

IFSMA 31st AGA, Mariehamn, Åland, Policy and Resolutions

IFSMA Policy on ECDIS

The IFSMA 31st Annual General Assembly in Mariehamn, Åland on the 16th of June 2005 discussed the recent development of safety of navigation. IFSMA recognizes the need to improve the standard of navigational equipment on board vessels.

The General Assembly 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.

IFSMA 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. 1/2005 - Guidelines for Coastal States in Cases of Emergencies Involving Vessels

At the IFSMA 31st Annual General Assembly, the delegates assembled in Mariehamn, Åland 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.

IFSMA has 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.

IFSMA therefore urgently recommend that IMO provide 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 on Manning and Fatigue, IMO Resolution A.890 (21)

At the IFSMA 31st Annual General Assembly, the delegates assembled in Mariehamn, Åland discussed the principles of the Safe Manning of Vessels.

IFSMA 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.

IFSMA also recognize 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.

IFSMA therefore strongly recommend 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.