The concerns involve the responsibility and control of vessels in such circumstances;

Observed that in several cases over recent years Coastal States have intervened and taken control of vessels without relieving the Master of his responsibilities arising from such actions. This serious problem was raised by Bahamas at the Maritime Safety Committee meeting at IMO in May 2005;

Therefore urgently recommends that IMO provides a Guideline for Coastal States when they intervene in such cases and take over control of the vessel from the Master thus relinquishing him from his responsibility.

IFSMA RES 2/2005

Manning and Fatigue, IMO Resolution A.890 (21)**The 31st IFSMA General Assembly held on 16-17 June 2005 in Mariehamn, Finland**

Discussed the principles of the Safe Manning of Vessels;

Noted that recent safety studies have found that fatigue and manning levels are inextricably linked. This has raised concerns that proper allowance is not given to the overall requirements when determining a vessel's Safe Manning level;

Also recognized that human fatigue is a major contributor to marine accidents and that continued introduction of new legislative regulations increases the burden on Masters, officers and crew on board vessels, which can be counter productive;

Therefore strongly recommends that IMO seriously consider reviewing the Resolution on the Principles of Safe Manning on board vessels given in Res. A.890 (21) taking the Federation's concern into consideration, to encourage more consistent implementation of the Resolution.

IFSMA STAT 1/2005

Policy on ECDIS**The 31st IFSMA General Assembly held on 16-17 June 2005 in Mariehamn, Finland**

Discussed the recent development of safety of navigation;

Recognizes the need to improve the standard of navigational equipment on board vessels;

Therefore agreed a policy where the Federation shall work for the implementation of Electronic Chart Display and Information System (ECDIS), and appropriate training for officers operating such equipment, as a requirement for all SOLAS vessels;

Believes that in doing so it will help to accelerate the production of Electronic Navigational Charts (ENC) on a world wide basis and that this will contribute to the safety of navigation.

IFSMA RES 1/2006

Criminalization of Seafarers

The 32nd IFSMA General Assembly held on 08-09 May 2006 in San Pedro, USA

Recalled the resolution on Criminalisation of Shipmasters adopted by the 30th AGA in Buenos Aires;

Noted with satisfaction the adoption of Guidelines on the Fair Treatment of Seafarers at the IMO Legal Committee in April 2006;

Noted further with great concern that the issue of criminalization of shipmasters has not substantially improved and the tendency by Port and Coastal States to arrest and detain Masters and officers without trial following maritime incidents persists;

Therefore calls upon the International Maritime Organization (IMO) and the International Labour Organization (ILO) and other maritime and regulatory interests to:

- Use professional sanctions not criminal sanctions to penalise negligence
- Stop the criminalization of seafarers
- Ensure flag States protect their seafarers and abide by UNCLOS
- Ensure flag States carry out independent maritime accident investigations
- Facilitate greater mandatory use of Voyage Data Recorders (VDR)
- Ensure IMO and ILO member States abide by the Fair Treatment Guidelines
- Support the ongoing work of the Joint IMO/ILO Working Group on the Fair Treatment of Seafarers and press for a mandatory Code
- Ensure all flag States exercise effective control and jurisdiction over ships flying their flag

Furthermore reaffirms IFSMA's determination to continue to campaign for shipmasters and other officers and crew to be treated with dignity and respect.

IFSMA RES 2/2006

E-Learning in Maritime Training and Education

The 32nd IFSMA General Assembly held on 08-09 May 2006 in San Pedro, USA

Resolved that IFSMA supports the global initiative by maritime education and training providers to identify the needs of the industry with respect to the development of E-learning for seafarers and other shipping industry personnel, and to make recommendations as to standards and guidelines to ensure optimum development of such E-learning.

IFSMA RES 3/2006

Shipmasters in the Fishing Industry

The 32nd IFSMA General Assembly held on 08-09 May 2006 in San Pedro, USA

Noted with concern the situation of Shipmasters in the Far East in the fishing industry and that worldwide approximately 24,000 crewmembers in the fishing industry die each year;

Urges IMO and ILO Member states to support improving health and safety in the fishing industry through the ratification, implementation and enforcement of the 1993 Torremolinos Protocol and application of the FAO/ILO/IMO Code of Safety for Fisher-men and Fishing Vessels;

Recognized also that improved competence also contributes to the achievement of a healthy and safe working environment and therefore urges IMO member states to ratify and implement the STCW(F);

Encourages all ILO member States to support the adoption of the proposed ILO Convention on Work in the Fishing Sector due to be proposed for adoption at the International Labour Conference in June 2007;

Resolves that IFSMA should use its influence within the IMO and ILO to ensure that the working and living conditions of Shipmasters in the fishing industry and their crew are improved.

IFSMA RES 4/2006

Manning and Fatigue Concerns

The 32nd IFSMA General Assembly held on 08-09 May 2006 in San Pedro, USA

Recognized that there is a lack of standardized interpretation of guidelines on manning;

Resolved, that IFSMA uses its influence at IMO and ILO to introduce a mandatory code to deal with the issue of manning levels and fatigue.

IFSMA RES 1/2007

Safety of Passenger Vessels

The 33rd IFSMA General Assembly held on 24-25 May 2007 in Antwerp, Belgium

Noted that of all the many types of merchant vessels those with the greatest potential for the loss of life are the new generation of passenger vessels;

Expressed concern over the design and construction of such vessels and over the stability, watertight integrity, fire-fighting protection, adequacy of life-saving equipment and crucially the qualifications of the crew and the quality, quantity and competence of the crews;

Noted also that some flag states are not enforcing the existing regulations regarding basic safety and crisis management training;

Therefore calls upon IFSMA to:

1. campaign for adequate manning of bridge and engine room including at least two officers on duty on the bridge and two officers in the engine room
2. campaign for existing standards of stability and watertight integrity to be maintained and, where necessary, increased
3. encourage research into fire protection systems and the adequacy of the current measures
4. encourage research into innovative systems of abandonment, the adequacy of existing evacuation systems and the compatibility of life-saving appliances and equipment
5. seek additional training and re-training for all personnel on passenger vessels and the enforcement of existing requirements

IFSMA RES 2/2007

E-Navigation

The 33rd IFSMA General Assembly held on 24-25 May 2007 in Antwerp, Belgium

Recalled that e-navigation represents the collection, integration and display of maritime information aboard and ashore by electronic means to enhance navigation, safety, security and the protection of the marine environment;

Believes that e-navigation could make an important contribution to enhanced navigational safety;

Noted that e-navigation has been added to the work programme of the IMO Sub-Committee on Navigation with the aim of developing a global strategic vision and policy framework;

Recognised the work of the Nautical Institute in bringing together the views of stakeholders and promoting the concept of standardised controls (S-Mode) for e-navigation systems to assist in the simplification of training and operation by pilots and masters and officers of e-navigation equipment;

Called upon the shipping industry to work with the IMO to develop a unified strategy for the implementation of e-navigation systems;

Resolved that IFSMA should participate fully in the development of such a strategy and ensure the input of shipmasters as the key practitioners of navigation; and

Further resolved that IFSMA should seek to ensure adequate training is required for all personnel operating e-navigation equipment and to incorporate such requirements into the review of STCW(95).

IFSMA RES 3/2007

Fairtrade**The 33rd IFSMA General Assembly held on 24-25 May 2007 in Antwerp, Belgium**

Recognised that seafarers working and living conditions are not presently addressed within the criteria for Fairtrade products and services, even though 90% of world trade is moved by ships;

Therefore called upon Fairtrade groups to ensure that seafarers working and living conditions form part of the assessment process for Fairtrade status.

IFSMA RES 4/2007

Administrative Workload on Shipmasters**The 33rd IFSMA General Assembly held on 24-25 May 2007 in Antwerp, Belgium**

Noted with concern the ever-increasing administrative burden being placed upon shipmasters and other senior officers on board ship;

Called upon flag state administrations, relevant international organisations and shipowner and shipmanager associations to support and encourage the development of:

1. standardised paperwork
2. customised software
3. appropriate training
4. adequately trained shore-based office backup to help reduce workloads;

Furthermore called for the addition of a qualified officer onboard to be designated to ships' administration and included in the Safe Manning Document issued by flag state administrations;

Concluded that the administrative burden on merchant vessels is a problem that will only increase and add to further fatigue and stress if not take seriously by the flag state authorities and therefore requests that these concerns be raised at the International Maritime Organization.

IFSMA RES 5/2007

Safe Operation of Ships**The 33rd IFSMA General Assembly held on 24-25 May 2007 in Antwerp, Belgium**

Noted the increasing concerns over the safety of merchant vessels due to the ever-increasing pressure on watch keepers working on vessels only manned with a master and one other officer of the watch on the bridge;

Recalled that official accident records consistently show that vessels manned in this way account for the majority of ship incidents;

Called therefore for the International Maritime Organization to recognise that now is the time to act to set global manning standards that take into account all the requirements of the safe operation of merchant vessels and which recognises the goal of securing, as a minimum, one master and two watch keeping officers in the safe manning document on small ships engaged in short sea shipping.

IFSMA RES 1/2008

Safety at Sea

The 34th IFSMA General Assembly held on 21-22 May 2008 in Bremen, Germany

Noted with concern the report provided by the Bulgarian Shipmasters' Association concerning the loss of seafarers lives onboard the Cambodian registered MV Hera and the Bulgarian registered MV Vanessa in separate incidents in 2004 and 2008 in which both vessels disappeared in the Black Sea with the loss of 30 lives;

Expressed its concern about the apparent failure of the Flag States to properly investigate the loss of these two vessels as required by IMO;

Urges the IMO Secretary General to ensure that Flag States carry out their obligations to fully investigate ship losses particular those resulting in the loss of life;

Calls upon IFSMA to urge the IMO Secretary General to convey its concerns to the relevant flag and coastal states and to urge a thorough investigation so that the circumstances of these losses are understood and the lessons learnt and most importantly so that the families of the dead seafarers know how their loved ones were lost at sea.

IFSMA RES 2/2008

Piracy and Security

The 34th IFSMA General Assembly held on 21-22 May 2008 in Bremen, Germany

Noting the presentation made by Mark Dickinson on behalf of Nautilus UK and Nautilus NL on Piracy and Security;

Noting also the trend towards increased use of violence by pirates and other assailants in attacks against merchant ships in piracy hotspots and areas of heightened security worldwide as evidenced by the incidents involving the Danish registered m/v Danica White and the St. Vincent registered m/v Svitzer Korsakov;

Considered the results of a survey of members conducted by Nautilus UK and Nautilus NL, which elicited the views and experiences about the problems of piracy and security from hundreds of shipmasters, officers and other maritime professionals serving on ships ranging from 100,000gt cruise vessels to 1,500gt dredgers, and operating in virtually every area of the world;

Resolves that IFSMA should add its voice to the ongoing campaign for action to

reduce the unacceptable threat to the world's seafarers and urges action on the following fronts:

- Shipowners and flag states must recognise the workload demands arising from the ISPS Code and the post of SSO. The additional duties created by the Code and by the industry guidelines for combating piracy must be reflected when determining minimum manning certificates, and in the review of the STCW Convention, as well as in assessing compliance with hours of work and rest period requirements
- Countries must urgently ratify and implement the ILO Convention on Seafarers' Identity Documents (Convention 185), and ensure that there are safeguards in place to verify the identity of increasing 'casual' workforces
- Shipowners must install much more effective security equipment onboard their vessels, including motion detection equipment, vessel tracking systems, CCTV, alarms and access control systems thereby contributing to lowering the workload of the crew and the SSO
- Shipmasters should be provided with up-to-date information on piracy and security risks via for example the internet
- The shipping industry must take a more proactive approach to the application of 'war risk' agreements for seafarers on ships operating in known 'hot spots'. It is important that seafarers are given the necessary insurance protection and the rights to sign off vessels going to known danger zones
- The international community must consider the application of effective sanctions against flag states and port states that fail to deal with consistent problems of piracy and armed attacks on ships under their administrative responsibilities
- The international community should develop multilateral cooperation agreements to reduce the risk of piracy and armed attacks on merchant ships, including co-ordinated naval patrols in 'high risk' areas, proactive exchange of intelligence, and rights of 'hot pursuit' following attacks
- Technical and practical assistance should be offered to developing nations to help improve standards of security in their ports and waters
- Flag states and port states must improve the standards of reporting and investigation of attacks on their ships and in their waters
- More countries should ratify and implement the international Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation.

IFSMA RES 3/2008

Crowd and Crisis Management

The 34th IFSMA General Assembly held on 21-22 May 2008 in Bremen, Germany

Noting the presentation made by Captain Bergquist of the Kalmar University in Sweden on the 'Securitas Mare' project aimed at developing a model training course

on Crowd and Crisis Management; for the training and development of the trainers to develop such training; and the dissemination of the materials produced;

Noting also that currently crowd and crisis management training is not standardised and only mandatory for key personnel on passenger vessels and ro-ro passenger vessels;

Believes that Crowd and Crisis Management training should be made a mandatory requirement for all seafarers on all vessels and also to shore based personnel such as the Designated Person Ashore and other shore based personnel who have responsibilities in crisis situations;

Resolves to seek to include training for all seafarers within the STCW Chapters 2 and 3 and at the appropriate level for Deck AB and Engine AB.

IFSMA RES 4/2008

Improved Mooring Arrangements

The 34th IFSMA General Assembly held on 21-22 May 2008 in Bremen, Germany

Noting the presentation made by Captain Cuyt, of the hand of Captain Chris Lefevere, on behalf of the Belgian Shipmasters Association - KBZ on the specific problems of mooring arrangements for the new generation of very large and ultra-large containerships;

Resolves to enter into dialogue with the International Association of Ports and Harbours IAPH and other relevant parties to highlight the concerns of shipmasters generally and specifically relating to ship design, alternative mooring arrangements and solutions, bollard spacing, quantity and strength and the provision of sufficient and appropriate assistance from tugs.

IFSMA RES 5/2008

The 1st International Ship-Port-Interface Conference (ISPIC 2008)

The 34th IFSMA General Assembly held on 21-22 May 2008 in Bremen, Germany

Notes the outcome of the 1st International Ship-Port-Interface Conference organised by Bremen University of Applied Sciences Faculty V - Centre of Maritime Studies and Rogge Marine Consulting held in Bremen and in conjunction with this Annual General Assembly;

Notes also the adoption of a Conference Resolution by ISPIC 2008;

Endorses the contents of the ISPIC Conference Resolution; and

Requests that the Executive Committee ensures that IFSMA Policy appropriately reflects the conclusions and recommendations outlined in the ISPIC Conference Resolution (attached).

⇒ *see Attachment 1*

IFSMA RES 1/2009

Enclosed Spaces**The 35th IFSMA General Assembly held on 07-08 May 2009 in Rio de Janeiro, Brasil**

Noted with great concern the continuous trend of fatalities and injuries among seafarers in relationship with enclosed spaces. Moreover delegates noted with concern how the principle and the failure of the regulatory regime with respect to enclosed spaces at the international and national levels could criminalise Masters;

Calls upon the relevant international and national bodies to take appropriate action to ensure mandatory carriage of remote O2 analysing equipment on all vessels above 500 gross tons;

Further calls upon mandatory education and training in the use of remote O2 analysing equipment;

Furthermore calls for the re-evaluation of all onboard safety equipment and safety procedures so they are fit for purpose and are compatible with use on board vessels.

IFSMA RES 2/2009

E-Navigation**The 35th IFSMA General Assembly held on 07-08 May 2009 in Rio de Janeiro, Brasil**

Noted the effects and consequences of the further introduction of e-navigation into shipboard operations;

Therefore IFSMA will continue to actively monitor and participate in discussions in order to ensure that e-navigation is going to positively assist the workload of the master and crew;

Moreover, in this process IFSMA will emphasise the importance of defining the roles and responsibilities of all parties involved in e-navigation;

Recommends that before the implementation of e-navigation, the STW Sub-Committee must review the syllabi for certificates of competency, adding new requirements and also identifying redundant subjects which must be amended, corrected or removed.

IFSMA RES 3/2009

Regular Revisions of STCW**The 35th IFSMA General Assembly held on 07-08 May 2009 in Rio de Janeiro, Brasil**

Noted that the fast changes of technology are asking for a different approach to reviewing and amending the STCW Convention;

Therefore urges the International Maritime Organisation (IMO) to change its present approach with regard to amending the STCW Convention by introducing any amendments only once within a five year period;

Furthermore calls upon IMO to review as necessary the STCW Convention regularly every ten years.

IFSMA RES 4/2009

Hours of Work and Rest

The 35th IFSMA General Assembly held on 07-08 May 2009 in Rio de Janeiro, Brasil

Noted with great concern the discussion in the present STCW Revision that could lead to the introduction of a maximum period of ninety-six uninterrupted hours of work;

Urges all IMO Member States to include in this discussion the well established stipulation of hours of work and rest as mentioned in the STCW-Code, Chapter 8 and not to deviate from this stipulation.

IFSMA RES 5/2009

IMO Voting Procedure

The 35th IFSMA General Assembly held on 07-08 May 2009 in Rio de Janeiro, Brasil

Noted with great concern the recent developments in IMO voting procedures;

Urges the IMO to end the process of allowing the EU to block-vote with 27 votes without all 27 EU Member States being present at the meetings.

IFSMA RES 6/2009

Maritime Resource Management

The 35th IFSMA General Assembly held on 07-08 May 2009 in Rio de Janeiro, Brasil

Noted that the introduction of a new resource management concept into the maritime industry could effectively contribute to the achievement of quality shipping;

Calls upon the Member States of the International Maritime Organisation (IMO) to promote the establishment of a No-Blame Culture by introducing mandatory Maritime Resource Management Training in Part A of the STCW Code.

IFSMA RES 1/2010

Piracy

The 36th IFSMA General Assembly held on 17-18 June 2010 in Manila, Philippines

Noted with great concern the immense and increasing threat to seafarers from maritime piracy worldwide, particularly from pirates operating off the coast of Somalia;

Called upon relevant national bodies to criminalize maritime piracy in their domestic jurisdictions, in accordance with current international law;

Encourages states to include in their criminal laws a prosecutable definition of intent to commit piracy. IFSMA recommends this be done by using equipment specific to maritime piracy as an evidentiary standard to prove intent;

Also encourages a UN Security Council Resolution that would call for the incorporation of equipment laws into national jurisdictions;

Will continue to be actively engaged in discussions of potential solutions for maritime piracy, particularly in forums that give voice to non-governmental organizations;

Calls upon the international community to provide the framework to enable ITLOS and respectively ICC to become engaged in trials against pirates;

Has noted with great concern the recent US initiative to impose civil and criminal penalties on shipping companies who pay ransoms to pirates in order to end the hijacking of their crews and vessels;

Once again recalls the IFSMA position that under no circumstances the crew on board merchant ships should be armed or any armed guards be taken on board;

Calls upon all seafarers, their families and friends as well as everyone else, to sign the “End Piracy Now” petition at www.endpiracypetition.org to urge Governments to act now to fight piracy.

IFSMA RES 2/2010

Victims of any Acts of Piracy

The 36th IFSMA General Assembly held on 17-18 June 2010 in Manila, Philippines

Noted with great concern the information provided by the Master Mariners Society of Pakistan about the circumstances of the death of its member Captain M. Jaffer Jafri, who was murdered during the hijacking of the ship “QSM Dubai” by pirates;

Calls upon all Governments and Shipping Companies to take responsibility by giving full support to the families of any victims amongst ships crew resulting from any act of maritime piracy;

Is of the opinion that all victims of any acts of piracy affecting crew and their families should be taken care of financially and by the provision of trauma counselling.

IFSMA RES 3/2010

Recruitment

The 36th IFSMA General Assembly held on 17-18 June 2010 in Manila, Philippines

Noted that the shipping industry will continuously need to attract, employ and retain young talent to keep the world fleet sailing;

Noted further that attracting and retaining sufficient new entrants is a major task that will need the efforts of all stakeholders;

Emphasised that optimising recruitment would require a review of present recruitment methods and the exploration of new ones;

Also noted that the assessment of the quality of life on board vessels should be an integral part of all stakeholders' considerations in the shipping industry in order to recruit and retain seafarers.

IFSMA RES 4/2010

Asbestos on Board Ships

The 36th IFSMA General Assembly held on 17-18 June 2010 in Manila, Philippines

Noted with great concern the continuous trend of seafarers being exposed to asbestos on board vessels;

Apart from the dangers related to exposure to asbestos present on vessels built before SOLAS Chapter II-1 Construction - Structure, subdivision and stability, machinery and electrical installations, came into force on 1 July 2002, the delegates noted that in addition to the current limited exemptions, ending 1 January 2011, that asbestos is also found on some new builds with the keel being laid after 2002;

Also noted the concern recently expressed at the 53rd Session of the IMO Sub-Committee on Ship Design and Equipment, a proposal for the inclusion of a footnote to Regulation II-1/3-5 expressly prohibiting the installation of any material containing asbestos purchased prior to 1 January 2011, being kept in any ship's store or in a shipyard for a ship under construction, that it should not be permitted to be installed after 1 January 2011 as a working part;

Moreover noted that when vessels enter into service, they frequently become contaminated with asbestos when undergoing repairs at shipyards throughout the world and/or while storing and using maintenance products and spare parts that often contain asbestos;

Further noted that without proper training seafarers cannot easily identify whether or not products or spare parts contain asbestos, and that they therefore run a serious exposure risk during maintenance work;

Calls upon the relevant international, regional and national bodies to take appropriate action to ensure compliance to national, regional and international regulations regarding the use of asbestos products;

Strongly recommends that information is provided on materials containing asbestos and seafarers are made aware of the dangers of asbestos through appropriate training.

IFSMA STAT 1/2010

Deepwater Horizon

The 36th IFSMA General Assembly held on 17-18 June 2010 in Manila, Philippines

Expressed their deep concerns about the Deepwater Horizon catastrophe and expressed its sympathy not only to the families of those who lost their lives, but to all those who will suffer from economic, environmental and domestic impact in their lives, particularly to seafarers and other people who work and earn their income at sea in the affected area.

Regarding the ongoing and forthcoming operations at sea in connection with the Deepwater Horizon, IFSMA recognizes the need for urgency in order to save the environment from as much damage as possible. But at the same time IFSMA is concerned with reports from its members on the safety and wellbeing of the masters and crews on board salvage vessels and other vessels operating in the area. IFSMA has received reports on illness caused by fumes and gases as well as reports on excessive working hours over long periods of service.

Without any direct connection to the Deepwater Horizon and in respect of the ongoing accident investigations and the future findings and conclusions IFSMA also wants to emphasize that maritime skills and competences in general, and especially in terms of offshore operations, are vital to any deepwater operation. IFSMA therefore urges IMO to address standards for manning of moveable offshore installations and standardization of certification, training, competence and proficiency within the field of offshore operations as well as setting the standards for contingency planning.

IFSMA STAT 2/2010

Hours of Rest

The 36th IFSMA General Assembly held on 17-18 June 2010 in Manila, Philippines

Expressed their concern over the proposals for revision to the hours of rest in the STCW Convention. Therefore IFSMA wishes to use the opportunity of this Conference to share the views of IFSMA Members.

At IMO the subject of fatigue has been discussed at length on many occasions. As fatigue is of great concern to all of us, actions to prevent it should be taken whenever possible. The Secretary General has mentioned fatigue as an important cause of incidents and accidents and has also requested the Member States to always take the Human Element into consideration.

Over the years IMO has taken initiatives in order to achieve a reduction of fatigue. At this Diplomatic Conference the Member States are given the opportunity to improve the existing regulations and thereby reduce the problems of fatigue even further.

During STW-39 the fatigue problem was discussed once again and action was taken on the derogation paragraph in the STW Chapter VIII, Section A-VIII/1.4. It was agreed that this paragraph was contradictive to the work to reduce fatigue. Therefore this paragraph was removed. This action was also recognized at the following meeting of the Maritime Safety Committee.

A number of papers have now been submitted, with the purpose to include new possibilities and means of deviating from the main rule set out in STW Chapter VIII, Section A - “fitness for duty”, the main rule providing for 10 hours of rest a day and 70 hours of rest a week.

IFSMA is not supportive of any of the submissions as they will all have an increased negative effect on fatigue and therefore also on safety.

IFSMA urges the IMO Member States to focus on safety and prevention of further fatigue to seafarers, particularly with regard to watch keeping personnel.

IFSMA RES 1/2011

Criminalization

The 37th IFSMA General Assembly held on 09-10 June 2011 in Halifax, Canada

Noted with great concern the imprisonment of Captain Maslennikow Sergey, the Ukrainian Master of the tug Zudar Sexto, in Spain and of Captain Svetlozar Lyubomirov Sobadzhiev, the Bulgarian Master of the M/V Maas Trader in Panama;

Is very concerned that the criminalisation of shipmasters is still an issue and that IMO Member States still do not act according to the Joint IMO/ILO Guidelines on Fair Treatment of Seafarers in the Event of a Maritime Accident;

Calls upon all IMO Member States to take action in developing on the basis of the present Guidelines on Fair Treatment a Code on Fair Treatment of Seafarers in the Event of any Maritime Incident;

Welcomed the recent initiative taken by IFSMA in providing *MasterMarinerProtect*, a Defence and Legal Cost Benefit Scheme, to the members, ensuring that Masters facing potential criminalisation have proper legal advice immediately at hand.

IFSMA RES 2/2011

Piracy

The 37th IFSMA General Assembly held on 09-10 June 2011 in Halifax, Canada

Noted with great concern the continuous trend of seafarers being exposed to attacks involving piracy and armed robbery;

Urges all stakeholders to promulgate to seafarers measures taken by administrations, industry and world bodies (such as the UN, IMO, ...) to protect seafarers while sailing through Somalia waters and other areas where piracy may occur and to reassure them that interests of seafarers safety is uppermost in their minds and they are striving hard to continue making seagoing an attractive career;

Further urges those concerned to advise all seafarers to join ships through authorized channels especially Masters with proper briefing on their role when sailing through Somalia waters including a clear statement on their overriding authority.

IFSMA RES 3/2011

Piracy and Armed Guards

The 37th IFSMA General Assembly held on 09-10 June 2011 in Halifax, Canada

Noted with great concern the continuous trend of seafarers being exposed to attacks involving piracy and armed robbery;

Also noted with concern that since the last revision of the IFSMA policy in 2010 the piracy and armed robbery issue has further evolved, especially in the waters infested by Somali pirates. The new strategy of the pirates is principally based on moving their activities further out to sea thus expanding their work field to such an extent that protection by naval forces becomes insufficient. Moreover, the pirates use captured merchant and fishing vessels as so-called mother-ships to successfully extend their range;

Further noted with great concern that the Somali pirates have started to treat the captured crews far more cruelly than in the recent past. There's more and more evidence that crews are being tortured both physically and mentally and an increasing number are being killed. Moreover, the increasing willingness of naval forces to storm hijacked vessels, is on the rise and with that the chance that hijacked crew members will get killed in exchanges of fire between the pirates and naval forces or in retaliation by the pirates;

Moreover, the delegates noted that under the present conditions naval forces are not able to successfully protect all merchant vessels and their crews from the serious threads of piracy and armed robbery;

Agreed that serious consideration should be given to the option of privately contracted armed security personnel as a means to protect the merchant vessels and their crews;

Further agreed that while accepting the option of using privately contracted armed security personnel IFSMA should not stop exploring other options for protecting merchant vessels and their crews;

Agreed that possible agreements that allow the use of private or Flag State security forces onboard, should be subject to a Code of Conduct to be developed and agreed by all relevant stakeholders including IFSMA. This Code of Conduct should amongst others clarify the authority and responsibilities of the shipmaster and give him clear and sufficient insight of all legal aspects of the employment of armed security forces. A clear statement of protection of the Master from criminal charges that may arise from the use of force by privately contracted armed security personnel to protect the vessel has to be established under an appropriate Code;

Furthermore agreed that a Quality Assurance System has to be introduced in accordance with the IMO Guidelines to be developed and all private armed security forces should be subject to screening, vetting and certification by Flag States.

IFSMA RES 4/2011

Human Suffering Caused by Pirates**The 37th IFSMA General Assembly held on 09-10 June 2011 in Halifax, Canada**

Noted with great concern the effects on seafarers and their families as a result of attempted attacks, boarding and/or hijacking of vessels or even taking crew as hostage in Somali and other waters;

Strongly recommends ship operators to ensure that the financial situation of families is secured and that proper post-situation medical care and counselling is provided for both families and crew;

Agreed that there is an urgent need to develop guidelines for shipmasters as well as for ship operators giving insight knowledge on the causes and effects arising from traumatic events, exemplifying the important role that the shipmaster can play immediately after traumatic events;

Furthermore strongly agreed that IFSMA should take the lead in setting up a network of trauma specialists and provide necessary information to shipmasters enabling them to give proper advice to their fellow crew members if needed;

Urges IMO Member States to provide for compulsory traumatic stress debriefing training as part of the STCW Management Level education.

IFSMA RES 5/2011

Nuclear Disaster in Japan**The 37th IFSMA General Assembly held on 09-10 June 2011 in Halifax, Canada**

Expressed deepest condolences to the colleagues from the Japanese Captains Association (JCA) reflecting the tremendous consequences of the recent earthquake, tsunami and subsequent nuclear disaster in the north-eastern coast of Japan;

Is grateful to the colleagues from JCA for providing recent information on the safety at sea and in ports in times of the Japanese radiation crisis;

Welcomes the initiatives taken by the Japanese Department of Transport in monitoring and providing facts on the on-going nuclear radiation from the damaged Fukushima nuclear power station as well as on the drift of the debris resulting from the tsunami on March 11, 2011;

Urges all maritime industry stakeholders to make good use of the situational information provided by the Japanese government website (www.mlit.go.jp/en/index.html) and the IMO webpage (www.imo.org) in order to ensure that shipmasters and ships' crew receive proper and regularly updated information both on the nuclear radiation in the vicinity of Japan and the drift of debris.

IFSMA RES 1/2012

Further Development of SMCP

The 38th IFSMA General Assembly held on 14-15 June 2012 in Copenhagen, Denmark

Noted with concern the present situation regarding the communication between the shipmaster, the tugmaster and the marine pilot in manoeuvring the ship under tug assistance;

Noted further that the resulting lack of shared information might endanger the success of the manoeuvre and hence the safety of the ship, persons onboard and the marine environment;

Requests that IFSMA takes the initiative - together with IMPA, ITA and G.A.M.E. - to consider developing a set of related standard phrases and subsequently to forward the results to IMO for possible inclusion as Part A 4 into the existing IMO Standard Marine Communication Phrases (SMCP).

IFSMA RES 2/2012

Safety of Passenger Vessels

The 38th IFSMA General Assembly held on 14-15 June 2012 in Copenhagen, Denmark

Noted with great concern recent maritime incidents involving passenger ships;

Noted further that there are a number of key issues associated with the safety of passenger ships;

Requests that the IFSMA Executive Council ensures that the IFSMA policy appropriately reflects the following subject areas related to the safety of passenger ships:

- 1) Adequate manning of bridge and engine room, including at least two watchkeeping-officers on duty both on the bridge and in the engine room at all times while the ship is at sea;
- 2) Increased team resource management training and the adoption of a 'Just Culture' and the 'Fair Treatment' principles;
- 3) Existing standards of stability and watertight integrity to be improved including increased longitudinal subdivision and cross flooding so as to reduce risk of capsize and as far as possible to ensure a ship settles on an even keel without any list until the evacuation is completed;
- 4) More stringent use of non-combustible materials and improved regulatory measures;
- 5) Encouragement of research into existing and new power and propulsion systems as to ensure that no single failure results in loss of power;
- 6) Increased capacity in Life Saving Appliances including a lifeboat seat for all onboard;
- 7) Encouragement of research into innovative systems for abandonment and the adequacy of existing evacuation systems and the compatibility of life-saving appliances and equipment;

- 8) Introduction of compulsory intact and damage stability calculators onboard ship;
- 9) Introduction of appropriate additional and refresher training requirements for the existing crisis management training for all personnel onboard passenger ships;
- 10) Passengers should be provided with emergency instructions prior to or immediately after departure.

IFSMA RES 3/2012

Criminalization of Shipmasters

The 38th IFSMA General Assembly held on 14-15 June 2012 in Copenhagen, Denmark

Noted with the greatest concern that the tendency to criminalize shipmasters and other seafarers is still an ongoing issue;

Noted further the work conducted by Seafarers' Rights International (SRI) in its attempts to advance the legal protection of seafarers;

Welcomed once again the initiative taken by IFSMA in providing *MasterMarinerProtect*, a Defence and Legal Cost Benefit Scheme, to the members, ensuring that Masters facing potential criminalisation have proper legal advice immediately at hand;

Requests that the IFSMA Executive Council continues in the further development of the good relationship with Seafarers' Rights International (SRI) for the benefit of all seafarers but in particular for shipmasters who may face criminalization.

IFSMA RES 4/2012

Cross Mentoring

The 38th IFSMA General Assembly held on 14-15 June 2012 in Copenhagen, Denmark

Noted with great interest the successful introduction of Cross Mentoring as a tool for developing the potential of young executives;

Discussed the possibilities how to import and implement this successful approach to the human resource development of young shipmasters;

Requests that the IFSMA Executive Council with the assistance of subject matter experts explores the framework needed for a successful introduction of Cross Mentoring into the shipping industry.

IFSMA RES 5/2012

Victims of Piracy

The 38th IFSMA General Assembly held on 14-15 June 2012 in Copenhagen, Denmark

Discussed in great depth the subject of piracy on the high seas and its effects on and consequences for the victims of piracy;

Concluded that piracy must also be fought effectively on shore and emphasis should not only be on fighting piracy at sea;

Requests that the social partners in the international shipping industry should set up and launch a “Victims of Piracy Fund” contributed to by shipping companies and administered for assistance of seafarers and their families who have become victims of maritime piracy. The contribution formula to be discussed and decided. The Fund to be administered by a board of trustees having at least one representative from IFSMA.

IFSMA RES 6/2012

Coping with Capture

The 38th IFSMA General Assembly held on 14-15 June 2012 in Copenhagen, Denmark

Noted with great interest the recent release of “Coping with Capture” a hostage handbook on Somali pirates by the Danish Maritime Officers in cooperation with Citadel Solutions;

Recognized the right for crews to be well prepared for possible attacks and capture by Somali pirates. Good preparation is a prerequisite for the seafarers to survive a hostage situation with as little physical and psychological damage as possible;

States that the hostage handbook “Coping with Capture”, is a good and very important tool in the preparation of seafarers before entering into pirate infested waters;

Encourages shipping companies to provide an adequate number of copies of the handbook on each ship.

IFSMA RES 7/2012

Fatigue

The 38th IFSMA General Assembly held on 14-15 June 2012 in Copenhagen, Denmark

Noted with great concern the findings of the recently conducted European research project “Horizon”;

Noted further the recommendations made by the Horizon project;

Requests that the Executive Council ensures that the IFSMA policy appropriately reflects the recommendations resulting from the findings of the European research project “Horizon” as stated in the research report of the project (attached).

⇒ *see Attachment 2*

IFSMA RES 8/2012

MLC 2006

The 38th IFSMA General Assembly held on 14-15 June 2012 in Copenhagen, Denmark

Noted that on 12 June 2012 the Government of Sweden has notified the Interna-

tional Labour Organization (ILO) that Sweden has ratified the Maritime Labour Convention (MLC 2006);

Noted also that Sweden was the 28th MLC Member State to ratify MLC 2006;

Urges all Flag States that have not yet ratified the MLC 2006 to take all necessary steps to ensure the prompt ratification of MLC 2006 without any further delay.

IFSMA RES 9/2012

Navigation Bridge Visibility

The 38th IFSMA General Assembly held on 14-15 June 2012 in Copenhagen, Denmark

Noted with very great concern the recently proposed changes to Regulation 22 of Chapter V of the SOLAS Convention;

Noted further the dangerous consequences these proposed changes would have on the safe navigation of the ship;

Requests that IFSMA becomes a co-sponsor of a proposal by Germany with the aim to stop this safety reducing exemption.

IFSMA RES 10/2012

Green House Gas Programmes

The 38th IFSMA General Assembly held on 14-15 June 2012 in Copenhagen, Denmark

Noted with great interest the recent and ongoing “Lean Shipping Initiatives”;

Noted further that it is intended to set up at MEPC 64 a steering committee on an impact assessment of Green House Gas programmes;

Requests that IFSMA actively takes part in the deliberations of the aforementioned steering committee.

IFSMA RES 11/2012

Mass Rescue

The 38th IFSMA General Assembly held on 14-15 June 2012 in Copenhagen, Denmark

Noted the outcome of the 2nd World Conference on Mass Rescue organised by the International Maritime Rescue Federation (IMRF) held 3 to 5 June 2012 in Gothenburg, Sweden;

Noted also the statement released by IMRF at the end of the conference;

Endorsed the contents of the statement made by IMRF (attached).

⇒ *see Attachment 3*

IFSMA RES 12/2012

Lean Ship of the Future

The 38th IFSMA General Assembly held on 14-15 June 2012 in Copenhagen, Denmark

Noted the outcome of the Workshop on “Lean Ship of the Future” organised by the Danish Maritime Officers held in Copenhagen in conjunction with this Annual General Assembly;

Noted also the resume of the workshop;

Endorsed the contents of the workshop resume;

Requests that the IFSMA Executive Council ensures that the IFSMA policy appropriately reflects the conclusions and recommendations outlined in the attached workshop resume.

⇒ *see Attachment 4*

IFSMA RES 1/2013

Dealing with Fatigue

The 39th IFSMA General Assembly held on 16-17 April 2013 in Melbourne, Australia

Recalled with concern the findings of the European-study “Project Horizon”;

Realized the urgent need for further dissemination of the findings and recommendations of the “Project Horizon”;

Requests the active, professional involvement of all IFSMA Member Associations in disseminating the outcome of the “Project Horizon” to their member Shipmasters, national administration, port state and flag state authorities and national ship-owners;

Requests further that IFSMA Member Associations make use of the MARTHA prototype maritime fatigue prediction tool when addressing the aforementioned parties.

IFSMA RES 2/2013

Qualifications for Command

The 39th IFSMA General Assembly held on 16-17 April 2013 in Melbourne, Australia

Recognized that the International Maritime Organization (IMO) has undertaken to review the content of the Seafarers’ Training, Certification and Watchkeeping (STCW) Convention at least every ten years;

Recognized further that technology, Laws and Regulations, policies and guidelines are continually changing; and

Also recognized that training and examination of seafarers for certificates of competency do not, alone, qualify a seafarer for the responsibilities of the position identified in the Certificate of Competency;

Recommends that the review of the STCW be commenced at the earliest opportunity

with the aim of removing those sections from the syllabi that are redundant to the necessary knowledge and operational functions of seafaring;

adding to the syllabi sections that more accurately address technological changes, Laws and Regulations and the functions required by the certificate holders; and

including in the syllabi the ancillary training and courses required to be undertaken before the holder of the certificate of competency be allowed to undertake the position identified in the Certificate of Competency.

IFSMA RES 3/2013

Criminalization of Shipmasters

The 39th IFSMA General Assembly held on 16-17 April 2013 in Melbourne, Australia

Noted with the greatest concern the ongoing trend to criminalize Shipmasters as the result of many maritime incidents;

Noted further the recent tendency of some administrations to also charge the Shipmaster and other seafarers with offences arising from pollution, environmental damage, other offences arising from international conventions, in particular the Maritime Labour Convention;

Noted that the interest of the shipowner may not coincide with those of the Shipmaster;

Recommends that Shipmasters should take advantage of the opportunity to purchase identified covers, e.g. the IFSMA *MasterMarinerProtect* Benefit Scheme.

IFSMA RES 4/2013

Shipmasters Administrative Workload

The 39th IFSMA General Assembly held on 16-17 April 2013 in Melbourne, Australia

Recognized the findings of a recent survey and study conducted by the Danish Maritime Officers (DMO) which identified that there is an unsupported amount of time being spent on administrative burdens having little bearing on the operation and safety of navigation;

Supports the survey and study and will further the aims of the DMO.

IFSMA RES 1/2014

Port of Refuge

The 40th IFSMA General Assembly held on 05-06 June 2014 in Sandefjord, Norway

Noted with great concern the report about the case of the Hong Kong registered chemical tanker MARITIME MAISIE where the MARITIME MAISIE was seeking a safe haven after a collision;

Noted further that the MARITIME MAISIE was not allowed to enter either South

Korean or Japanese waters for 113 days before Korea finally gave permission to enter the Port of Busan;

Recalled IFSMA RES 4/2002 and IFSMA RES 1/2005;

Recalled further IMO Resolution A.949(23) Guidelines on Places of Refuge for Ships in Need of Assistance;

Strongly urges all Coastal States to take into account IMO Resolution A.949(23) and to determine without any further delay places of refuge for ships in need of assistance.

IFSMA RES 2/2014

Criminalization of Shipmasters

The 40th IFSMA General Assembly held on 05-06 June 2014 in Sandefjord, Norway

Noted with greatest concern the sinking of the South Korean ferry MV SEWOL on 16 April 2014 off Donggeocha Island;

Noted further with grief that at least 290 people – mainly children – lost their lives in this tragic marine accident;

Noted with great concern that the President of the Republic of Korea, Ms Park Geun-hye, referred to the Master of the ill fated MV SEWOL and his senior officers as murderers only 6 days after the accident; criminalizing the Shipmaster and his crew;

Insists that government officials should refrain from premature accusation and penalization;

Recommends again that Shipmasters should ensure that they have appropriate independent legal protection.

IFSMA RES 3/2014

Marine Accident Investigations

The 40th IFSMA General Assembly held on 05-06 June 2014 in Sandefjord, Norway

Noted with great concern the findings of a paper by Nautilus UK on the shortcomings of the current system of marine accident investigation;

Recalled the provisions of Article 94 of UNCLOS;

Further recalled Resolution MSC.255(84) “Casualty Investigation Code”;

Agreed that changes of the present situation can only be achieved by means of a mandatory IMO instrument;

Strongly urges IMO to take action and progress the development and implementation of an effective mandatory instrument to ensure that all marine accidents are investigated properly and independently, and that documentation of accident investigation is made public.

IFSMA RES 4/2014

Domestic Ferry Safety

The 40th IFSMA General Assembly held on 05-06 June 2014 in Sandefjord, Norway

Noted with great interest the address delivered by the Secretary General of IMO, H.E. Mr. Koji Sekimizu, at the opening of the 93rd session of the Maritime Safety Committee;

Noted further that the requirements of the passenger ship safety provisions, as laid down in the SOLAS Convention, be extended into the coastal states' legislation;

Welcomed the initiative of the IMO Secretary General;

Requests that the IFSMA Executive Council ensures that the IFSMA policy reflects this initiative.

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ATTACHMENT 1

ISPIC 2008 Conference Resolution

The 1st International Ship-Port-Interface Conference (ISPIC 2008) held on 19-21 May 2008 in Bremen, Germany

NOTING resolution A. 850(20) on Human element vision, principles and goals for the International Maritime Organization, adopted by the Organization in 1997;

NOTING ALSO the Joint ILO/IMO Guidelines on the Fair Treatment of Seafarers in the event of a Maritime Accident;

NOTING ALSO the Resolution on Sub-Standard Shipping adopted by the Joint Maritime Commission of the International Labour Organization in January 2001;

NOTING ALSO the International Maritime Labour Convention 2006 adopted by the International Labour Organization in February 2006;

NOTING FURTHER the report "Ships, Slaves and Competition" from the International Commission on Shipping;

ALSO NOTING FURTHER the Ministerial Statement on Prevention of Marine Pollution - Cleaner Sea through Quality Shipping, made in Tokyo, Japan in January 2002;

ALSO NOTING the Policy Statement on Substandard Shipping by the Maritime Transport Committee of the OECD;

BEING AWARE of the shortage of human resources onboard as well as ashore, the failure of the industry to attract new recruits and the high percentage of wastage, especially among trainee officers, the increased threat of criminalisation of seafarers and some very negative aspects of the ISPS Code to seafarers;

BEING FURTHER AWARE of the potential positive impact of the ISM Code in combating fatigue and improving the level of safety onboard ships;

RECOGNIZING the present IMO deliberations on the comprehensive review of the STCW Convention and the STCW Code including the fact that fatigue and manning levels are inextricably linked;

RECOGNIZING ALSO the efforts by the International Maritime Organization in the adoption of international standards for maritime safety, security and marine environment protection;

SUPPORTING the urge from IMO that Administrations should consider the circumstances very carefully before allowing a safe manning document to contain provisions for less than three qualified deck officers, while taking into account all the principles for establishing safe manning and the aim to make A Res 890(21) as amended Principles of Safe Manning mandatory;

BEING AWARE of the importance of all parties in the maritime community working together in the creation and maintenance of a maritime safety culture and new attitudes to those matters;

HAVING NOTED the outcome of related conferences and seminars;

DESIRING to actively promote a change of philosophy where the human element is taken into consideration with the aim to establish quality shipping, safe ports and fair trade with quality personnel;

The ISPIC 2008 Conference therefore:

URGES all parties in the maritime community to take all necessary steps to create, maintain and further develop a maritime safety culture and a quality shipping;

URGES the Flag States to appreciate the efforts of the International Labour Organization by adopting the MLC 2006 to ensure decent working and living conditions for seafarers; in this respect the other relevant views of Intergovernmental Organizations should be taken into account;

URGES ALSO the relevant International Bodies and Administrations to commit every effort to stop the increasing acts of piracy and armed robbery against ships;

URGES ALSO the International Maritime Organization and the International Labour Organization to continue and intensify their work relating to eradication of substandard shipping, and, in that work, take this Resolution and its Annex into consideration; and

REQUESTS all delegates and organisations present at this ISPIC Conference to bring this resolution and its Annex to the attention of the International Maritime Organization and the International Labour Organization and other relevant bodies.

ADOPTS the Conclusions of the Conference, set out in the Annex to this resolution.

ANNEX

Conclusions of the Conference

The Flag

It is vitally important that vigorous and effective global regulatory institutions are maintained relative to a more globalised maritime industry. Taking the human element into account Flag States should actively support the efforts of the International Maritime Organization (IMO) to ensure effective and consistent global application of safety, security and environmental protection instruments.

This also includes a more determined and proper implementation globally of the ISM-Code, as it can be seen as a requirement for Quality Shipping and the requested improved Safety Culture within the Shipping Industry and can also be seen as a "Licence to Operate".

Introduce the concept of a Maritime Resource Management which should include Bridge Resource Management etc. to cover the Ship as well as the Company.

The IMO Member State Voluntary Audit Scheme offers a great benefit to improving the standards of the international maritime industry. In this respect IMO should promote the concept and ensure that all Flag States participates in this programme as soon as possible.

Flag States should, in a timely manner, investigate any case where a ship under their flags has, to their knowledge, fallen short of required international safety, security, environmental, health and social standards and take prompt enforcement action to remedy the situation.

Flag States should, in accordance with international obligations, carry out or ensure independent and authoritative investigation of serious accidents to ships under their flags and their seafarers.

Flag States should collaborate to develop and apply measures of implementation, performance and models of best practice, assisting each other through regular dialogue and sharing of experience.

Flag States should promote and participate in dialogue and information sharing with other partners in the responsibility chain, from the operators of shipping to the users, financiers, insurers and seafarers.

Flag States should take appropriate action, aimed at ensuring the validity of the certificates of competence by the issuing country for seafarers onboard their ships.

Flag States should ensure that shipowners are responsible for making available to the seafarers the applicable laws, regulations and, where appropriate, collective agreements addressing their working and living conditions and should, in accordance with national law and practice, ensure that they are enforced so that seafarers have decent and safe working conditions.

All States

All States should respond promptly to comments or complaints received from other Maritime Administrations, whether as Flag, Coastal or Port States.

All States should support proposals on technical assistance to States which have the will to improve their performance as Flag States.

All relevant parties should develop initiatives to enhance Quality Shipping, in particular incentives for quality operators.

The continuing high level of serious accidents occurring during lifeboat drills must suggest that it would be prudent to substitute real life training by simulator training.

All relevant parties should work for a reduction in the number or the combination of administrative burdens, inspections and commercial vettings onboard in order to reduce, as much as possible, the workload imposed on shipmasters and officers.

Develop the Joint IMO/ILO Guidelines regarding Fair Treatment of Seafarers in the event of a Maritime Accident into a mandatory instrument and that the Guidelines are implemented as soon as possible by Governments.

The Port

Port security plans should comply with the provisions of the ISPS Code permitting bona-fide visitors to access vessels and seafarers the right to shore leave.

Port States should ensure the fair treatment of seafarers in accordance with the joint ILO/IMO Guidelines.

Port States should offer the fullest co-operation with masters of ships visiting their ports.

Port States should have in place the necessary mechanism for monitoring working and living conditions on ships visiting them, in accordance with international instruments in force.

Port States should co-ordinate and co-operate with parties concerned including Flag States in order to ensure smooth disembarkation or delivery of stowaways and persons rescued at sea on board when shipmasters report them.

Port authorities should make sure that the communication lines between ship and port are effectively working.

Port Operators should take into account the human element when establishing Key Performance Indicators (KPIs) and should not encourage demands on performance that may have a negative affect on safety.

Port operators especially worldwide operators should take into account the different cultural background of port personnel.

Port operators should make available to the port workers the applicable laws, regulations and agreements regarding their working conditions and should in accordance with national law and practise, ensure that they are enforced so that the port workforce has decent working conditions.

Decent Working and Living Conditions for Seafarers and Port Workers

All parties including the shipowners should realize the vital importance of decent working and living conditions for seafarers being integrated into the concept of quality shipping and the importance of investing in quality personnel and to promote the recruitment of seafarers.

Shipping Companies should also develop manning strategies to ensure the adequate supply of qualified personnel including the recognition of gender equality. Accordingly, port operators are required to establish these objectives for shore personnel as well.

All relevant parties should adopt the ILO Maritime Labour Convention 2006 which is incorporating the substance of almost all current international maritime labour standards as soon as possible so it can enter into force at the latest in the beginning of 2011. This, to deliver decent working and living conditions for seafarers and a level playing field for quality operators.

In order to effectively exercise its jurisdiction in social matters, every State should have a sound maritime administration with a firm legislative framework complying with, as a minimum, international labour standards, and a strong enforcement mechanism.

The Human Element

All relevant parties should promote and communicate, through human element principles, a maritime safety culture and an increased marine environment awareness.

Shipping companies and port operators should establish or, when it already exists, further develop an open culture where seafarers and port workers, respectively can report and discuss accidents, incidents and near misses, without fear of being criminalised, or persecuted by the company, which is often referred to as a “no blame culture” and even a “no fear culture”.

All relevant parties should work for a wide promulgation of the results from investigations of accidents and the analyses of casualties.

The human element effects of new technology should be closely examined by all relevant parties and solutions provided, e.g. in the form of common user interfaces for electronic equipment.

All relevant parties should promote the marine industry as an attractive career option and opportunity in order to be able to recruit a sufficient number of personnel so as to ensure an adequate supply of competent personnel onboard as well as ashore.

All relevant parties should work together to create a platform where the results of existing studies and proposals for future studies should be evaluated.

Simulators, when suitable can be used as a tool for studies as they are able to create challenging situations that cannot be created safely in a normal working environment. Therefore this form of training is cost effective, faster and safer particularly when it comes to studies of complicated natures and situations. Such studies should address the question of what constitutes a “safe, healthy and environmentally friendly ship and/or port” and taking into account human factors.

All relevant parties should work for a better integration of the ISM Code in the safety culture on board and in the shore-based operation which could enable administrations to concentrate their efforts on substandard ships.

All parties should work against the unwarranted criminalisation of seafarers, in particular the shipmasters.

In order to encourage lifelong learning for seafarers the development of and installation of e-learning platforms has to be established. Updates or refresher courses should be given to port workers and seafarer as a normal procedure.

Findings of research into Human Element Issues should be used in Maritime Education and Training (MET) of those involved in ship and port operations.

ATTACHMENT 2 Recommendations

Project Horizon Research Report 2012

The overall results from Project Horizon may be transferred into different types of recommendations. However, these need to acknowledge the total risk situation – the convergence of risk exposure and capacity to act. In road transport the risk exposure is present 100% of the time. In seafaring risk exposure may mainly occur in manoeuvring in narrow or otherwise difficult waters or with poor visibility. The incidence of such exposure will vary greatly depending on many factors, but must be very much lower than that for road transport – probably more similar to that in aviation.

One of the strongest factors influencing the capacity to act is sleep, when performance is absent. However, such states during work are relatively sparse and sporadic – even during night work – but they occur for most operators on each difficult watch or shift.

The coincidence of exposure to risk and absence of capacity to deal with it will be a relatively rare event. The probability of danger will be highest when night watches are combined with prior reduction of sleep opportunities, together with passages through narrow or very densely travelled waters, or during reduced visibility.

Considering the results of the present study, special attention needs to be paid to:

- **the risks in passages through difficult waters in combination with the 6-on/6-off watch system (because of sleep loss)**
- **night watches**
- **the last portion of most watches (especially night watches)**
- **watches after reduced sleep opportunity**
- **individual susceptibility to fatigue also needs to be considered**

The suggested 'special attention' may involve alarm systems to alert crew before important changes of course, alerting devices, encouragement not to use chairs on the bridge during night watches, additional crew, special protection of sleep periods for watchkeepers, or no work apart from watchkeeping.

In addition, mathematical models (MARTHA) can be used to predict which portions of a particular voyage may be critical from a fatigue point of view and thereby mitigating action can be planned ahead of time.

One way of reducing risks related to fatigue may also be to train the crew in the causes and prediction of fatigue, its risks, how to detect it, how to prevent it and how to report it. The latter requires a level of acceptance of fatigue report without reprisals for those in authority. Personal fatigue countermeasures include caffeine, strategic napping and physical or mental activity. Judicial use of countermeasures against fatigue should be part of the job description for all personnel on watch duty.

Most of the general points discussed above are part of what is called 'Fatigue Risk Management', and which is presently being implemented in aviation worldwide. A similar development seems called for in marine operations.

A final recommendation concerns future research. Project Horizon is the first detailed and experimental study of fatigue at sea. As discussed previously, it has limitations, one of which is that the data has been obtained in a simulator. This makes good experimental control possible, but also detracts from the possibility to generalise. There is a clear need for replicating the present study at sea and to carry out studies of long periods at sea to identify fatigue causes that may derive from boredom, isolation and similar factors.

ATTACHMENT 3 Statement

2nd Mass Rescue World Conference held 03-05 June 2012 in Gothenburg, Sweden

The undersigned strongly believe that more lives could be saved if some alterations and improvements in the international requirements regarding Life-Saving Appliances (LSA) were made. We want to add a set of provisions and requirements, which demand that passengers and crew are not only to be evacuated from ships in distress into lifeboats and life rafts, but also in the end are rescued to a place of safety, for example by ships in the vicinity.

The Cruise-Ship industry is rapidly growing. Cruise ships get ever larger and can today carry more than 8,000 passengers and crew. In the developed world, passenger shipping is a very safe mode of transportation. However, when an accident actually does occur, it can have devastating consequences with hundreds or thousands of people in need of help. Since these accidents happen so rarely and since there is no way to know where they will happen, it is not realistic to build up Search and Rescue (SAR) capacities that can be relied upon to rescue a large number of persons in the limited time before an accident turns into a disaster.

Today, the chances of getting off a ship in distress are relatively good, but being evacuated to a lifeboat or a life raft does not mean that you are rescued. There is currently a lack of equipment, harmonized systems as well as guidance or regulations concerning how to rescue a large number of survivors out of the water, from lifeboats or in life rafts.

When the IMRF arranges its second Mass Rescue World Conference, the discussions will revolve around how the entire mass rescue operation-chain can become more effective - including how the evacuees shall actually be rescued to a place of safety.

There are more or less established routes on the high seas. This means that there are almost always other ships in the vicinity. When a ship is in distress, other ships will often be at the scene of the accident long before dedicated rescue units arrive. Unfortunately, for different reasons, they often have limited abilities to assist more than just a few persons.

ATTACHMENT 4

Résumé

Lean Ship of the Future Workshop held 13 June 2012 in Gothenburg, Sweden

The workshop was titled “Lean ship of the future”. With focus on the ever increasing administrative burdens and workload on masters and crew in modern days shipping in order to prepare for and comply with IMO Regulations, Flag and Costal State Regulations, ISPS, Port State Control, Vetting and company safety and quality management systems etc., the aim of the workshop was to identify and discuss the amount of administrative burdens in international shipping:

- What is the impact on board the vessels? And what’s to be done?
- Is it possible to “lean” things by either reducing or coordinating rules, regulations and procedure issued? Or do things differently/smarter on board the ship?

1. Key presentation:

The key presentation was held by Mr. Andreas Nordseth, Director General of The Danish Maritime Authorities (DMA). Titled: “Administrative burdens – From craft to control”, the presentation focused on the fact that Shipping has never been more supervised, inspected and certified than today - and has never issued more documents and reports, which have increased the administrative work and tasks on ships masters and crew.

With help from the consultant company COWI, DMA have made a study on the perception of administrative burdens. They have organized a tailored approach which combines hard and soft data sources, and involves both top-down and bottom-up perspectives. This combination of different data sources ensures a balanced and subtle view of the burdens in the maritime sector.

The presentation by Mr. Andreas Nordseth showed the first results of the work. In the studies consultants have conducted interviews, surveys, workshops and observed daily practice on board vessels. The goal was to conduct a 360 degree analysis of all relevant stakeholders in the maritime sector in Denmark

- 796 Danish seafarers took part - among them 181 shipmasters
- 72 % of major Danish ship owners contributed
- 95 % of gross tonnage in the Danish merchant marine is covered

Some of the findings of “Administrative burdens - From craft to control”:

- 35,6 % of seafarers find inspections (including vetting) very time consuming
- 35,0 % of seafarers find inspections (including vetting) very annoying
- 38,8 % of seafarers find internal quality assurance systems very time consuming
- 39,9 % of seafarers find internal quality assurance systems very annoying
- 21,3 % of seafarers find handling of ISPS requirements very time consuming
- 39,9 % of seafarers find handling of ISPS requirements very annoying

The average seafarer spent 20% of working time on perceived administrative burdens. The average employee at land based offices spent 9% of working time spent on perceived administrative burdens.

The survey and the study was also based on interviews, here are some of the statements:

Important messages from seafarers (Masters):

"The last 10 years have seen a tremendous increase in the administrative side of the job"

"Much of the paperwork is meaningless and time-consuming"

"Paperwork in itself does not help me to run a safe and efficient ship"

"I think we are at a tipping point... More paperwork might result in less safety"

Control, control, control

"I feel that 'control of control' tends to evaluate mostly the quality of the control system"

"Sometimes I think paperwork is more important than the actual quality of the ship and crew"

"Could we scale down the quantitative measures a little?"

"Maybe inspections could focus more on quality and competences?"

"Many frustrations when we enter ports"

"There are too many unnecessary and different port documents"

"Some countries measure PSC performance by the number of ships inspected"

"In other countries, all inspections need to have a minimum number of points"

"It would help if we could harmonise more in the sector"

Seafarers feel they have no voice

"Many of us feel that we are the last link in the chain and cannot feed enough back"

"What if we had a system to suggest adaptations and removal of inappropriate procedures?"

"Could we have more proper and efficient channels to deal with unfit procedures?"

Ship owners also have some issues

"We respect national maritime authorities – but they can also give us a hard time"

"Too many flag state-specific rules are unnecessary"

"Often, we have to submit documentation that is not useful – or requires too much time"

"A more thorough digitalization of interactions with authorities would help us"

"Our world is complex – and we wish for fast and solid assistance from authorities to always be available"

In his conclusions Mr. Andreas Nordseth expressed his concerns about the impact of the increased administrative burdens, which seems to be the result of a bureaucratic compliance culture in the maritime industry, with focus on pure compliance with the rules - “Doing the things right” – going by the book, ensuring correct documentation, instead of “Doing the right things right” – promoting self regulation and responsibility on ships masters and crews with focus on compliance with the purpose of the rules.

2. Other Presentations:

Captain Jens Naldal, President Danish Maritime Officers, Master and SQE team member at Danish shipping company TORM gave a presentation based on examples of “real life” administrative burdens and the perception of needless jobs and time consuming procedures put on ship, masters and crew nowadays.

Mr. Peter K. Soerensen, Vice President Division for Maritime Industry at Force Technology, presented The SafeManning simulation tool - a model to analyze manning scenarios, explore development options and pinpoint possible bottlenecks and redundancies. The tool is not providing a solution for the best manning level. Based on input parameters on ship type, crew size and qualifications, tasks and voyage the simulation model delivers statistical output in tables and graphs where it can be illustrated if one or more crew members are e.g. exceeding a set of rest rules as well as it can show time consumed on different jobs and tasks on board. The tool is meant as an objective mean for authorities, organizations and companies to evaluate a mix of crews – both in numbers competences and duties – in order to perform the tasks placed on board the ship in a better way.

Ms. Eva Thoft, Consultant at Grontmij and Seahealth Denmark. Can we improve the common understanding of expectations, performance, workloads and administrative burdens on board ships through better communication and a better working environment? - Eva Thoft is co-writer to a practical guide/booklet to improve communication and cooperation between ship management and shipping company published by Seahealth Denmark, and she has for many years worked with “social capital” within business and other organizations.

E-Navigation Making Way. The Danish Maritime Authority (DMA) has for the last three years been Lead Partner of the EfficienSea Project, where DMA together with 15 partners around the Baltic Sea, demonstrated a number of e-Navigation Services effectively turning the Baltic Sea region into an e-Navigation laboratory. **Mr Omar Frits Eriksson**, Head of Section, Danish Maritime Authority presented an overview of the development of e-Navigation, present the findings of the EfficienSea project and facilitate a discussion on the utility of e-Navigation and the way forward.

3. Findings and Conclusions

a. Based on the presentations and the debate the workshop concluded the following: Administrative tasks on ships are perceived as burdens in the maritime industry and unnecessary administrative tasks on ships are burdens.

There is a clear need for change. Otherwise the administrative task as a whole will not only be perceived as burdens, but become an overall burden on ships masters and crews with negative impact on safety, work environment, job satisfaction, recruitment and not at least on the craftsmanship of future masters and seafarers.

A way to change things is for the industry to realize, that the current level of administrative burdens, where skilled and competent ships masters and officers are forced to use a high percentage of their working hours on being clerks in bureaucratic compliance culture is a clear waste of skills and manpower. It therefore constitutes a waste of money and resources.

But the industry should also consider:

- Mechanisms to assess consequences and administrative burdens on ships, masters, crews and shipping companies when putting forward new procedures both nationally and on international levels (EU, IMO, ILO etc.)
- Reducing manual working procedures - i.e. stamps, copies and ink signatures etc.
- Higher levels of standardization and digitalization
- Better coordination, exchange and sharing of data (inspections, ports, authorities)

b. Comments noted by workshop participants

What causes administrative burdens?

- Often same inspections are performed from different actors during same port stay
- Too many Flag state-specific rules
- Unclear purpose and meaning of many rules and regulations
- Lack of feed back mechanism
- Substandard ships set the standard and causes increased regulation and control regimes
- Very manual paperwork
- Too much bureaucracy
- Too little time
- Lack of communication and understanding between ship and shore
- Many emails from the company
- A general mistrust and blame culture in shipping
- Most forms and systems are not coordinated by authorities, owners, vetting, classification etc.
- Inadequate tools on board (i.e. too small photo copy machines)

What are the consequences/impact of administrative burdens?

- Less attention to the primary task – the safe conduct of the ship
- Unattractive working environment

- Fatigue
- Criminalization of seafarers
- Bureaucracy
- Recruitment challenges
- Waste of time and money

Ideas to reduce problems

- Harmonization of interpretation of IMO codes.
- One integrated management system for all types of regulation.
- Stronger implementation of the IMO FAL convention.
- Better coordination, sharing and exchange of information between authorities, classification, oil majors etc.
- Better communication and common understanding between ship and shore.
- Better coordination and performance of the administrative tasks between ship and shore, and consider moving more of the paperwork towards shore based performance.
- Better digitalization of procedures (and analogue backup)
- Use of voice recorder for documentation
- Use of E-navigation services
- Proper manning

the 1990s, the number of people in the Netherlands who are in need of social services has increased. This is due to the ageing of the population and the increasing number of people with chronic diseases.

The Dutch government has a policy of 'deinstitutionalisation', which means that people with chronic diseases are encouraged to live in their own homes rather than in institutions. This policy is based on the idea that people with chronic diseases can live more independently and with more dignity in their own homes.

However, the implementation of this policy has been difficult. There are several reasons for this. First, there is a shortage of social services in the Netherlands. This means that many people who need social services are unable to find them.

Second, there is a shortage of housing in the Netherlands. This means that many people who need to live in their own homes are unable to find them.

Third, there is a shortage of financial resources. This means that many people who need social services are unable to pay for them.

Fourth, there is a shortage of staff. This means that many people who need social services are unable to receive them.

Fifth, there is a shortage of information. This means that many people who need social services are unable to find them.

Sixth, there is a shortage of motivation. This means that many people who need social services are unable to use them.

Seventh, there is a shortage of support. This means that many people who need social services are unable to receive them.

Eighth, there is a shortage of coordination. This means that many people who need social services are unable to receive them.

Ninth, there is a shortage of evaluation. This means that many people who need social services are unable to receive them.

Tenth, there is a shortage of research. This means that many people who need social services are unable to receive them.

Eleventh, there is a shortage of training. This means that many people who need social services are unable to receive them.

Twelfth, there is a shortage of funding. This means that many people who need social services are unable to receive them.

Thirteenth, there is a shortage of legislation. This means that many people who need social services are unable to receive them.

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