

INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATIONS



32ND ANNUAL GENERAL ASSEMBLY

SAN PEDRO, LOS ANGELES, USA, 8-9 MAY 2006

MINUTES AND ANNEXES

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32nd AGA Proceedings PART B

With the Compliments of
The Secretary General

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MINUTES OF THE 32nd ANNUAL GENERAL ASSEMBLY

San Pedro, Los Angeles, USA

The 32nd Annual General Assembly was held in the LA Harbor Hotel, San Pedro, Los Angeles, USA on Monday 8th and Tuesday 9th May 2006.

LIST OF DELEGATES

EXECUTIVE COUNCIL

Captain Christer Lindvall (Sweden)	President
Captain Dave Hopkins (Ireland)	Deputy President
Captain Koichi Akatsuka (Ind Mem. Japan)	Vice President
Captain Yannick Lauri (La Reunion)	Vice President
Captain Pat Moloney (USA)	Vice President
Captain Petr Osichansky (Russia)	Vice President

MEMBERS ASSOCIATIONS

Captain Rod Short	Australia (AMETIAP)
Captain Marcos R Castro	Argentina (CCUMM)
Captain Jeff Cuyt	Belgium (KBZ)
Captain Dimitar Dimitrov	Bulgaria (BUSMA)
Captain Carlos M. Beth	Chile (Nautilus)
Captain Jens Fage-Pedersen	Denmark (DNA)
Captain Pekka Partanen	Finland (FSOU)
Captain Patrick Vigneron-Larosa	France (ACOMM)
Captain Yannick Lauri	France (ACOMM & ExCo)
Captain Willi Wittig	Germany (VDKS)
Captain Dave Hopkins	Ireland (IIMM & ExCo)
Captain Ed Sarton	Netherlands (FWZ)
Captain Fredrik van Wijnen	Netherlands (NVKK)
Captain Bjorn Haave	Norway (FSOU)
Captain Evy Wenche Hesjedal	Norway (FSOU)
Captain Petr Osichansky	Russia (FESMA & ExCo)
Captain J Francisco Garay	Spain (AVCMM)
Ms. Marie Halvdanson	Sweden (SSOA)
Captain Christer Lindvall	Sweden (SSOA & ExCo)
Captain Mark Dickinson	UK (NUMAST)
Captain Manny Aschemeyer	USA (CAMM)
Captain Jerry Aspland	USA (CAMM)
Captain Arthur Bartlett	USA (CAMM)
Captain David Boatner	USA (CAMM)
Captain Tom Bradley	USA (CAMM)
Captain Alfred Caliccho	USA (CAMM)
Captain William Carroll	USA (CAMM)
Captain Bent Christensen	USA (CAMM)

Captain Elizabeth Clark	USA (CAMM)
Captain Richard Connelly	USA (CAMM)
Captain Garrie Daden	USA (CAMM)
Captain James Dyer	USA (CAMM)
Captain Sidney Faulkner	USA (CAMM)
Captain John File	USA (CAMM)
Captain Herman Fritzsche	USA (CAMM)
Captain Charles Gedney	USA (CAMM)
Captain Paul Godot	USA (CAMM)
Captain Kenneth Graham	USA (CAMM)
Captain Robert Groh	USA (CAMM)
Captain John Guest	USA (CAMM)
Captain Robert Holden	USA (CAMM)
Captain Calvin Hunkizer	USA (CAMM)
Captain Richard Klein	USA (CAMM)
Captain John Lane	USA (CAMM)
Captain Pat Moloney	USA (CAMM & ExCo)
Captain Donald Moore	USA (CAMM)
Captain Arthur Morrison	USA (CAMM)
Captain Paul Nielsen	USA (CAMM)
Captain Klaus Niem	USA (CAMM)
Captain Frank Oliver	USA (CAMM)
Captain Kenneth Orcutt	USA (CAMM)
Father Sincalir Oubre	USA (CAMM)
Captain Robert Phillips	USA (CAMM)
Captain Thomas Picha	USA (CAMM)
Captain James Richards	USA (CAMM)
Captain David Smith	USA (CAMM)
Captain Thomas Stapleton	USA (CAMM)
Captain Hugh Stephens	USA (CAMM)
Captain Gregory Tylawsky	USA (CAMM)
Captain Chris Walker	USA (CAMM)
Captain Jack Watson	USA (CAMM)
Captain Jeffery Wells	USA (CAMM)
Captain Lawrence Welsh	USA (CAMM)
Captain Warren Weymouth	USA (CAMM)
Captain Stanley Willis	USA (CAMM)
Captain Hamlet Yousef	USA (CAMM)

INDIVIDUAL MEMBERS

Captain Francois de Meulder	Belgium (Ind Mem & KBZ)
Captain Suresh Bhardwaj	India (Ind Mem)
Captain Mehrshad Taher Parvar	Iran (Ind Mem))
Captain Haleem Ahmad Siddiqui	Pakistan (Ind Mem)
Captain Edwin Aye-Tut	Thailand (Ind Mem)
Captain Jerome Benyo	USA (Ind Mem & CAMM)

GUEST SPEAKERS

Mr. Julian Parker, OBE
Mr. Jonathan Pritchard
Mr. Joseph Walsh

UK (Nautical Institute)
UK (UK Hydrographic Office)
USA (Keesal, Young & Logan)

SECRETARIAT

Captain Rodger MacDonald
Captain Paul Owen
Mrs. Roberta Howlett

Secretary General
Assistant Secretary General
Administration Officer

AGENDA ITEM 1 – Welcome

The President of the Council of American Master Mariners (CAMM), Captain Tom Bradley, thanked all those attending this joint meeting especially those who had travelled from overseas. He then introduced Captain Lindvall.

Captain Christer Lindvall, IFSMA President, replied thanking CAMM for their invitation to hold the 32nd Annual General Assembly (AGA) in San Pedro.

He continued - first of all I want to forward our gratitude to our colleagues in CAMM for inviting IFSMA to hold our General Assembly in your beautiful city - Los Angeles. Once again we have taken a giant step forward, covering a new continent by having our AGA in the United States.

I want to welcome you all, especially the Organisations and Individual Members who are joining us for the first time. I also have the great pleasure of informing you that NUMAST, the British Ship Officers' organisation with approximately 3000 Shipmasters, AMETIAP from Asia/Pacific area, FWZ from Netherlands and NAUTILUS from Chile. Membership numbers are now in excess of 11,000 Shipmasters. You are all very welcome! I hope that this increase of interest was a result of IFSMA successes in the recent past.

This means that we have increased our membership from about 7,000 to 11,000 Shipmasters. I hope that this increase in membership is a result of our achievements, our participation in different areas and the impact we have had on the shipping industry during the recent couple of years. We have also seen an increased interest by many to become Individual Members from different parts of the world. This increase has led to the Executive Council, later during this AGA, to propose a decrease of the Association membership fees and an extension of the Executive Council with the addition of two new Vice Presidents.

Since we last met in Mariehamn there have been a number of engagements and participations for IFSMA in a number of areas.

Worth mentioning here about our work, is the important and close co-operation with the Nautical Institute, the International Chamber of Shipping and others in arranging the International Command Seminars, which last year left London and instead were held in Oslo, Plymouth, Mumbai, Singapore, and the latest in Houston in April this year. The aim of these

Seminars was to identify how the maritime industry can prepare and support more effectively the 21st Century Bridge Team. Our Secretary General has actively participated at these, well received and appreciated, Seminars. The idea is to have the same concept every two years in the future.

IFSMA has also actively participated in the large LSM Manning and Training Conference in Manila, where our Secretary General also chaired one of the workshops. Rodger MacDonald was also awarded a Lifetime Achievement Award by “Lloyds Ship Manager” at this Conference in recognition of his work in the development of Maritime Open Distant Learning Courses.

We have also participated in an European Leonardo Da Vinci Project led by the Kalmar Maritime Academy in Sweden to establish a uniform “Model Course on Crowd and Crisis Management”. This project will also continue, with IFSMA as a partner, with a 2nd part later this year.

We have also received the BIMCO/ISF report on the supply and demand of Ship Officers which shows a negative gap of about 10,000 officers. This gap will increase, because of the need for more transportation in the growing economies and the increasing world fleet, if nothing is done about recruitment and minimising the waste.

On 23rd February in Geneva the new giant International Maritime Labour Convention 2006 has now been decided upon. The Super Convention was approved by 314 votes, no votes against and four abstentions. The new Convention will enter into force 12 months after it has been ratified by 30 countries, representing at least 33% of the world tonnage. Looking at it today, it has a very good chance to be ratified soon, because 25 EU-Members will ratify it by an EU Directive and they represent almost 27% of the world tonnage. The Authorities shall issue an International Maritime Labour Certificate, which shall be kept onboard and on request be presented to inspectors at Port State Control inspections, which shows that the Company and the Ship adhere to the provisions in the Super Convention even if their flag is not a party to the Convention.

There has also been a joint ILO/IMO meeting on the “Criminalisation of the seafarers” which we will learn more about in the report of the Secretary General and also in a presentation by Captain Mark Dickinson. We really have to look into this problem - where a well intentioned seafarer, who is already overworked and under stress, is jailed and criminalized for unintentional errors or mistakes. The situation has even worsened with the new legislation introduced by the EU, where there will be national definitions and more severe punishments for “serious negligence”. I, together with others in the shipping industry, fear that this kind of criminalisation of the Shipmasters and other officers will create severe problems in recruiting new officers in the future. These new regulations, together with stricter control of ships by PSC and pilots, are included in a third safety package proposed by the EU Commission. Another problem is the lack of “places of refuge” world wide and also the requirements regarding them, even here there is a discussion going on at IMO.

IMO matters

I often hear comments about the ISM-Code, that it has failed its purposes and has become a “paper tiger” and only creates a lot of unnecessary paper work. This includes even criticism from Member Governments of IMO. I do not share those opinions. First of all what is IMO and what is its role, and secondly, what were the objectives with the ISM-Code?

IMO itself does not make the rules. IMO is only administrating them and IMO has hardly any power or teeth and can not sanction any violations to its Conventions or Codes. This, together with the implementation is entirely up to the Member States who agree and decide on the Treaties and the Instruments. They also have the responsibility to implement the provisions and the requirements into their national legislation. This also means that it is the Member Governments who have to add paragraphs of responsibilities and sanctions into their legislation.

The objectives with the ISM-Code were to give the Flag States a tool and the possibility in a broad way to improve the quality of shipping especially on the operational side, onboard as well as ashore. It is very similar to a Quality Assurance system, but with set levels of requirements by the Code and the Flag State Authorities. The Authorities shall after an approved audit issue a Document of Compliance covering the entire Company and a Safety Management Certificate covering each ship. In my eyes this can still be regarded as a "Licence to operate". This has also led to a lot of companies having to close down and numbers of ships have been detained.

The ISM Code was also intended to establish a basis for new attitudes to safety matters and an improved safety culture within the Shipping Industry. In short, if there is criticism of the outcome of the ISM-Code, this should be directed to the Member Governments and to the shipowners for not implementing it in an expected way. IMO will now introduce an audit scheme for administrations, so I hope the national implementation of this Code and other instruments will be improved in the future.

There are two other major subjects I would like to mention. The first one is positive and is regarding lifeboats drills, where the new regulations do not demand crew members to be in the lifeboat during lowering or in free-fall lifeboats during the fall.

The other subject is the problem with the ISPS-Code and especially the possibilities for crew members to go ashore, while the ships are in port. This is also a problem that is discussed within IMO and which I hope, at least, will end up with some recommendations.

In this connection I would like to quote a part of an Editorial in Lloyds List from last year: *"Whether this useful document will make any difference to people of very limited intelligence who believe they are serving their country best by being nasty to visiting seafarers remains to be seen. Shipping organisations and IMO need to be kept informed of such outrages."* (End of Quote)

At the forthcoming IMO MSC meeting, next week in London, there are some very important issues on the agenda. There will be a decision about a revision of the 1995 STCW-Convention because ten years have elapsed since it was approved, and because there are a number of amendments that have to be taken into consideration. There will also be a thorough review of the resolution "Principles of Safe Manning" because of the increased workloads and fatigue of the crews, especially on ships with only two navigating officers, including the master. This problem has also been emphasised in various reports by an increasing number of collisions and groundings caused by navigating officers who are too exhausted, have fallen asleep or there was no lookout on the bridge.

Finally, I hope that our deliberations here will give us the opportunity to improve the standards in shipping, and also be a part of the foundation which a new positive safety culture can be built upon within the entire shipping industry.

I also wish that we can assist the Secretary General of IMO and our Honorary Member Admiral Mitropoulos to establish a mutual understanding and respect between the general public and the seafarers and of course especially the Shipmasters, by improving the image and reputation of the entire Shipping Industry.

He then declared the meeting open.

AGENDA ITEM 2 – Adoption of Agenda

Rod Short of AMETIP, proposed a new subject under Agenda Item XX, The Development of E-learning for Seafarers and requested the opportunity to address the Assembly on this subject. Agreed.

With this amendment the Agenda was adopted.

AGENDA ITEM 3 – Adoption of Minutes to 31st Annual General Assembly and Matters Arising

The Minutes of the 31st Annual General Assembly held in Mariehamn, Finland were adopted without comment. The Secretary General would cover any matters arising during his report.

AGENDA ITEM 4 – Establish Drafting Groups

It was agreed that the drafting group would comprise Captains: Bjorn Haave, Dave Hopkins, Fredrik van Wijnen and Willi Wittig.

AGENDA ITEM 5 – Secretary General's Report

The Secretary General went through his main report, which is reproduced in the IFSMA Annual Review 2005-2006 document and supplementary report which was distributed at the meeting. **See Annex 4.**

Members were asked to take notice of the British Enterprise grounding incident and draw the attention of their members to the recommendations made by the UK MAIB. <<http://www.maib.gov.uk/>>

Concluding his report he thanked all those members who had represented IFSMA at IMO and other meetings and also thanked the Secretariat staff for their hard work and support throughout the year.

The Secretary General's Report was adopted.

At this point in the proceedings the President of CAMM, Captain Tom Bradley, presented IFSMA with a plaque commemorating this important event.

Captain Christer Lindvall, President of IFSMA reciprocated by presenting CAMM with an inscribed IFSMA plaque.

The President then presented Membership Certificates to the four new IFSMA Member Associations:

1. NUMAST, UK “National Union of Marine, Aviation and Shipping Transport Officers” (Soon to be renamed Nautilus)
2. FWZ, Netherlands (Federatie van Werknemers in de Zeevaart)
3. AMETIAP, Asia Pacific (Association of Maritime Education & Training Institutions in Asia Pacific)
4. Nautilus, Chile

AGENDA ITEM 6 – Honorary Treasurer’s Report

The Secretary General took the meeting through the figures to explain the Federation’s financial situation using the income, expenditure, and balance sheet.

In conclusion he stated that an overall loss was made during the year of £560 however total assets, most of which was in the reserves, amounted to £81,995. He reminded the Assembly that the Federation was not in the business of making a profit but existed to serve the membership ideally by each year breaking even with adequate reserves.

AGENDA ITEM 7 – Appointment of Honorary Auditor

The Secretary General expressed his sincere thanks to the Honorary Auditor, Colin Evans, for his dedicated and thorough auditing of the accounts; the Honorary Auditor’s report was presented to the General Assembly.

AGENDA ITEM 8 – Budget and Subscriptions 2007

The Budget and Subscriptions for 2007 was presented to the General Assembly, the Secretary General explained the assumptions that had been made in his proposed budget which were that the proposals for the future being made by the Executive Council were accepted: reduced Cap from 1600 to 1400 members, minimum number of members within an Association reduced from 50 to 30 and also that the annual subscription for Associations to be reduced from £12 to £10 per capita.

Bjorn Haave stated that it was difficult to agree to the budget when the Assembly had not yet approved the changes being proposed.

The President requested agreement of the proposed subscription changes by the Assembly.

Dave Hopkins (IIMM) commented if the annual subscription was reduced from £12 to £10, he saw difficulty in the future increasing it again and suggested it might be better to leave it at £12 now; he had no objection to the change in capping and minimum number changes proposed.

Mark Dickinson, (NUMAST) supported the proposal by the Executive Council and thought it commendable that this would assist some of the smaller organisations that struggle to pay their annual subscription.

Jens Fage Pedersen (FSOU), Fredrik van Wijnen (NVKK), Tom Bradley (CAMM) also supported the ExCo proposal.

Bjorn Haave requested confirmation that the proposals would not affect the voting rights of any Association – the President confirmed that no changes were proposed on the voting rights.

The Executive Council proposals for changing the Association Annual Subscriptions were agreed.

The President then asked for support for the Executive Council changes to take effect from 1st January 2006.

Bjorn Haave did not feel this was appropriate and suggested that the changes should take effect from 1st January 2007.

Dave Hopkins agreed that the changes should take effect from 1st January 2007.

It was agreed that the proposed Association Annual Subscription changes would take place from 1st January 2007.

Post Meeting Note: There were no proposals to change the annual subscriptions for Individual Members.

AGENDA ITEM AOB.1 – E-Learning

This additional presentation was given by Captain Rod Short (AMETIAP).

He spoke to a draft Resolution which he requested the General Assembly to consider. (See Resolution 2/2006).

Following the presentation the President asked for comments.

Julian Parker (Nautical Institute) – remarked that in a recent conversation with the MD of BP Tankers he learnt that the aim over the next ten years is to have broadband Internet service in the cabin of every seafarer in that company and that the Nautical Institute support Rod Short's efforts. He added that you can't train complete competence via e-learning, but it can make a very important contribution to the learning process.

Fredrik van Wijnen (NVKK) – commented that up to now there is no sign of distant learning whatsoever. He had heard that the EU has offered a project with the same aims. He added that we cannot do without Nautical Colleges but e-learning can complement training.

Willi Wittig (VDKS) – stated that he had been involved in e-learning for seafarers for some time and agreed that what we are lacking is standards, there are lots of ideas but they do not fit together, so a standard is essential. He was pleased to hear that one shipowner plans to make the internet available to all crew members, but with some companies today seafarers are not even allowed to receive emails. Looking 10 years ahead is the time scale that could be

relevant. Costs – colleges are keen on e-learning as it reduces their costs. Keeping up to date is one area where e-learning can help.

Rodger MacDonald (SecGen) – reported that he had been involved with e-learning and involved in gaining funding to develop an email learning for seafarers; spare transmission time on TV broadcast satellites was used so the concept has been proved. This was an opportunity for seafarers to study whatever they chose, perhaps even Greek Mythology. Cooperation between colleges would mean that students could submit their work to any college in the scheme. He concluded by saying that this particular project was much too early to produce a working long-term system.

The President thanked members for their comments and requested the Drafting Group to look at this draft Resolution and report back later to the General Assembly.

AGENDA ITEM 9 – Criminalisation

Presented by Mark Dickinson, Assistant Secretary General, NUMAST

See Annual Review for paper.

AGENDA ITEM 10 – Liabilities for Masters Trading into US Waters

Presented by Joseph Walsh, of Law Firm - Keesal, Young and Logan

See IFSMA Website for text from presentation slides.

AGENDA ITEM 11 – Building a Global Maritime Education & Training Network

Presented by Rod Short, AMETIAP

See IFSMA Website for text from presentation slides.

AGENDA ITEM 12 – Elections for Executive Council for Period 2006-2010

The following were elected:

President	Christer Lindvall	Sweden
Deputy President	Koichi Akatsuka	Japan
Vice President	Marcos Castro	Argentina
Vice President	Mark Dickinson	UK
Vice President	Bjorn Haave	Norway
Vice President	Petr Osichansky	Russia
Vice President	Willi Wittig	Germany

Two Additional Posts:

Vice President	Jerome Benyo	USA
Vice President	Patrick Vigneron-Larosa	France

AGENDA ITEM 13 – Change of Command, A Case Study**Presented by Captain Edwin Aye-Tut, Individual Member, Thailand**

See IFSMA Website for text from presentation slides.

AGENDA ITEM 14 – Fatigue and Safe Manning**Presented by Fredrik van Wijnen, NVKK, Netherlands****See Annex 2 for paper.**

The President commented that he hoped that some progress would soon be made at IMO and ILO; until recently any mention of Fatigue at IMO was always referred to ILO, and he pointed out that IFSMA had originally raised this subject.

AGENDA ITEM 14A – European Coastguard**This extra subject was presented by Patrick Vigneron-Larosa, ACOMM, France.**

See IFSMA Website for text from presentation slides.

AGENDA ITEM 15 – Shipmasters of the Far East**Presented by Petr Osichansky, FESMA, Russia**

See Annual Review for paper.

Rodger MacDonald thanked Petr Osichansky for his presentation and wished to highlight that the Secretary General of IMO at the first meeting each year mentions that on average 24,000 fishermen lose their lives annually but only eight countries have so far signed the Torremolinos Convention. Iceland is the one country that is trying to do something about it but has little support. He proposed that with the agreement of the General Assembly IFSMA will try to do something about this.

The President asked for support and this was agreed. The subject was then passed to the Drafting Group for initial action.

Captain Carlos M. Beth of Nautilus, Chile, announced that he understood that this type of Assembly would enable us to have a new clear picture of what we are doing in this important industry for the economy of the world, which carries around 90% of world trade. This must not be forgotten especially by the new Members. He then presented a souvenir to commemorate this AGA to the Presidents of IFSMA and CAMM, who both thanked him very much for his kind gesture.

AGENDA ITEM 16 – Do the Masters Need Association?**Presented by Dimitar Dimitrov, BUSMA, Bulgaria.**

See Annual Review for paper.

After the presentation Rodger MacDonald commented that there must be many courageous Shipmasters known to Associations and their stories should be told before they are lost forever. He requested that these stories be sent to IFSMA, so we can produce a book to help improve the image of the Shipmaster internationally.

AGENDA ITEM 17 – Compliance, Monitoring and Enforcement for Environmental Obligations

Presented by Suresh Bhardwaj, Individual Member, India

See Annual Review 2004-2005 version for Paper.

AGENDA ITEM 18 – New Product Development

Presented by Jonathan Pritchard, UK Hydrographic Office.

See IFSMA Website for text from presentation slides.

Bjorn Haave stated that IFSMA Policy on ECDIS, as reaffirmed by the Policy Statement produced at the 31st Annual General Assembly held during 2005 in Finland, was completely in line with the information given by Mr. Pritchard.

AGENDA ITEM 19 – Manoeuvrability of Pure Car Carrier, Wind Effect

This was a video presentation in the series of videos made by the Japan Captain's Association. It was introduced by Captain Koichi Akatsuka, Individual Member and newly elected Deputy President.

The video was very well received, there were several favourable comments.

AGENDA ITEM 20 - Developments Reflected in New NI Publications

Presented by Julian Parker, NI

See Annex 3 for Paper.

Julian Parker requested a dialogue with IFSMA during progress of the Mooring Book under development.

He concluded by presenting a copy of the latest Nautical Institute Book "Tug Use Offshore" which had just been launched.

AGENDA ITEM 21 and 22 – Drafting Group Report and Approval of Resolutions

The Drafting Group reported back to the Generally Assembly with their four proposed Resolutions. These were agreed. See Annex 1.

The President thanked the Drafting Group members for their hard work.

AGENDA ITEM 23 – Any Other Business (AOB)**A. Next General Assembly**

Captain Jeff Cuyt, KBZ, Belgium, addressed the General Assembly, inviting IFSMA to hold its General Assembly in 2007 in Antwerp on 24th and 25th May 2007 which will coincide with their 150th Anniversary. Agreed.

B. Captain Fredrik van Wijnen

Informed Members of new information concerning freak waves. While these waves are usually observed off the South African coast, a British research team has now measured the biggest swell waves observed in the North Sea near the island of Rockall the highest being 30m, and in rows of two or three for up to 12 hours at a stretch. He commented that Bulk carriers might be foundering because of these freak waves. He concluded by warning that mariners should be made aware that these freak waves are also to be found in European waters.

Close of General Assembly

There being no further business the President closed the Meeting and looked forward to seeing every one at the Annual Dinner which followed in the evening.

ANNEX 1

IFSMA 32nd Annual General Assembly - Resolutions

Resolution 1/2006 - CRIMINALIZATION OF SEAFARERS

On the occasion of the 32nd AGA, held on 8-9 May 2006, the delegates of IFSMA assembled in San Pedro, Los Angeles, California, USA;

Recalled the resolution on Criminalization 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;

Notes 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.

Resolution 2/2006 - E-LEARNING IN MARITIME TRAINING AND EDUCATION

On the occasion of the 32nd AGA, held on 8-9 May 2006, the delegates of IFSMA assembled in San Pedro, Los Angeles, California, USA;

Resolved that IFSMA support 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.

Resolution 3/2006 - SHIPMASTERS IN THE FISHING INDUSTRY

The 32nd Annual General Assembly of IFSMA held on 8-9 May 2006 in San Pedro, Los Angeles, USA;

Notes 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 Fishermen and Fishing Vessels;

Recognises 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.

Resolution 4/2006 - MANNING AND FATIGUE CONCERNS

On the occasion of the 32nd AGA, held on 8-9 May 2006, the delegates of IFSMA assembled in San Pedro, Los Angeles, California, USA;

Recognize that there is a lack of standardized interpretation of guidelines on manning,

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

ANNEX 2

FATIGUE AND SAFE MANNING

By Captain Fredrik van Wijnen (NVKK) Netherlands

Some six years ago IFSMA assembled in London and one of the papers presented was by a gentleman we all admire as advocate for promoting maritime safety during the years, Admiral John Lang, then director of the UK based Maritime Accident Investigation Board (MAIB). During his presentation he drew attention to colleague seafarers who made long working days, mainly due to the six on / six off watch schedule. He specially warned for those coastal vessels, both in the container feeder and chemical-tanker trade which were operated by only the master and one mate in order to run the watch system of six on / six off.

Meanwhile administrations and the IMO were informed to look into the matter and come up with legislation to avoid these, according to many, unsafe practices. Nothing much changed in the years to come. According to the IMO, safe manning regulations were adequate. Administrations were told to have a closer look at applying the rules. Proper inspections on lists of hours of work and rest periods were advocated. Port State Control officers were told to increase controls in this respect. Still normal practices continued. Lists of working and rest hours were falsified. Reports tell us that on some ships even three different lists were kept. Only the one showing that everything was in order was presented to the authorities.

Newly built ships were economically based on the system of the master and one mate and the dangerous and unhealthy practices continued. A number of maritime accidents, mainly groundings and collisions, due to fatigue, started discussions again. Slowly maritime experts, especially in Europe came forward with their concerns reaching as far as, again, the IMO and now also the European Commission in Brussels. Again the problem was denied after hasty interventions in the IMO by some flag States. However some experts stood firm and asked for an official study into the phenomenon of fatigue. Among them officers of the Dutch Ministry of Transport who commissioned the Technical Research Institute TNO in The Netherlands to produce a report on fatigue. Several stakeholders, including FWZ and NVKK took part in the discussions which were necessary to produce a true and solid report.

The final report was completed late last year and presented at the STW meeting of IMO, earlier this year. Like many scientific studies, the report produced a disarray of statistics, causes, solutions and recommendations, all to be able to compile a respectable report, worth the taxpayers' money. Decisions on further action were left to the Maritime Safety Committee which assembles in 2007. It will depend on the outcome of this meeting whether the TNO report and others will have any influence on efforts for new legislation or directives to be produced by the IMO.

What is alarming is the fact that the problem is firmly denied by some, mainly from the shipowners' side, strangely enough supported by officers from the administration who are responsible for maritime safety and the health of their country's citizens. These incentives have already started to mitigate the report on fatigue to prevent legislation for more crew on board because this will strongly influence profit rates.

We as NVKK have been accused of causing bankruptcy for captain/shipowners who operate on small profit margins. We were giving a wrong impression of the true status of the problem of fatigue in order to ride on the wave of publicity.

Now to some true facts. Statistics tell us that quite a high percentage of maritime accidents are caused by fatigue, as was already mentioned by Admiral Lang. These are the cases where it really went wrong. Let us not discuss the near misses. Reports tell us that on many ships at sea there is nobody present on the bridge, relying completely on electronic navigation. The officer of the watch is doing something else, in the best case. Only if the course is to be altered or a complicated situation is to be expected, he or she comes to the bridge.

Work in port is often hectic and tiring. Sea time is used to recover and perhaps to complete the necessary paperwork. It is unnecessary to say that these practices ridicule the first principles of safe navigation.

Some tell us that fatigue is caused by a wrong organisation of work on board. Or that, especially younger officers, spend too much time watching television while they should be resting to prepare themselves for the next duty. There might be some reality in this, but there is always the shipmaster who has overall responsibility to prevent these unsafe practices, even by law.

The most important issue is last. We are talking about fatigue as tiredness or overtiredness, affecting maritime safety. No word is said about the health effect on seafarers. Studies have shown that continued overtiredness leads to fatigue. It means that the fatigue issue is used wrongly. Tiredness or overtiredness is a phenomenon that seafarers know for years. Passing a Suez or Panama Canal means a hectic period for the crew, mainly the captain. Thereafter there is mostly a long period at sea where everybody can recover.

But there are other circumstances when the few crew on board have to be on standby for weeks, with one port of call after the other, causing the crew to be over-exhausted. This goes on for weeks, sometimes months. Then the fatigue issue becomes a reality, causing health problems to the seafarers involved. Reported are brain damages and changes of character which persist after the active period. Examples can be found of the owners and crew of inland barges in Europe, who sometimes invest several million Euros in new ships. They have to make 24 hours of active duty a day to recover the money invested. This causes severe cases of fatigue which result in early burn-outs and seriously affects safety on the inland waterways of Europe.

We look at IFSMA to tackle this health effect during IMO meetings. There is discussion on maritime safety, caused by fatigue. Is this health aspect ever highlighted at meetings or are we too much involved in other issues?

ANNEX 3

NEW SUBJECTS UNDER DISCUSSION AT THE NAUTICAL INSTITUTE

C J Parker OBE FNI Director of Publishing

I would like to start by thanking the President and members of IFSMA for inviting me to address your Annual Assembly. I have a long and supportive relationship with IFSMA and was part of the drafting group responsible for drawing up your constitution in The Netherlands as long ago as 1973

My task in this short introduction is to inform you of a number of developments taking place in The Nautical Institute which have a direct bearing on the work of shipmasters. I will not claim that we have all the answers, and look forward to a good discussion where your expertise can be applied in pursuit of improvements.

Tug Use Offshore

Los Angeles and the Western seaboard is the area where the highest seamanship skills are practiced on a daily basis by the tow-masters engaged in a very specialised trade. Two American masters have just completed an extraordinarily informative book on the methods and techniques used to tow barges up and down the coast (barges are now approaching 20,000dwt) often in severe and difficult weather conditions.

The book does not aim to break new ground in terms of, for example, tug design or new equipment. What it does do is document, for the first time, safe practices which have been developed over the last century and passed on through teaching on the job and experience. The Coast Guard now requires formal qualifications from May this year, and the towing business continues to expand at a strong rate.

The scale of operation makes it imperative that all officers have a technical and theoretical understanding of the forces under their control. Senior masters are now required to act as 'Designated Examiners' to ensure that trainees carry out and can demonstrate their seamanship skills. These masters need to be able to fully articulate the evolutions they expect their trainees to perform.

To make this system work there needs to be a practical text book and that is what the two brothers George and Grant Livingstone have achieved. We are launching this book Tug Use Offshore during the first week in May and I will have pleasure in presenting a copy to the President of IFSMA and a further copy for the library. Members of IFSMA who want or need to know more about this subject will be entitled to a discount of 20%

A Mariners Guide to Mooring

It was the Harbour Masters who first raised the alarm. In an international survey they demonstrated recently that a significant number of accidents and injuries both to seamen and tug crews were caused during mooring operations. The problem has been made worse with the introduction of high powered tractor tugs and there has been a significant increase in the structural failures of mooring equipment because of the high bollard pulls exerted.

To address this issue and to bring mariners up to date with new rope and wire technology, good mooring practices and equipment maintenance the Institute is preparing a practical

guide for ships' officers We are grateful for the support of IFSMA in this project and we will be asking masters to referee the text to ensure it is relevant and useful.

Maritime Security Pocket Book

The ISPS Code has presented most ships with an added burden and feed back received in the Institute reveals that few companies have made available any additional resources to meet the demands of the Code. It is however a reality and the task is to provide the best security with the resources which are available.

This practical hand book is written by Stephen Jones who has worked as a maritime security consultant, assessor, and auditor. He is also an ex mariner and knows only too well the strictures imposed on ships by the Code but also the threats they face from piracy, drugs, theft and terrorism.

The book provides good sound advice, but is also well researched and the case studies of incidents demonstrate that we all have to take some responsibility for our own security. The book looks at security on board, in ports, and examines the legal and commercial implications faced by companies and individuals in this security sensitive world. We believe this book will interest IFSMA members and again will offer 20% discount.

Managing Collision Avoidance

This subject was first raised by Captain Francois Bailod who, as well as being a member of the Council of The Nautical Institute was also an active IFSMA member before his untimely death through cancer at a far too young age. As a cape-size bulk carrier master he was becoming concerned by the lack of discipline with respect to collision avoidance found at sea. He initiated through us a world wide survey amongst seafarers to investigate the deterioration of standards and the results were revealing. Whereas 20 years ago the main concern was 'failure to keep a lookout', in this survey the most severe complaint was 'complete disregard for the Rules'. I am sure this will have resonance with many shipmasters at the Assembly.

With this result one would expect collisions to be increasing in number but statistically the P&I Clubs can demonstrate that the number of collisions is in fact going down (though the costs of the damage and pollution resulting from collisions has gone up). How can this be? The answer was to be found in a recent Swedish P&I Club survey which demonstrated that mariners are leaving collision avoidance manoeuvres until the last minute and choosing too close passing distances. This is probably because of the perceived accuracy of the modern ARPAs

To counteract this tendency there needs to be well defined collision avoidance techniques which can be taught in colleges and implemented on board. The problem with the current arrangements is that students are only tested on their knowledge of the rules and not how to manage safely collision avoidance encounters. Bringing the bridge more into the classroom is a major part of the reason for this book.

I am currently writing this book with Captain Gilbert Lee who is a containership master and simulator instructor. Again, we would welcome IFSMA masters acting as referees to make sure the text properly supports the command function.

I look forward to discussing with you in more detail aspects of this wide ranging programme when we meet in San Pedro in May.

ANNEX 4

Secretary General's Supplementary Report

Since the printed Secretary General's Review IFSMA has attended the following IMO and or ILO meetings:-

The Sub-Committee on Radio Communication and Search and Rescue, (COMSAR) 10th session: 6th – 10th March 2006, 2nd Session of the IMO/ILO Joint *Ad Hoc* Expert Working Group on the Fair Treatment of Seamen: 13th to 17th March 2006., The Marine Environment Protection Committee (MEPC) 20th to 25th March 2006; the Sub-Committee on Bulk Liquids and Gases (BLG) 10th session: 3rd – 7th April 2006, and the Legal Committee, 91st session 24th to 28th March 2006

On the 8th March 2006, a meeting was held on HQS Wellington with the World VTS Guide Board. IFSMA was represented by the Secretary General.

The Secretary General also attended and gave a presentation on Criminalisation of Seafarers to the *Pynda 35* Seminar

On March 25th the Missions to Seaman celebrated their 150th anniversary at a service held in Westminster Abbey; The Secretary General represented IFSMA at this Service.

The Secretary General also represented IFSMA at the fifth and final NI/IFSMA Command Seminar for 2005/6 held in Houston Texas. This command seminar was very well attended and organised. Of particular interest was USA's view point on the highly sensitive oily water separator issue, which has caused a lot of concern for seafarers becoming criminally involved.

IFSMA has also been giving support with others to BIMCO concerning the case of Captain Sakellarios who was arrested unjustly over cargo issues in a Russian port. This case has been handled in a strictly confidential manner without any media interference and has, so far, seen positive moves. A report on this case will be made on the IFSMA log book after its final (hopefully successful) completion.

I would like to refer to the annual review on the *British Enterprise* and remind all Associations to circulate a reminder to make their members aware of the following MAIB recommendations:

- To be aware of the importance of the chart source data, its age, and likely accuracy when operating with limited under keel clearance or in shallow water.
- Of the obligation to report hazards to navigation, including inaccuracies in published charted depth, to the appropriate organisations
- Of the obligation to report to the coastal state if their vessel runs aground, as soon as practical after the event

To consider carefully the inherent dangers before ballasting any vessel that has run aground.

Some important Issues recently discussed at the IMO and ILO Meetings

COMSAR*Long-Range Identification and Tracking*

The proposed draft SOLAS regulation on LRIT, which will be considered by the MSC for adoption, foresees:

- a phased-in implementation schedule for ships constructed before the date the proposed new regulation would enter into force;
- exemption of ships operating exclusively in sea area A1 from the requirements to transmit LRIT information since such ships are already fitted with AIS;
- the various functional requirements for LRIT;
- the circumstances during which a ship can switch off LRIT; and
- which authorities may have access to LRIT information.

The LRIT system architecture will consist of a number of LRIT Data Centres (National, Regional, Co-operative, or International) which interface and exchange information with each other through an International LRIT Data Exchange and which provide LRIT information to the LRIT Data Users (Contracting Governments and Search and rescue services) who opt to use their services.

Passenger ship safety

Draft amendments to SOLAS chapter III on recovery arrangements for the rescue of persons at sea were agreed, for submission to the MSC. The draft amendments would state that all SOLAS ships must be equipped to recover persons from the water and/or survival craft and rescue craft, and give functional requirements for achieving this.

Exchange of medical information - draft circular agreed

COMSAR agreed a draft MSC circular on Guidance on exchange of medical information between tele-medical assistance services (TMAS) involved in international SAR operations. The circular provides a common form to facilitate the transfer of all available and relevant medical information between TMAS, MRCCs and ships

Criteria for provision of communication systems in the GMDSS - revision agreed

The proposed revisions note the decision of the MSC that the International Mobile Satellite Organization (IMSO) is the appropriate organization to carry out the required oversight of mobile-satellite services for the GMDSS. The revised resolution sets out the following general procedure:

- (a) IMO establishes the regulatory regime, via the revision of resolution A.888, which states that IMSO evaluates and approves satcom companies to participate in the GMDSS, undertakes the oversight on a continuing basis and keeps IMO (MSC) informed;

(b) the Company applies - through its Government - to IMO. The application is reviewed by the MSC - which has a general discussion of principles and policy issues only - and forwards the application to IMSO; and

(c) IMSO verifies the information provided and evaluates the application (the process is open and transparent with IMO and the sponsoring Government involved as Observers), decides on the acceptability of the applicant (based on criteria established by IMO in the revised resolution A.888) and, if appropriate, recognizes the applicant's services and conducts ongoing oversight. IMSO is also responsible for ensuring compliance - including any resulting enforcement procedures.

Tsunami warning system

The architecture of the Indian Ocean Tsunami Warning and Mitigation System (IOTWS) was based on the establishment of national tsunami centres capable of issuing warnings in each of the participating countries through radio and TV broadcast and, possibly, mobile phone services. Between May and September 2005, national assessments of 16 countries in the vicinity of the Indian Ocean were conducted to identify capacity building needs and support requirements for the establishment of an Indian Ocean Tsunami Warning System (IOTWS). By July 2006 it is intended that an initial system will be operating utilizing 28 additional tide gauges and 25 seismic stations will be in place, together with the first three out of 60 planned open ocean buoys and updated communication facilities for data and warning exchange.

It was recognized that in respect of the threat to shipping, a tsunami poses a significant risk only to those ships in shallow waters and in port areas; ships in port are not required to maintain watch on GMDSS communications equipment, consequently a separate system for promulgating warning messages needs to be established within each port; and tsunami warnings need to be sent to those ships most at risk in a rapid manner.

The IMO/ILO Joint *Ad Hoc* Expert Working Group on the Fair Treatment of Seafarers and The Legal Committee

The working group followed the ILO structure rather than the normal proceedings of an IMO working group. That is to say that the actual working group consists of sixteen members, namely eight administrations representing the flag States, four delegates representing the trade unions and four delegates representing the ship-owners. The unions and the ship-owners are jointly referred to as the social partners. Other administrations and NGOs attend and can express their views but carry no vote.

When the meeting started there were three draft proposals submitted; the joint social partner's proposal, the USA's proposal and IFSMA's proposal. IFSMA's draft guidelines appeared in the annex to the submission that concentrated on principles of importance:

(a) the prompt release of seafarers and to preclude unwarranted constraints on their freedom consequent on a maritime accident, and

(b) shared responsibility of the ship-owners and States, severally and jointly, for the welfare of seafarers (and their families) involved in maritime inquiries, investigations or examinations."

After a heavy week of debate guidelines were drafted and briefly may be described as follows:

Port or coastal states should take step to ensure that investigations are conducted with speed, civility and full regard to seafarers' legal and human rights and their special position in the jurisdiction in which they find themselves in. References are made to rights of individuals and duties of governments under the Vienna Convention on Consular Relations, MARPOL 73/78, the IMO Code for the Investigation of Marine Casualties and Incidents.

The obligations of flag states were enumerated and consist mainly, in relation to fair treatment of seafarers, by assisting (when not conducting their own casualty investigation) other states and to facilitate fair treatment of seafarers serving on ships flying that state's flag. The seafarers' state has similar moral, if not legal, obligation to assist seamen who are its nationals or have rights of residence in the country.

Guidelines for ship-owners and for seafarers were the most difficult to frame. The former were concerned about protecting their legal position as owners of property and obligations under contract/s as well as exposure to costs of welfare items for seamen detained in foreign ports. The trade unions' chief concern was to protect seamen from exposing themselves to criminal processes by making statements without legal advice and not being familiar with rights to silence and self-incrimination.

In the end, a rather minimalist approach to the fair treatment problem prevailed. That is not to deny the almost universal desire to treat seamen fairly in investigative processes, but finding the solution cannot be done before we thought through what the guidelines are really for. The variety and importance of circumstances for governments that trigger maritime investigations that involve or affect seamen cannot be reflected in a 'one fits all' document, whether in form of guidelines or mandatory instrument. 'Horses for courses' is also true for investigations following maritime accidents, because some have more personally harmful or undesirable consequences for seamen and the ship-owner than others. More work will have to be done in the future and it may be necessary to have separate rules governing each party. Hopefully, the Joint Working Group will remain in existence to monitor the fair treatment of seafarers.

Jumping forward to the Legal Committee (LEG), 91st session held on the 24-28 April 2006 the above guidelines were adopted. These Guidelines will also be submitted to the ILO Governing Body, which meets in June, for adoption.

The Guidelines recommend that they be observed in all instances where seafarers may be detained by public authorities in the event of a maritime accident.

Speaking at the close of the Legal Committee meeting, IMO Secretary-General Efthimios E. Mitropoulos told delegates: "The adoption of guidelines on fair treatment of seafarers has marked a highlight of this session. By doing so, delegates were able, in a genuine demonstration of the IMO spirit of co-operation and compromise, to take the collective decision that it was vital to promulgate these guidelines by consensus and as soon as possible and so to send a clear signal to seafarers around the world that it is the wish of the IMO family that they should be treated fairly. I am sure it will be appreciated by the maritime community at large and the seafarers in particular."

Member Governments are invited, in the resolution, to implement these guidelines as from 1 July 2006

In other work, the Legal Committee moved a step closer towards completion of the draft text of the new convention on the removal of wrecks. Once adopted and in force, the new convention will provide the legal basis for States to remove, or have removed, from their EEZs, wrecks that may pose a hazard to navigation or, because of the nature of their cargo, to the marine and coastal environments, or to both. The new convention will also safeguard the rights and specify the duties of owners of wrecked ships to remove them by their own means, or with the assistance of salvors.

It is intended to hold a diplomatic conference to adopt the new convention in 2007.

MARPOL

Adoption of amendments to MARPOL

The MEPC adopted a number of amendments to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

MARPOL Annex IV amendments Prevention of pollution by sewage from ships

The amendment to MARPOL Annex IV adds a new regulation 13 which states that a ship, when in a port or an offshore terminal of another Party, is subject to inspection by officers duly authorized by such Party concerning operational requirements under the Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by sewage.

Revised sewage standards ready for adoption

Revised Guidelines on implementation of effluent standards and performance tests for sewage treatment plants were finalized by the BLG Sub-Committee.

The revised guidelines are intended to replace the Recommendation on International effluent standards and guidelines for performance tests for sewage treatment plants adopted by resolution MEPC.2(VI) in 1976, and will be submitted to the Marine Environment Protection Committee (MEPC) for adoption.

Revised regulations for the prevention of pollution by sewage, contained in Annex IV of MARPOL 73/78, entered into force on 1 August 2005.

Amendments to BCH Code

Amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) were adopted as a consequence of the revised Annex II of MARPOL 73/78 and the amended International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code), which are expected to enter into force on 1 January 2007. Also adopted were the revised *Guidelines for the provisional assessment of liquids transported in bulk*. In this context the Committee urged industry, in particular the chemical industry, to provide information on the revision of List 2 of the MEPC circular which contains pollutant-only mixtures based on section 5 of the revised Guidelines.

South Africa Special Area

The MEPC agreed to the designation of the southern South African sea area as a Special Area under MARPOL Annex I and approved the draft amendment in respect of the Special Area to regulation 1(11) of the revised MARPOL Annex I. The draft amendment will be circulated for consideration with a view to adoption at MEPC 55 in October 2006.

Harmful aquatic organisms in ballast water

The MEPC adopted the *Guidelines for approval and oversight of prototype ballast water treatment technology programs* (G10), which are part of a series of guidelines developed to assist in the implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), which was adopted in February 2004.

MEPC approved two circulars aimed at assisting implementation of MARPOL Annex VI:

1. The MEPC Circular on *Bunker Delivery Note and Fuel Oil Sampling*, to clarify how to comply with regulation 18, which places requirements on ship owners and fuel oil suppliers in respect of bunker delivery notes and representative samples of the fuel oil received and on Parties to the 1997 Protocol to regulate the bunker suppliers in their ports. The circular urges all Member States, both Parties and non-Parties to the 1997 Protocol, to require fuel oil suppliers in their ports to comply with the requirements and to raise awareness of the necessity to enhance implementation and enforcement of regulation 18 of Annex VI.
2. The MEPC circular on *Notification to the Organization on ports or terminals where volatile organic compounds (VOCs) emissions are to be regulated*, which notes that regulation 15 of Annex VI requires Parties to inform the Organization of their intention to introduce requirements for the use of vapour emission control systems and to notify the Organization of ports and terminals under their jurisdiction where such requirements are already in force.

Port reception facilities database

The Internet-based Port Reception Facility Database (PRFD) went live to the public on 1 March 2006, as a module of the IMO Global Integrated Shipping Information System (GISIS) <http://gis.imo.org/Public/>. The database provides data on the available port reception facilities for the reception of ship-generated waste and is designed to allow Member States to update it via a log-in password, and to allow the public access to all the information on a view-only basis.

The Committee urged all Parties to the MARPOL Convention, particularly port States, to fulfil their treaty obligations to provide reception facilities for wastes generated during the normal operation of ships.

Revised guidelines for handling oily wastes

The MEPC approved the *Revised Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS)*. A draft MEPC circular on the *Harmonized Implementation of the Revised Guidelines and Specifications for Pollution Prevention Equipment for Machinery*

Space Bilges of Ships adopted by resolution MEPC.107(49), which provides guidance concerning specifically the type-approval process with the aim of ensuring that realistic on-board operating conditions are taken into account during the tests, was referred to the DE Sub-Committee for further consideration.

Review of MARPOL Annex VI and the NOx Technical Code

It is widely acknowledged by scientists and marine engine manufacturers that different technology improvements now exist that will enable significant improvement over the existing emission standards found in the current MARPOL Annex VI, especially for new engines, while leading manufacturers have revealed that significant emission improvements can also be achieved in engines manufactured before 2000 through valve upgrades and other adjustment procedures that are feasible through routine maintenance of the engines.

BLG

The following ballast water convention guidelines were agreed for submission to the MEPC for adoption:

- Sediment control on ships,
- Ballast water exchange design and construction standards,
- Additional measures including emergency situations and
- Designation of areas for ballast water exchange

The above is not an exhaustive list and more details of the work done by IFSMA's attendance at IMO and ILO are given in the Logbook available on our web site.