

INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATIONS



33RD ANNUAL GENERAL ASSEMBLY

ANTWERP, BELGIUM, 24-25 MAY 2007

MINUTES AND ANNEXES

Annex 1	AGA Resolutions
Annex 2	The Administrative Workload on Board Merchant Vessels
Annex 3	Blackouts and Other Deficiencies

33rd AGA Proceedings PART B

With the Compliments of
The Secretary General

202 Lambeth Road, London SE1 7JY

Tel.: +(44) 20 7261 0450

Fax.: +(44) 20 7928 9030

Email:HQ@ifsma.org

Web Site: www.ifsma.org

MINUTES OF THE 33rd ANNUAL GENERAL ASSEMBLY

Antwerp, Belgium

The 33rd Annual General Assembly was held in the Radisson SAS Park Lane Hotel, Antwerp, Belgium on Thursday 24th and Friday 25th May 2007 at the invitation of the Royal Belgian Seamen's College (KBZ).

LIST OF DELEGATES

EXECUTIVE COUNCIL

Captain Christer Lindvall (Sweden)	President
Captain Jerome Benyo (USA)	Vice President
Captain Mark Dickinson (UK)	Vice President
Captain Bjorn Haave (Norway)	Vice President
Captain Petr Osichansky (Russia)	Vice President
Captain Patrick Vigneron-Larosa (France)	Vice President
Captain Willi Wittig (Germany)	Vice President

MEMBERS ASSOCIATIONS

Captain Axel Annaert	Belgium (KBZ)
Captain Patrick Blonde	Belgium (KBZ)
Captain Eddy Bruyninckx	Belgium (KBZ)
Captain Jef Cuyt	Belgium (KBZ)
Captain Francois de Meulder	Belgium (KBZ)
Captain Carmen Dewilde	Belgium (KBZ)
Captain Frederic Decaluwe	Belgium (KBZ)
Captain Jacques D'Have	Belgium (KBZ)
Captain Andre Dubetz	Belgium (KBZ)
Captain Roger Ghys	Belgium (KBZ)
Captain Justin Gleissner	Belgium (KBZ)
Captain Jean-Philippe Gobillon	Belgium (KBZ)
Captain Yves Goossens	Belgium (KBZ)
Captain Henri Hauchart	Belgium (KBZ)
Captain Jean-Paul Lechat	Belgium (KBZ)
Captain Chris Lefevere	Belgium (KBZ)
Captain Claude Maerten	Belgium (KBZ)
Captain Dirk Martens	Belgium (KBZ)
Captain Lelo Mbenza	Belgium (KBZ)
Captain Guy Mintiens	Belgium (KBZ)
Captain Marc Nuytemans	Belgium (KBZ)
Captain Alain Pels	Belgium (KBZ)
Captain Cyrille Pissierssens	Belgium (KBZ)
Captain Marc Proost	Belgium (KBZ)
Captain Philippe Reinkin	Belgium (KBZ)
Captain Armel Roland	Belgium (KBZ)

Captain Paul Schmitz	Belgium (KBZ)
Captain Alfons Staelens	Belgium (KBZ)
Captain Marc Van Peel	Belgium (KBZ)
Captain Dieter van Belle	Belgium (KBZ)
Captain Davy Vanderplasschen	Belgium (KBZ)
Captain Hugo Vermoesen	Belgium (KBZ)
Captain Peter Vierstraete	Belgium (KBZ)
Captain Dimitar Dimitrov	Bulgaria (BUSMA)
Captain Georgi Petrov	Bulgaria (BUSMA)
Captain Peter Turner	Canada (CMMC)
Captain Carlos M. Beth	Chile (Nautilus Chile)
Captain Andreas Michael	Cyprus (CMMA)
Captain Jens Fage-Pedersen	Denmark (DNA)
Captain Pekka Partanen	Finland (FSOU)
Captain Thierry Rossignol	France (AFCAN)
Captain Georges Havelka	France (ACOMM)
Captain Patrick Vigneron-Larosa	France (ACOMM)
Captain Georges Verdier	France (ACOMM)
Captain Willi Wittig	Germany (VDKS)
Captain Evalds Gramatnieks	Latvia (LSMA)
Captain Eriks Umbrasko	Latvia (LSMA)
Captain Steven Cross	Netherlands (GlobalMET)
Captain Ed Sarton	Netherlands (Nautilus NL)
Captain Marcel Van den Broek	Netherlands (Nautilus NL)
Captain Fredrik van Wijnen	Netherlands (NVKK)
Captain Bjorn Haave	Norway (NMOA)
Captain Hans Sande	Norway (NMOA)
Captain Petr Osichansky	Russia (FESMA & ExCo)
Captain J Francisco Garay	Spain (AVCMM)
Captain Jose Pagoaga	Spain (AVCMM)
Ms. Marie Halvdanson	Sweden (SSOA)
Captain Christer Lindvall	Sweden (SSOA & ExCo)
Captain Folke Nihlen	Sweden (SSOA)
Captain Jeanette Nihlen	Sweden (SSOA)
Captain Mark Dickinson	UK (Nautilus UK)
Captain Allan Graveson	UK (Nautilus UK)
Captain Jerome Benyo	USA (CAMM & ExCo)

INDIVIDUAL MEMBERS

Captain Francois de Meulder	Belgium (Ind Mem & KBZ)
Captain Sudhir Subhedar	India (Ind Mem)
Captain Mehrshad Taher Parvar	Iran (Ind Mem)
Captain Boris Dunaevsky	Latvia (Ind Mem)
Captain Jan Baaij	Netherlands (Ind Mem)
Captain Bjorn Haave	Norway (Ind Mem & NMOA & ExCo)
Captain Raffat Zaheer	Pakistan (Ind Mem)
Captain Nicholas Cooper	UK (Ind Mem)
Captain Colin Evans	UK (Ind Mem)
Captain David Patraiko	UK (Ind Mem)
Captain Jerome Benyo	USA (Ind Mem & CAMM & ExCo)

SECRETARIAT

Captain Rodger MacDonald
Captain Paul Owen
Mrs. Roberta Howlett

Secretary General
Assistant Secretary General
Administration Officer

Welcome address by Baron Leo Delwaide, Honorary President of Port of Antwerp

AGENDA ITEM 1 – Welcome

The **President of the Royal Belgian Seamen’s College (KBZ)**, Captain Alain Pels, opened the General Assembly with the following address:-

Ladies & gentlemen, members, friends, colleagues, esteemed audience in all your respective positions and capacities, good morning.

As President of the Royal Belgian Seamen’s College - your host for the following days - it is for me an honour and a privilege to stand here in front of you, and, in the name of all of the members of my organisation, to extend a warm welcome to all of you attending this 33rd Annual General Assembly here at Antwerp. Your presence here today testifies to your profound sympathy to the IFSMA goals.

In order to set things crystal clear to everybody present, the name of our Association indeed does contain the word COLLEGE; but please rest assured that we have nothing to do with education nor with scholarships. It is just the name of our honourable Association.

I also take this opportunity to thank the numerous sponsors for their generous support, without which we would not have been able to organise this event.

Please allow me to emphasise three items that are a real concern to the Royal Belgian Seamen’s College, and I strongly believe also to IFSMA:

- a) our continuous effort for young marine officers;
- b) our concern about the protection of our marine environment;
- c) our great concern about maritime safety and security, including the recent tendency towards criminalisation of ships’ Masters.

And not least I have the immense pleasure of introducing the guest speaker to you: he is a lawyer, a politician and a professor, and if we take a closer look at his career, most of us would need at least 2 lives to fulfil the same. I am proud to present to you: Leo, Baron Delwaide, who, in Antwerp, in national and even in international maritime circles is an extremely well known charismatic person and an exceptionally gifted multilingual speaker.

Leo Delwaide studied law at the catholic University of Louvain, and obtained his Master of Law in 1962. Until 1996 he was a practising lawyer at the Antwerp Bar Association, and even became a Doctor of Law in 1986 with a thesis on the arrest of seagoing ships.

He was also:

- Honorary Substitute Judge in the Civil Court at Antwerp
- Professor of Maritime Law and Transport Law at the University of Antwerp (UFSIA)
- Senior Lecturer on Maritime Law at the University of Brussels (ULB)

- Former President of the Chamber of Appeal of the Central Commission of Rhine Navigation at Strasbourg.

On January 1st 1995, a member of the Antwerp City Board, Baron Delwaide became Alderman of the Port. Two major contributions will remain linked to him:

- a) the establishment of an autonomous Port Authority,
- b) the construction of the Deurganck dock, doubling Antwerp's container handling capacity.

He was President of the Antwerp Port Authority since its constitution in 1997, he also was since January 2001, First Deputy Mayor of the City of Antwerp, in charge of the Port and Diamond trade. Under his chairmanship the Port of Antwerp continued to grow and is today the 2nd most important European port, and ranked the 11th container-port in the world.

After more than 12 years, at the end February 2007, he resigned his commission and retired officially from active political life.

Ladies and gentlemen, I give you Leo Baron Delwaide, Mr. Delwaide, the floor is yours - ...

Baron Delwaide then addressed the General Assembly, with emphasis on the duties and the importance of shipmasters, and he welcomed delegates to Antwerp.

The **IFSMA President**, Christer Lindvall, then addressed the General Assembly. Please see the IFSMA Annual Review 2006-2007 publication for the text of his address.

AGENDA ITEM 2 – Adoption of Agenda

The **President** notified some minor amendments. Finishing time on the first day would be 1630 at the latest to allow time to change for the evening events.

Agenda item 15 would be moved to agenda item 20, to allow more time to read background information. Agenda item 15 would now be a video presentation.

Fredrik Van Wijnen requested 15 minutes time to present a paper on Ship Blackouts; this would be agenda item 19.

With these amendments the Agenda was adopted.

AGENDA ITEM 3 – Adoption of Minutes to 32nd Annual General Assembly and Matters Arising

The Minutes of the 32nd Annual General Assembly held in San Pedro, Los Angeles, California were adopted without comment.

Under matters arising, the President announced that the proposed amendments to the Statutes had been circulated in good time; this was to change the number of Vice Presidents from 5 to 7. He asked if there were any comments, none were raised. He then announced that the amendments were adopted and instructed that the Statutes be amended accordingly.

AGENDA ITEM 4 – Establish Drafting Groups

The **President** remarked that he found it very useful to have good Resolutions. He announced that the Executive Council had decided to establish a drafting group and Mark Dickinson had agreed to chair it. It was agreed that the drafting group would also comprise Captains: Bjorn Haave, Fredrik van Wijnen and Jerome Benyo.

AGENDA ITEM 5 – Secretary General’s Report

The **Secretary General** went through his main report, a summary of which is reproduced in the IFSMA Annual Review 2006-2007, his full report is available for download from the IFSMA Website at “www.ifsma.org”.

In addition, since his report had gone to press, he had attended the CAMM AGM in Puerto Rico, where, amongst other things, the focus was on the Zim Mexico III incident which was considered in depth. He also attended the Nautilus UK Biennial General Meeting in Liverpool. He then presented a report on the revision of STCW to the International Association of Maritime Institutions to solicit feedback on what they see as ways of improving STCW.

There had also been two further IMO Sub-committee meetings, on the Bulk Liquids and Gases (BLG) and Stability and Load Lines and on Fishing Vessels Safety (SLF) on which he reported.

He referred to an item from SLF concerning small fishing vessels and reminded the audience that this had been the subject of an IFSMA Resolution at the last AGA. He remarked how sad it was that the Torremolinos Convention had still not been implemented due to too few countries ratifying the Convention and still around 24,000 lives were lost annually in the fishing industry. He continued by saying that IFSMA is working to improve safety for the fishing industry and will be present at the forthcoming ILO Meeting in June where Fishing Vessel safety will be discussed.

He pointed out that at IMO meetings it is not just in the many Plenary Sessions we need to have a presence but also the Working and Drafting groups where much of the ground work is done. He thanked those who had supported IFSMA at these important meetings and in particular Bjorn Haave.

Looking ahead to the rest of this year and 2008 he requested support for the rewriting of the IFSMA Policy Document. The draft revision will be presented to the 2008 AGA. Some of the changes we are already considering include fatigue, safe manning issues, Certificates of equivalent competency. What we think about revalidation of Certificates and refresher courses. The ISPS Code had been introduced since the last edition of the Policy Document was published so needed to be included, similarly the ISM Code policy may need to be looked at. Seafarers’ ID Cards – what were our views on these? Maritime Labour Conventions Certificates on compliance: Stowaways are another subject to review. The Policy Document will be made available on the IFSMA Website in MS Word format for download and amendment.

He reported that we are trying to make people around the world more aware of IFSMA, and the new style of the Annual Review publication is part of this process. This was produced in

cooperation with the team that produces the Safety at Sea journal. He requested feedback on this publication. How would you like to see it improved?

He concluded by saying that our aim was to have more Members as our strength is from our membership. Our Masters today are taking on ever more responsibility and IFSMA has to be there to support them.

The **President** thanked Rodger MacDonald for his report. He added that the manning of the navigating watch with three watchkeeping officers was, in his experience, supported by ship owners, however, it needed to be internationally agreed before they would implement it. There followed a brief discussion on this topic which covered such issues and sufficient accommodation on more recently built vessels. The link between two watchkeeping officers, fatigue and accidents such as collisions and groundings...

Ed Sarton, shared this concern on manning levels, and the link between manning and fatigue, accidents and fatigue. As for 'goal based regulation', many owners believe that means 'no regulation', we have to be careful we don't want that; he supported a minimum of 3 navigators.

SecGen, other things to consider besides navigating, don't just consider hours of watch, and ignore other duties and circumstances.

Bjorn Haave supported the need for the important requirement of three navigating officers. In recent cases of grounding in Norway many could be attributable to fatigue. The most important thing is to have a master plus two navigating officers. The shipowners are aware of these issues and recognise that the manning level is too low, he recommended that the emphasis should be placed on safety rather than manning.

President. Many Governments are now supporting IFSMA with this call for increased manning and he was hopeful that standards could be improved.

Fredrik van Wijnen wished to make clear that if the AGA agrees on this manning principle we have to be practical and realistic.

Bjorn Haave, added that ECDIS training is very important. He found it very strange that the Shipowner associations oppose this proposal at IMO and IFSMA should push for this to be included.

SecGen replied that the owners appear to oppose anything that will cost them more in training. He continued that if Security Officer Training was included in the syllabus, within a few years every new officer would have received such training automatically at no additional cost.

Bjorn Haave concluded that firstly, it was important that we have our voice heard nationally as well as internationally and secondly, that when important issues are on the agenda at IMO IFSMA must be represented in the relevant working/drafting group or other sessions.

The **President** reiterated that the Policy Book was very important in enabling members to lobby their national administrations and others so that everyone can speak about the IFSMA Policies and not give just personal opinions.

Dimitar Dimitrov explained how difficult it was these days to receive continued training on board ship due to the pressures from low numbers of watchkeepers and watchkeeping duties which made in board training very difficult.

SecGen replied that the Indian delegation to IMO had recently proposed that there should be provision for training officers on board ship, however, so far this has not received much support.

Jef Cuyt of KBZ announced that a special celebratory Pen would be presented to every delegate during the coffee break; this announcement was received with much applause.

After the morning coffee break the President presented a Certificate of IFSMA Association Membership to the new Member, the Council of Master Mariners of Canada, represented by Captain Peter Turner.

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. He reported that on 31st December 2006 IFSMA was worth £93,859.83. From the Profit and Loss account it was shown that income for the year exceeded the budgeted amount by more than £17,000, he explained that this was mainly due to two large Association Members joining without an immediate reduction in subscriptions. Expenditure exceeded the budgeted amount by £8,500, and he explained the reasons for this.

Andreas Michael asked if it was possible to receive financial assistance from IMO or others. The **President** replied that it was usually the other way around, although he explained that IFSMA had been most fortunate in the past with Roger Clipsham, the previous Secretary General, who had carried out paid missions for IMO and contributed the proceeds to IFSMA. *The President agreed that the Executive Council would include on its future agenda the subject of funding financial assistance for shipmasters in special need of help.*

The **President** read out the Honorary Auditor’s report. This is reproduced in the Part A publication.

The Secretary General’s Report, the Honorary Treasurer’s Report and the Honorary Auditor’s Report were all agreed and adopted.

AGENDA ITEM 7 – Appointment of Honorary Auditor

The **President** reported that Colin Evans had informed him that he was willing to continue as Honorary Auditor. Colin Evans was reappointed as Honorary Auditor for 2007.

AGENDA ITEM 8 – Budget and Subscriptions 2008

The **Secretary General** presented the Budget and explained the assumptions that had been made in his proposed Budget for 2008. There were no proposed changes to subscriptions. Following circulation of the Budget it was approved by the General Assembly.

AGENDA ITEM 9 – Safety of Large Passenger Vessels**Presented by Allan Graveson, Senior National Secretary, Nautilus UK**

See Annual Review for abbreviated paper and IFSMA website for full paper.

Thanking Allan Graveson for his very important and interesting paper, the **President** requested everyone should take notice of the important issues raised and to use them in the future work with, for example, IMO.

Peter Turner added that one situation not covered in the paper is where a passenger ship is in port and the passengers need to evacuate ashore, in general there are always two means of access to the vessel, but where there are 3,500 passengers and 1,200 crew another access way will be required. **Allan Graveson** replied that with the increased security regime now in force there may not even be two gangways available to passengers; where there is another it will likely be restricted to storing and other housekeeping duties; in an emergency the passengers could be directed to these housekeeping gangways as well. The **President** commented there could be ‘float off’ modules incorporated into the ship design. **Secretary General** asked how much thought is given to these types of emergencies and suggested that the answer is not much.

Georges Havelka reminded the Assembly that his Association had made proposals some years ago to improve stability standards and suggested that the existing standards need to be improved. **Allan Graveson** replied that in the UK some work had been done on High Speed Craft stability which revealed that in some cases stability is woefully inadequate. He agreed that we do need to look at stability and that the goal based approach could help but is open to abuse. **Willi Wittig** raised the crew training requirements which he believed were not good enough with on occasions some crew being on board who have not received any training at all even to meet the present STCW requirements. For Crowd and Crisis Management training, he said to try and imagine if the onboard training officer had to carry this out in addition to his other duties. **(KBZ)** Asked about the provision of immersion suits for passengers. **Allan Graveson** replied that we should perhaps move away from lifeboats and liferafts to more novel systems for evacuation. He quoted a recent situation in Southampton when upon the arrival of one passenger ship 200 wheelchairs were ordered to assist passengers with disembarkation. Pod design, escape pods or other systems should be incorporated at the build stage. He stated that attempts to help 5,000 passengers into immersion suits on the ship would never succeed. He concluded by saying that the existing prescriptive requirements for the safety of passengers on large passenger vessels could not succeed.

The **President** asked the General Assembly if they wanted a Resolution in support of this subject, this was agreed.

Exchange of Commemorative Wall Plaques between KBZ and IFSMA.

Prior to Agenda Item 10, Christer Lindvall, called upon the President of KBZ, Captain Alain Pels, to accept an IFSMA Plaque to commemorate this important event in Antwerp. In return Alain Pels presented IFSMA with a KBZ Plaque which was accepted by the President of IFSMA, Captain Christer Lindvall.

AGENDA ITEM 10 – Administrative Workload on Board**Presented by Carmen Dewilde, Vice President, KBZ**

On conclusion of the presentation the **President** posed the question, what can we do to lighten the administrative burden/workload of the officer? He requested a discussion on this topic.

Bjorn Haave, said the Norwegian Government was working on this same problem He was involved on this last Friday afternoon so it is a very hot topic both for him and the Norwegian Government. He complimented Carmen De Wilde on the list of items in her paper which he found very helpful. Regarding the shipowners and shipmasters being on the same side, the top brass in the company may not understand the situation even if their staff in the office do. **Carmen Dewilde** replied that in her office all staff at all levels are required to gain familiarisation on their ships. **Bjorn Haave** agreed that an additional administrative officer would need to be trained as a normal ship's officer and could take on many important administrative duties including security and communications.

Mark Dickinson reported how interesting he found the presentation and added that on a personal perspective he thought that the challenges have to be faced and seen as opportunities. The greater value we can add to the on board management system, the greater value we are to the shipowners. So that if any additional on board tasks are proposed in the future we should say – yes we can do that but give us the resources. He also supported Bjorn Haave on the need for additional crewmembers on board and agreed that this person should be a qualified officer. He concluded by saying that this subject could also form the basis of an important AGA Resolution.

Fredrik van Wijnen asked if the author also took emails into account, not only do they send emails from ashore, but on large passenger vessels, also within the ship. (**Carmen Dewilde** confirmed that she had taken this into account.) He continued by reminding the Assembly that the EU is working on the MarNIS concept where a lot of the communications will come from one 'window', also behind these documents there are people working, so if one removes the need for the documents many people will lose their jobs. **Willi Wittig** appreciated that there is someone working in a shipmanagement company who is thinking about the Shipmaster. In the offices there are often people working who have very little experience of sea, so part of the administration workload might also include those working ashore sometimes who do not understand the problems of the Shipmaster and see themselves not of equal standing but as being superior to the Shipmaster. We have STCW as the minimum standard for those working on the vessels STSBOP (Standards of Training for Shore Based Office Personnel) so that they have at least some knowledge of what is going to happen in this industry and they can realise what burden their administrative requirement will have on the Shipmaster. He suggested that this might be included in the proposed Resolution.

Nicholas Cooper, as a serving Shipmaster had heard it being proposed that an Administrative Officer could be a serving second engineer or chief officer in their last months before promotion, he commented that to him that is the ideal Administrative Officer.

David Patraiko, agreed wholeheartedly with all points in the paper. About one year ago IFSMA hosted a conference on fatigue in St Petersburg. It was a day long seminar where the subject was discussed for the whole day where it was concluded that a three watch system

was perfectly adequate for keeping a safe navigational and cargo watch without administration. The difference between fatigued crew and well manned ships was the way the administration was managed. It was concluded at the seminar that perhaps we should look at creating an Administrative Index for ships, which would be done on an audited basis when the ship operator applied to their Administration for a manning certificate. This would take everything into account such as: type of ship, type of trade, frequency of port visits, etc. Once one had the Administrative Index one would then have to assess how one was going to deal with that administrative level. This would also enable PSC inspectors to look at the Administrative Index for a vessel with a high index; they would then be able to assess how this was being handled to avoid excessive fatigue. He concluded that if there was anyone else willing to take this concept forward he would be very pleased to work with them to advance this idea.

Georges Havelka raised a question regarding the Administrative Officer; he needs to have knowledge of all onboard activities, there are many documents on board, over 100 have to be checked for expiry dates and these do not require any special knowledge. The idea of having an extra person on board is not new, he recalled such persons 50 years ago. The Shipmaster spends less than 10% of his time on navigational matters.

Carmen Dewilde replied that she agreed that no special knowledge was required to check expiry dates, and commented that she did not say that having an extra person on board was a new concept, she agreed that many years ago there were clerks carried on board. Regarding the 10% of the Shipmaster's time, she said she would not dare to speculate on this, but did say that all the time he spent on administrative tasks the less time he was able to spend on navigation and other safety related tasks.

(KBZ) Commented that the Administrative Officer must be a person of all seasons and suggested that the legal consequences need to be considered for responsibility when things go wrong. The solution needs more seafarers.

Peter Turner, said that the expectation that the proposed Administrative Officer having the same knowledge as the Master and Chief Engineer was perhaps a little more than could be expected. Training for senior officers doesn't take into account the training interests that are in place in industry ashore, there being few officers who understand the principle behind auditing. What is essential to do is to train senior officers early on in their careers in modern management systems in order that auditing and other things can be carried out quickly. **Carmen Dewilde**, agreed with Peter Turner especially with his comment on the need for management skills.

Willi Wittig, said often interested parties with interests in the maritime industry make reference to the air industry, saying how good the procedures in the air industry are when compared to ours. Although the captain of an aircraft has little administrative work to do during a flight, the amount of administration for air transport is likely more than for ships. So why not try to learn from another industry and see how they have been able to dedicate more than 90% of their time to core tasks. One way might be to bring administrative tasks ashore.

Davy Vanderplasschen, believed in the future we have to go further into the administrative workload and fatigue, also we have to take into account time spent on the handover during crew change. We know on some vessels it can take one minute, on others one week. From his experience it takes over 90% of his time just to hand over administrative aspects.

Carmen Dewilde agreed that we can learn from other industries, not only the air industry but the road transport industry as well. Regarding bringing administrative tasks ashore, she felt that improvements should be made by both sides working together and gave the example of an integrated safety management system where it should be possible to reorganise the work or tasks.

In conclusion of this subject the **President** noted that there is a proposal for a Resolution on this subject. It was agreed that the Drafting group would produce a Resolution.

AGENDA ITEM 11 – Introducing the E-Navigation Revolution

Presented by David Patraiko, Individual Member, Project Director, Nautical Institute

See Annual Review for abbreviated paper and IFSMA website for longer version.

Jem Newton (Fairplay), asked about the time scale for the roll out of the system. **David Patraiko** answered that he had no idea, although the intention was to complete the strategic vision by 2008. Can we define E-Navigation is this plateau or is E-Navigation a concept that goes on? The difference is that if we define in real time and say there is going to be a Phase 1, Phase 2, Phase 3, but that by 2015 we have only reached Phase 1 of E-Navigation. If on the other hand E-Navigation is just seen as a pathway towards greater integration, you might never reach the end. A lot of stakeholders are arguing in different ways and until we reach consensus with the strategic vision he would not like to predict the long term future for E-Navigation.

Fredrik van Wijnen commented that with the MarNIS project it is not the intention to take away any responsibility for navigation from the ship.

Allan Graveson, said that we saw in the 1750s with the invention of a machine, which eventually became known as a chronometer, there was much resistance to grab this technology. In the 1860s with the advent of the steam engine the idea was of including masts and sails in case the engine broke down. Today we have E-Loran to provide redundancy in case GPS breaks down. It is quite right that there is redundancy, the question is how is that redundancy achieved? We are only now starting to get an idea of the systems being developed, and with the rapid development of technology have no idea what is just around the corner. He concluded that we have to grasp these new technologies. **David Patraiko** replied that he is not a technologist, at this stage we are trying to get the user needs down, and the user needs behind a redundant system is that if one system fails we need a seamless transition into another. We already have some redundancy with some satellites, if one satellite goes down hopefully one won't notice. If we adopt the E-Navigation concept then there are already calls for mandatory carriage of ECDIS, if we get this and the whole fleet becomes reliant upon the electronic position fixing coming into an electronic chart, then if there is a single fault such that you lose AIS and/or Galileo at the same time then you need seamless transition to an alternative system so you can continue with safe navigation. We must stay focussed on the user needs.

(KBZ) Remarked that from his experience the future is here today, ECDIS is approved and used today on 17" displays, raster charts systems are used with no paper chart backup, my company says the second officer's chart correction time can now be reallocated. **David**

Patraiko replied that the situation described is very serious, has been raised before at IMO and is unacceptable, the difference between ECDIS and electronic charts are very significant. We don't have firm numbers but about 1% of the fleet have a proper ECDIS and around 60% have electronic charts which are not approved. You can have an approved ECDIS which is not using approved electronic charts. Although the Performance Standard says there has to be a backup, but this is not defined at this time.

The IFSMA-KBZ Annual Dinner was held at the Antwerp City Hall on the evening of Thursday 24th May.

The Pre-Dinner reception was hosted by Mr. Marc Van Peel, Alderman, Port of Antwerp.

The Annual Dinner was hosted by the Royal Belgian Seamen's College (KBZ).

Pre-Dinner address by the President of KBZ, Captain Alain Pels

Mr. Alderman of the Port of Antwerp, Mr. President of IFSMA, distinguished guests, ladies & gentlemen, members, friends, colleagues, esteemed audience in all your respective positions and capacities; it is for me - as the President of the hosting Association - an honour and a privilege to stand here in front of you and to welcome all of you attending this "33rd Annual General Assembly Dinner" here at Antwerp.

I do also seize this opportunity to thank the numerous sponsors for their generous support, without which we would not have been able to organise this event. In particular I would like to thank the mayor, Mr. Patrick Janssen, for allowing us to host this dinner in the (for us) most beautiful City Hall of Belgium, and the Alderman of the Port, Mr. Marc Van Peel, for his kind and generous hospitality.

The reason for gathering here at Antwerp is a simple one: our organisation, the KBZ-CRMB is celebrating its 150th birthday this year! And we wish to share our joy with all of you.

The "Koninklijk Belgisch Zeemanscollege" (KBZ) (in French: College Royal Maritime Belge (CRMB), the Royal Belgian Seamen's College), was founded in Antwerp on 15 November 1857, and continues to exist today as the Belgian Association of Merchant Marine Masters and Officers. As such it can be ranked as one of the oldest Professional Associations in Belgium.

In order to clarify to all the denomination of our Association, I wish to emphasise that although the name of our Association indeed does contain the word COLLEGE, we have nothing at all to do with education nor with scholarships. It's just the name of our honourable Association!

On 9 October 1889, the President of the Association was summoned, together with the Secretary, by His Majesty King Leopold II, to be solemnly informed that, as a token of his Majesty's affection towards Belgian merchant officers, the Association would be placed under his Royal patronage and henceforth would be known as the Royal Belgian Seamen's College.

In 1909, the KBZ decided to publish a magazine for its Members, and in July of that year the first issue of *Nautilus* was published. Since then, the magazine has continued to be published

monthly, with the exemption of the two world war periods, and has grown today into a fully-fledged nautical magazine distributed to all Members, on board all Belgian-controlled vessels, and throughout the Belgian maritime industry. This distribution is thanks to the support of the contributions and sponsorships of Belgian maritime-oriented enterprises.

The active listeners will have noted that our magazine has now existed for nearly a century, which means long before the end of last year, when maritime unions from different countries (U.K , the Netherlands, Chile, e.o.) changed their names to NAUTILUS.

The objective of the KBZ, as mentioned in the Articles of the Association are:

- To support professional development of its Members,
- To protect the material, spiritual, moral and social interests of its Members,
- To promote all measures aiming at further developing maritime interests, legislative as well as educational, technical and commercial.

The Association is open to all Merchant officers of Belgian or Luxembourgian nationality, licensed by a Belgian or European Nautical High School, and for all persons, irrespective of nationality and education, who can contribute or who have contributed to the realisation of the objectives of the Association.

The Koninklijk Belgisch Zeemanscollege was one of the **founding Member** Associations of IFSMA in 1974, and has remained an active Member ever since. In 1981 the KBZ was one of the first merchant officers' Associations to draw the attention of the international maritime community to the problem of the unlimited working hours of ships' Masters and the fatigue situation resulting therefrom. This concern was achieved with a remarkable paper presented at IFSMA's 7th Annual General Assembly in Bilbao, entitled "Masters Indefatigable".

On the 15th and 16th May 1992, the KBZ hosted the 18th IFSMA Annual General Assembly in Antwerp, celebrating at the same time its 135th anniversary. The paper presented on that occasion by the KBZ focused on "Officer of the Watch: the sole lookout?". KBZ has presented other papers at IFSMA Annual General Assemblies.

When we look at the future of our Association, and although we do NOT have to turn the college into a cool or trendy Association to survive, everybody knows that a critical condition for the survival of any Association is the *rejuvenation* of its members!

Or more dramatically said: If you do not attract young blood, you die! But let me immediately reassure all of you, we do succeed relatively well in this field. One of our young members described his motivation for his KBZ membership in a crystal-clear "five points statement". I was personally touched, in such a way, that I wish to share it with all of you. In a nutshell it is :

- a) a privileged source of information about what lives in international maritime organisations like IMO, IFSMA etc
- b) a useful tool for themes that will determine my future seaman's life
 - Master's responsibility.
 - The position of the Harbour Master.
 - Reorganisation of the pilot services.
 - Impact of the ISPS directives.
 - Re-flagging into Belgian register.

- Impact of marine accidents.
- Organisation of the maritime education.
- c) ideal to remain up-to-date as to employment within the Belgian merchant navy
- d) the right environment to meet fellow mariners
- e) a suitable place to have pensive thoughts of the past and its traditions.

So the Board focussed some years ago on which role our Association could play in the future and stated that it would be a dual role:

aa) first to obtain full and correct information on actual files like e.g. STCW 95, or the Bologna agreements concerning the reorganisation of European higher education; and the position of the mariner in today's maritime society.

bb) maintaining a prominent place in the contacts between our members and the maritime establishment, in other words, the authorities and the social partners.

We are, and will remain the defenders of our members' interests, but without substituting ourselves in the role of one of the partners. Nevertheless, it will remain the platform of choice to raise certain questions upon their demand.

This positive view of the future was greatly facilitated by a fantastic action undertaken in 2003 by the Belgian Shipowners: the re-activation of the Belgian Register! I cannot stress enough the fact that by doing so, the shipowners not only created a success story of their own, but they maintained and restored the trustworthiness in the Belgian flag. Furthermore, their commitment to engage Belgian officers and Masters had, as a consequence, an enormous development in interest from the youth in a possible future maritime career and an explosive growth of students at the Antwerp Maritime Academy. This seems to be opposite to the general European tendency, but figures do confirm this: Belgium was, at the end of 2006, with 203 seagoing vessels, ranked 17th in the world, with a capacity of 11,559 million tons deadweight, the four largest double hull oil tankers of the world included. With these figures, our merchant fleet is today 1.5 times the size of the Netherlands and twice that of the French merchant fleet.

Today, the total number of students in the Antwerp Maritime Academy accounts for 585, compared to the 217 students in the year 2000. I was told that not less than 21 different nationalities are represented.

We have always endorsed the viewpoint of IFSMA: UNITY FOR SAFETY AT SEA, and this all over the world, and we will certainly continue to do so. But please allow me to emphasise that we have always done this, and still do, irrespective of any ideologies and free from any influence from employer organisations or organized / unionised labour.

Therefore, the KBZ is convinced that continued Membership of IFSMA is essential in order to protect the interests of ships' Masters, and to contribute to the safeguarding of the maritime community worldwide.

I wish all of you "bon appetit", a pleasant evening and a successful General Assembly.

I thank you.

DAY 2, 25th May 2007**AGENDA ITEM 12 – Fairtrade for Seafarers****Presented by Mark Dickinson, Assistant General Secretary, Nautilus UK**

See Annual Review for abbreviated paper and IFSMA website for full version.

Following this presentation the **President** commented that this is a very important subject, with the shortage of seafarers we must consider Fairtrade when recruiting from third world countries.

Francois de Meulder, commented that following disasters and wars, large numbers of ships are chartered to carry cargoes for relief efforts, they have to take the vessels that are available, sometimes 50 or 75 are needed. Following the Tsunami in 2005 there was a need to transport 165,000 tons of reconstruction material at short notice, in Indonesia they were restricted to charter in the national market. There are something like 900 landing craft vessels, and not all these ships are up to standard, although we picked the best ones. He concluded that if there are still rust bucket ships, it is because there are shortcomings in the control of the ships by the Flag state and also that Port State Control are not doing their job. You have to use the ships that are in the market.

Bjorn Haave, said that the United Nations has an obligation when it charters any ship to ensure that the crew are being treated fairly and that the ship is in an acceptable condition. This was accepted some time ago in the oil market. The Charterers are becoming more and more liable for damage to the ship. While he understood that in disaster conditions one is in a hurry, but if the UN does not take this into consideration we are not getting anywhere. **Willi Wittig**, proposed a Resolution asking for consideration of Fairtrade to be taken into account.

AGENDA ITEM 13 – Progressive Training Techniques**Presented by Sudhir Subhedar, Individual Member**

See Annual Review for abbreviated paper and IFSMA website for full version.

Following the Presentation the **President** reassured the Assembly that IFSMA does participate in the STW Sub-committee meetings at IMO. The important issues of Training and Education are discussed.

AGENDA ITEM 14 – Competence Based Learning and Evaluation**Presented by Steven Cross, GlobalMET**

See Part A for paper and also IFSMA website.

Following this Presentation the **President** commented that over the years he had noticed a change in the delegations at IMO since 1983, fewer professional seafarers are now attending, there are now more diplomats and lawyers and often they do not understand the issues. So it is even more important now that IFSMA remains active in IMO.

Marc Proost, asked to what extent does training on a simulator count as equivalent sea time for issue of an STCW Certificate? **Steven Cross** replied that in the Netherlands the course has been designed so that within the first 365 days of seetime, the candidates are allowed to replace a maximum of 60 days by 15 days of simulator time, but only during the first year of training.

Allan Graveson said looking at the numbers presented for the last four years for students, how many become certificated officers, and the answer was 95%. He then commented that there is a move towards generalist officers and asked if this was the correct strategic decision to make. He commented on the apparent market failure in the labour market and also asked if we need state intervention in the recruitment of an officer core for the future. **Steven Cross** responded that he did not think one can dictate to shipowners regarding recruitment. He said that in the Netherlands it was more of an educational failure, they have 480 variations of Bachelor programmes that a youngster can choose from, so how can a youngster find the maritime degree if he does not have a relative in the industry. Regarding generalist officers, we are evolving the same way the airline industry has, there were plans for courses, prior to the year 2000, where officers knew a little bit about everything and could be ship operators, but this did not happen, so there is still a need for specialists.

Bjorn Haave, noticed that on one of the first slides that by providing dual certification one can reduce the number of crew which he found strange. Although many countries have tried dual certification they have all failed. The school system is too complex, students are keen to get on the ships, and he suggested that we must return to the system where seetime comes first to encourage students to continue in the profession. **Steven Cross** did not agree that the system had failed, he explained that it was introduced at the request of the industry in the Netherlands, creating a mix and programme that meets the requirements of industry. At the same time as the dual system was introduced in the Netherlands the mono system was phased out, in most other countries they existed side by side. The philosophy of seetime first never existed in the Netherlands; he felt that this was compensated for by training vessel and simulator time so lack of initial seetime was not a handicap. Initial seetime can motivate and de-motivate. The **President** commented that when this system was tried in Sweden it did not work because the students worked ashore and did not go to sea. **Rodger MacDonald** remarked that in the UK it is illegal to discriminate by reason of age, so we now have 45 year olds applying to go to sea. **Steven Cross** replied that also in the Netherlands students of any age could apply.

Willi Wittig, commented on the term 'social status', he felt this was especially important for youngsters in western society. Thinking about when they graduate from secondary school at 17 or 18 years of age, one has the option of starting a maritime career where whenever one sees it mentioned in the press it is associated with trouble, where one knows from rumours that those going to sea are strangers, and also know that if one travels on ships today very soon one knows that you will run into trouble when reaching certain countries in the world. Or one has the choice of studying different subjects where one has the impression that shortly after finishing studies one will be rich and popular; of course youngsters are not stupid. We need to make the seafaring life more attractive so they will consider it seriously, not by the amount of money they are going to earn but by the status they will achieve as officers and Masters. **Jef Cuyt** added that in Belgium the maritime academies are quite successful, many French students come because in France they have the dual qualifications whereas in Belgium they can study the mono system, also in their own language. This success is partly due to the improvement in the Belgian flag. **Steven Cross** replied that he did not think it fair

to make the comparison with the dual system in France as it was two mono systems stacked together, he felt it was only good that they can attract students; in Dutch companies 90% of owners are using dual trained persons as mono officers. He made the point that in the airline industry they have also reduced the number of crew required and that if automation is improved on ships with improved unmanned engine rooms, then there is also scope for further crew reduction on ships. The **President** warned that our situation should not be compared too much to the airline industry.

Fredrik van Wijnen said that to attract young people to a seafaring career one has to offer them clear career prospects. On talking recently to the representatives of the European Shipowners' Organisation he asked if they still need European seafarers, the answer they gave was 'only specialised supermen'. So if one wants to give a career to a European seafarer one has to offer the highest possible training and qualifications.

Patrick Vigneron-Larosa said following the mention of the French system he wished to comment. He was dual certificated himself, his knowledge greatly helped him to better understand technical matters when he was chief officer and Master. With the French system it is unusual for French officers to continue with the dual system after a few years, they either choose deck or engine room. He explained further that in the French system it is not really mixed, at level 1 (highest), it is fully integrated with the same training for deck and engine room (5 years). At level 2 people start either from bridge or engine room so, there are two possibilities. He agreed with Bjorn Haave that one of the purposes of dual certification was to reduce ship's staff. We heard the previous day about the high administrative workload on board and we know why there are no more cadets, it is not only a question of salary but also of life on board ship. **Steven Cross** replied that he fully agreed; the reduction of crew had already taken place in the 80s, the administrative burden has been building up since then, and suggested that perhaps the engineer could keep a bridge watch during routine type watch, and when a container ship is in port perhaps a deck officer could assist in the engine room.

Will Wittig said if we would like shipowners to employ officers and Masters from high labour cost countries in the future, then of course the education in these countries has to add some extra value to make them attractive to shipowners. He did not think the 'extra' will come from dual certification, or extra knowledge in navigation and seamanship, but has to come from areas such as managerial, leadership and administrative skills.

Fredrik van Wijnen – said that in the NVKK Board they have two integrated shipmasters, they are specially selected, you need good motivation to sail on these ships but not every ship is suited to integrated officers.

In conclusion the **President** suggested that at the next meeting we should have a thorough discussion around recruitment, training and the shortage of seafarers.

AGENDA ITEM 16 – Accidental Oil Spill (Oil Separator Malfunction)

Presented by Georges Havelka, ACOMM

See Part A for paper and also IFSMA website.

Colin Evans, referred to sludge disposal on VLCCs and pointed out that the normal transfer method for discharging sludge from the sludge tank to ashore is normally done with a sludge

pump and not an oil transfer pump. He agreed with the point about some buoy terminals not being equipped to receive sludge, and said that this was usually handled by incinerating it or mixing with the ship's fuel and burning it in the ship's boiler. As long as this is properly documented in the oil record book the ship will not have a problem.

Georges Verdier - on small ships there is not always time to pump all the sludge ashore and the pipe lines are often long and the pump low powered. Patrick Vigneron-Larosa added that the price a ship has to pay to discharge this sludge ashore is very high. The President added that often the discharge is free but ships have to pay for cleaning afterwards to comply with the regulations. **Dimitar Dimitrov** suggested that the Paper be sent to the authorities in Brest so they will have a better understanding of the problems faced by shipmasters.

It was noted that the previous month a new service had commenced called "Spy in the Sky" which detected oil pollution using satellites; the best advice is not to discharge any oil when entering the Economic Zone, even using the oily water separator. The President stated that the main problem was a lack of reception facilities as required by MARPOL, and IFSMA should highlight this.

Francois de Meulder provided information on the offshore oil industry; in Angola FPSOs have a lot of oil spills, but you never hear of the loading Master being jailed because the oil industry will defend him. The oil company might be fined but they will pay.

Allan Graveson, agreed that this was an important issue as many Masters have been in this position, if a shore based factory discharges oil then the owner will be prosecuted. For a ship it is the Master who is prosecuted, in many instances the owner is not easily found.

The **President** suggested that this is a subject for the next meeting.

AGENDA ITEM 18 – IALA VTS Committee

Presented by Paul Owen, IFSMA Assistant Secretary General

See Annual Review for abbreviated paper and IFSMA website for full version.

AGENDA ITEM 17 – Development and Operation of Gwadar Port

Presented by Raffat Zaheer, Individual Member

See Annual Review for abbreviated paper and IFSMA website for full version.

Peter Turner asked about the draft limitation for 200,000 ton vessels. **Raffat Zaheer** replied that dredging operations are already underway and the port will accommodate much larger vessels in the future with 15m depth in prospect.

AGENDA ITEM 20 – Blackouts on Ships

Presented by Fredrik van Wijnen, NVKK

See Annex for copy of this paper.

Jef Cuyt remarked that it was unbelievable to see a vessel alongside in the middle of the night listing little by little and nobody on board knowing how to stop it before the vessel was on its side.

Peter Turner – as an ex-harbour Master could appreciate the concerns, the International Harbour Masters' Association (IHMA) is looking at the phrase 'Port Worthiness' to include the need for tugs, gangways, and various other aspects which when combined together with other things such as tugs' bollard pull exceeding the bollard strength of the ship, this can affect the safety of the vessel.

Fredrik van Wijnen added that with ships getting more and more complex when something goes wrong one needs to know the correct action to take and this will only get worse in the future. **Andreas Michael** suggested that lack of appropriate technical training for officers, such as electronic engineers, is a problem as most officers need to rely on the equipment. The President added that vessel familiarisation is also important. It was commented by others that familiarisation can be a problem, and also that information of the ship's system could be sent to the relieving crew before they join the ship.

Marc Proost – Bridge Resource Management (BRM) courses could also deal with crisis management, such as blackout situations, and also role play for when a vessel was not complying with safety standards, then such situations could be worked out between the pilot and the Harbour Master as to how to handle such situations to improve safety.

AGENDA ITEM 19 – Training Discussion

This discussion was based on information provided by the Society of Master Mariners South Africa (SSMA)

The **President** requested comments on the South African paper, only distributed to those present, concerning the onboard training time for competent deck officers.

Allan Graveson remarked that it was useful paper. While 18 months seemed appropriate, in the UK this was now 17 months for the OOW Deck. Shipowners had asked for 12 months as being the needs of the industry. The **President** added that the Swedish Government requires 12 months.

Bjorn Haave quoted the STCW as requiring 36 months. It is possible to shorten that to 12 months in accordance with the STCW and quite a few countries have adopted the 12 months. He did not believe it was possible to change this.

The **President** concluded that all we can do is express our concerns about this situation.

AGENDA ITEM 21 – Drafting Group Report

The **President** invited the Chairman of the Drafting Group to present the Draft Resolutions which were then discussed.

AGENDA ITEM 22 – Approval of Resolution

The General Assembly approved FIVE IFSMA Resolutions, please see **Annex A**

AGENDA ITEM 23 – Venue of Next Annual General Assembly

Willi Wittig announced that IFSMA is invited to hold the 34th Annual General Assembly in Bremen, Germany on the provisional dates of Monday 19th, Tuesday 20th and Wednesday 21st of May 2008. This was agreed.

AGENDA ITEM 24 – Any Other Business

Fredrik van Wijnen referred to his presentation during the General Assembly held in Buenos Aires in 2004 regarding Shipmasters who require assistance and asked if any Shipmaster had requested assistance from IFSMA.

The **Secretary General** answered that although we have not received any direct request for assistance we were involved in a case involving a Shipmaster arrested in Russia and we were asked for support by InterCargo. More recently we have had the case of Captain Wolfgang Schroeder on the Zim Mexico III who was arrested in USA; IFSMA only found out about this case after the Master was jailed. He warned that if one is arrested in USA one is in shackles, one is even taken to court in shackles, and this can be for an accident. The very old law used in the USA should be repealed and we are supporting CAMM where we can. It must be borne in mind that IFSMA is an International Federation; we have to tread very carefully when dealing with the judiciary of sovereign countries. We cannot just say that ‘this is not right’, even in countries that are signatories to UNCLOS, we have discovered that local laws can take priority. If IFSMA is to help it needs to be notified in plenty of time and then to deal with it through the relevant National Association, and IFSMA will provide international support wherever possible.

Fredrik van Wijnen then referred to a subject raised at the General Assembly held in Mariehamn in 2005 regarding the Sandette Traffic Separation Scheme (TSS) and asked if any progress had been made for deep water ships in this area. The **Secretary General** replied that he did not believe anything had been done so far.

Close of Annual General Assembly

Captain **Alain Pels**, President of KBZ, thanked all for coming to Antwerp for two marvellous days, he especially thanked Captain Jef Cuyt who carried out most of the organisation for the event.

Captain **Christer Lindvall**, President of IFSMA, requested those present to please send any photographs of this event to IFSMA, and also reminded Members to send articles for publication in the Newsletter. He then commented on the high quality of the Papers and the following discussions which he believed to be one of the best he had attended since his first AGA in 1987. He gave special thanks to KBZ for the excellent arrangements, especially Jef Cuyt and his wife for all their work and also thanked Rodger, Paul and Roberta for all their preparation work. Finally he wished all present a safe journey home and looked forward to seeing everyone in Bremen next year.

Annex A IFSMA Resolutions

Resolution 1/2007 - SAFETY OF PASSENGER VESSELS

On the occasion of the 33rd Annual General Assembly held on 24-25 May 2007, the delegates of IFSMA assembled 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: -

- i. 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;
- ii. campaign for existing standards of stability and watertight integrity to be maintained and, where necessary, increased;
- iii. encourage research into fire protection systems and the adequacy of the current measures;
- iv. encourage research into innovative systems of abandonment, the adequacy of existing evacuation systems and the compatibility of life-saving appliances and equipment;
- v. seek additional training and re-training for all personnel on passenger vessels and the enforcement of existing requirements.

Resolution 2/2007 - E-NAVIGATION

On the occasion of the 33rd Annual General Assembly held on 24-25 May 2007 the delegates of IFSMA assembled 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;

Believe 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).

Resolution 3/2007 - FAIRTRADE

On the occasion of the 33rd Annual General Assembly held on 24-25 May 2007 the delegates of IFSMA assembled 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.

Resolution 4/2007 - ADMINISTRATIVE WORKLOAD ON SHIPMASTERS

On the occasion of the 33rd Annual General Assembly held on 24-25 May 2007 the delegates of IFSMA assembled 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: -

- i. standardised paperwork
- ii. customised software
- iii. appropriate training
- iv. adequately trained and sufficient 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 taken seriously by the flag state authorities and therefore requests that these concerns be raised at the International Maritime Organization.

Resolution 5/2007 - SAFE OPERATION OF SHIPS

On the occasion of the 33rd Annual General Assembly held on 24-25 May 2007 the delegates of IFSMA assembled 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.

Annex B

THE ADMINISTRATIVE WORKLOAD ON BOARD MERCHANT VESSELS

by Capt. Carmen Dewilde, Vice-President KBZ

Introduction

During the past ten to fifteen years the workload on board merchant vessels has considerably changed. In the beginning of the nineties there was the introduction of the International Safety Management Code, the ISM Code, in 2004 there was the implementation of the International Ship and Port Facility Security Code and, most of all, the importance of environmental protection and awareness is increasing more than ever.

One of the most heard complaints is the excessive administrative workload. Senior staff are complaining about the excess of papers they need to prepare. Some Masters state they spend up to 6 hours a day behind their computer, thus not giving them time anymore to spend on the bridge for navigation, no time to spend on ISM compliance, on training of crew on safety, security and environment protection issues .

Chief Officers tend to spend up to 4 hours on administration, thus spending less time on deck maintenance, on cargo care, safety and security and on training of junior officers and ratings.

Chief engineers need to spend a lot of time behind their computers to cope with administrative work and with Planned Maintenance Systems, which need to be kept up-to-date. It is time less he can spend in the engine room where maintenance, test and training are given less attention.

Following these complaints, the following questions can be asked:

- Who implements administration on board?
- Is the administrative workload on board really too high on all ships?
- Which factors are influencing the workload?
- Are there solutions to reduce the workload?
- Any underlying factors contributing to the problem?
- Is the administrative workload the real problem?

An overview of the administrative tasks on board for senior staff

The following is a non-exhaustive list of tasks assigned to the Master, the Chief Officer and the Chief Engineer, where administrative work is involved:

Master:

- Port administration and contact with the agents.
- Reviewing the safety management system and report deficiencies.
- Comply with instructions regarding the management system, i.e.
 - Crewing and nautical instructions from Fleet Personnel Managers

- Technical and maintenance instructions from Superintendents
- Safety and maintenance instructions from the commercial and operations department and charterers.

- Send reports to the Designated Person Ashore, the FP Department, Technical Department, QHSE.
- Department and Operations Department, as well as to the Accounts Department.
- Verification of ship's certificates and crew's certificates.
- Verification of drug and alcohol Policy
- Preparing vettings and inspections.
- Check passage planning
- Verify the stock of fuel, water and provisions and place the necessary orders.
- Communication with the office, charterers, agents and port officials.
- QHSE Meeting, with consequent reporting to the office
- Cash book, wages lists and adjoining documents.
- Catering documents
- Appraisal reports
- Crew claims and labour injury reports
- Logbooks
- Duties related to the ISPS Code
-

Chief Officer:

- Cargo care, loading and discharging plans and preparation.
- Stability
- Maintenance of the vessel
- Ballast water management
- Garbage management
- Vettings, audits and inspections
- Safety Management implementations and review
- Planned Maintenance System
- Work permits
- Duties related to the responsibilities as safety officer
- Duties related to the responsibilities as security officer
- Vessel inspection reports
- Dry dock preparations
- Watch organization, emergency stations list, time sheets
- Planning and organization of training and drills
- Appraisal reports
- Update working schedules, action list, crew work reports
-

Chief engineer:

- Planned Maintenance in the engine room.
- Performance reports of engine equipment
- Fuel and oil consumption reports.
- Work organization, planning and crew work reports

- Safety management implementations and review
- Requirements for stores and spare parts
- Work permits, incident and damage reports
- Dry dock preparations
- Logbooks
- Appraisal reports
- Vessel inspection reports
-

These lists are definitely far from being complete, but they surely give an idea of the tasks ship's staff are involved in these days.

Factors which determine and influence the administrative workload

1. The trade of the vessel:

When determining how big the workload is on administrative work, we should certainly make the difference between

1. Vessels which are on a coastal trade or short sea trade
2. Merchant vessels which are on relatively short trade
3. Merchant vessels which are on worldwide trade

➤ The first category, vessels on a coastal trade or short sea trade are certainly suffering the most of the administrative workload.

Basically a lot of the paper work which needs to be done is the same on all vessels regardless of the size or trade of the vessel.

Since those vessels will call in port every day, or sometimes even call at more than one port a day, the frequency of preparation of the port papers for cargo operations, but also the preparation of the papers related to security of the vessel, will be the highest on these vessels.

On the other hand, the fact that those vessels often call at the same ports on a regular basis might be an advantage and might simplify the administrative work.

➤ The second category of vessels, merchant vessels which are on a relatively short trade, for example a gas carrier trading between the Caribbean Islands and ports in the US Gulf, calling at a port about every 5 days, will still have a busy schedule preparing port papers, taking into account the fact that some papers need to be submitted 24, 48 or sometimes up to 72 hours prior to arrival.

➤ As for the third category of vessels, merchant vessels which are on a worldwide trade, for example a bulk carrier loading in Brazil and discharging in China or Japan, where the sailing time between two ports will be 4 to 6 weeks, or even more, will have far more time to cope with the administrative work.

2. Number of crew members on board:

In relation to the type of vessel and her trade, the number of crew members will also differ and will also be a contributing factor determining the level of workload related to administration.

Where the work pressure will be proportionate to the number of ports the vessels calls, it appears that the same work pressure is inversely proportionate to the number of crew on board.

While the first statement seems logical and easy to understand, the second statement might need some additional explanation .

Indeed there is a lot of paperwork which needs to be done on board every ship, regardless of the size. Port papers were already mentioned, meetings, work and entry permits related to safety and security are other examples.

On merchant vessels, with say 20 crew members on board, the work can be spread more easily.

However on a small coaster, with only 8 crew members where the same meetings and permits need to be prepared, the work can only be spread over 2 or 3 people, being the officers.

3. Administrative requirements imposed by different parties.

Here we should make a distinction between:

1. Administration required by International Standards and Regulations, which is equal for all vessels.
2. National or Flag State regulations, which differ.
3. Company regulations, where the requirements will be stipulated in the Safety Management System.

Two common problems appear to exist when vessels need to comply with all requirements: the problem of lack of standardization of all papers on the one hand and duplication of papers on the other hand.

4. Existence of software to facilitate the administration

User friendly software installed on board can make the administration a lot simpler on the following conditions:

1. Software is 'user friendly'
2. Users have been trained in the use and the possibilities of the software
3. Office is using the same software
4. Exchange of information can be done with 'soft copies'

5. Requirements of ship's staff exceeding mandatory requirements

Despite clear instructions in the Safety Management System and in the Company Procedures, it is noted that senior Masters and Chief engineers often 'impose' paperwork on top of the mandatory requirements.

Old habits are the cause of the extra work, which result in double work and preparation of papers which are not required.

Proposed solutions

The following are some solutions which have taken into account the factors which influence the administrative workload:

1. Standardization of paperwork

For International Requirements: templates provided by the International Maritime Organization should be available.

For National Requirements: templates should be provided by the Flag state Administration.

For Company Requirements: standardized forms should be used fleet wise, avoiding duplication of papers, and focusing on ISM and ISPS implementation.

2. Customized software and training

Install tailor made software adapted to the needs of the users, both on board and ashore. Provide training to all users enabling them to use the software in the most efficient way.

3. Assistance from the office

Management and heads of departments should offer assistance and guide officers on how to work towards a system acceptable for all parties.

4. Re-organization of the tasks

While a lot of senior staff still want to do all the work themselves, delegation to junior officers should be encouraged. Moreover simple maintenance jobs, too often still done by the officers, should be delegated to the ratings, giving the officers more time to deal with other tasks.

5. Administration Officer

Although often proposed as 'THE' solution for the administrative workload, some arguments can be brought forward against this solution:

Education level: in order to enable this person to cope with all administrative tasks on board, he needs to have the knowledge of all on board activities.

Administrative workload is concentrated at the end of the month and prior port calls, it is therefore doubtful that this person would have a full time job.

As a consequence of the above, it is obvious that very soon he would be assigned to other tasks, which brings us back to the proposed solution to re-organize tasks on board and delegate jobs.

Conclusion

The administrative workload on board merchant vessels is definitely a problem which cannot be denied. Each vessel needs to assess the situation on board and determine the most appropriate solution, with the assistance of the Company.

Workload and stress levels on board merchant vessels has considerably increased in the last 10 to 15 years.

The core business of sea staff still remains navigation, loading and discharging, safety and security and environmental protection and awareness.

The administrative workload appears to be the problem, while the real problem might be the general workload and stress levels.

Maybe this is worth investigating in times of Human Resources.....

This however is food for thought for another discussion.

Thank you for your attention.

Annex C

BLACKOUTS AND OTHER DEFICIENCIES

Capt. F.J. van Wijnen / NVKK

When the computer system, which regulates the railway schedules in The Netherlands, broke down a few months ago, the result was utter chaos. People not appearing at work and other mishaps caused damages of millions of euros. Public protest was loud but to no avail as computers have become part of our life, also on board ships. Salesmen approach shipowners and promise them that their system is cost-effective, as less people are needed on board. Which shipowner can resist such a prophecy?

Systems are delivered and installed and work properly, for a while. And then? There is a breakdown or a black out, whatever you want to call it. Then the, sometimes poorly educated, seafarer suffers because there is seldom a proper and understandable back-up system available to restart. Back-up systems are not a strong point of today's inventions. In fact salesmen do not discuss these matters because their systems are impeccable. But if a system fall-out occurs, immediate action is required, because the situation we want to speak about today is in restricted harbour areas where system blackouts may cause extensive damage to quays and harbour installations.

Some shipping companies have tried to overcome these problems with contingency plans, as part of the ISM Code. They are a guide in case of emergencies on the bridge or in the engine-room. They are not binding but if the advice is not followed and things go really wrong, the shipping company has a reason to blame the responsible person on board. In fact contingency plans are based on learning from former calamities. Practice learns however that accidents are very seldom the same, perhaps the consequences, but very seldom the causes. Surrounding circumstances can be completely new and proper recommendations cannot be found in the guidelines and this is part of the subject of my presentation.

We have made a survey on causes and consequences of black-outs and came out with some remarkable results and recommendations:

Causes:

- A critical situation in the electric circuit of a vessel is the changing of power supply from the sea condition (in many cases shaft generator) to harbour condition with generators. Normally this should be done well in advance before the vessel reaches pilot boarding grounds. For economic reasons, sometimes even on company orders, switching over is delayed until the last moment, assuming that the installation works properly. As experience proves, this is not always the case, endangering the manoeuvrability of the vessel. Starting generators is unpopular with shipowners and managers for, again, economic reasons. This is the reason that the ultimate minimum is normally the standard. This could cause black-outs because of extraordinary power demands for example by bow- and/or stern thrusters, which can never be predicted. Restarting the system takes time, depending on the experience of bridge and engine room personnel. Recent data is learning that skill and experience on board ships, also technically, are declining.

The human element:

- The human element is a key factor in causing black-outs or breakdowns. This could be caused by poor education and training, but the human element embodies more than that. Even well educated and trained seafarers can make mistakes if they are overworked and suffering from fatigue. This phenomenon is more and more influencing maritime safety as manning scales have been reduced to the absolute minimum, in fact only designed to bring the vessel from A to B, nothing more. The annual report (2001) of the French Accident Investigation Bureau (BEA) mentioned that especially on shortsea vessels, the ILO convention 180, which dictates 10 hours rest daily, is not properly observed. Is it necessary to tell that 10 hours rest daily means 98 hours of work per week? Sometimes people manoeuvring ships have worked 98 hours weekly for months. Port State Control can arrest a ship when the officer on duty did not have sufficient rest preceding the sailing of the vessel, but does this happen often? Port State Control does not inspect all vessels and is restricted to spot checks. The IMO is recently giving attention to fatigue, but the only solution is more crew on board.

Familiarisation:

- Reason for not properly following up calamities on board such as a shortcut of main power supplies, is very often a lack of familiarisation with the vessel. Because of economic incentives, crews have very little occasion to familiarize with the vessel when they come on board to relieve the existing crew. Moreover, more and more crews from crewing agencies are employed to man vessels. Apart from the competency of these crews, assuming that they comply with the international STCW95 convention, they cannot be expected to have any previous knowledge of the ships they are going to join. International safety agencies have already urged to give crew members more time to familiarise themselves with the new ship they are going to. Many incidents and accidents are caused by unfamiliarity with the technical installation of the vessel. Ship operators and managers are strongly asked to ensure sufficient time is made available for handover of information to key personnel when changes of crew or ownership take place. Procedures should be in order, to abide by all regulations laid down in the ISM Code. We all remember the nightly relief operations in the middle of the night in Singapore, when the agent's boat, waiting alongside, permits the offgoing crew exactly one hour to transfer duties. Meanwhile the vessel is also taking bunkers.

Competence of seafarers:

- This brings us to one of the main concerns of the maritime industry of today. The STCW 95 convention has not brought what the international community expected. It was in fact a downgrading of education and training standards for seafarers in many nations. The IMO initiated convention was more a social than a true effort to standardise maritime education and training worldwide. It was particularly aimed at promoting third world seafarers to join the global maritime working force. The result is that overall competence in seafaring is declining, causing an increasing number of accidents and incidents. Reports from our colleagues, Dutch shipmasters, speak of volumes of experiences. We understand fully that harbourmasters worldwide are having concerns about these developments as the safety in harbour areas are in danger.

Globalisation of the maritime industry:

- The modern maritime industry has globalised. This means that on many ships multi-cultural crews are customary, resulting in culture and language barriers which are not positive for the communication on board. The STCW95 convention requires proper maritime English for certified seafarers but this has proved to be Utopia. Misunderstanding can be a worsening factor when quick and qualified action is necessary. This problem has a priority with nautical training institutions worldwide, as indicated by the IMO.

Crisis management training:

- A proper crisis management training is still not a part of the STCW95 convention. The fact is that on many occasions and in times of crisis, many officially certified seafarers are not able to cope with circumstances which require a proper reaction and last but not least, leadership. Classification societies, such as DETNORSKE VERITAS, have started an initiative to start training management on board on special qualities such as leadership. The initiative is called SeaSkill and shipmasters participate in the Expert Council to judge courses and examinations. The standard will be worldwide for DNV and centres of activity will be in Norway, the USA, the Philippines and The Netherlands. It is expected that other classification societies will follow the policy of DETNORSKE VERITAS as accidents because of poor performing crew are increasing.

In our research to discover circumstances in which black-outs are occurring we found a few examples which are worth mentioning:

During a typhoon alert in Hong Kong, all ships were ordered to leave their berth at the container terminal. During departure of the ships, all container gantries started to lift their jibs, causing an intensive electro magnetic influence field, which affected the computers of the ships in the neighbourhood, causing fall-outs and deficiencies in engines and steering gears.

Self tension winches may cause peaks in the electric circuit on board ships which could cause fall-outs in other appliances on board.

The Italian Grimaldi RoRo ship which recently capsized in the port of Antwerp was another example. To neutralise a list during cargo operations the heeling pump started automatically. It did not however stop when the ship was upright and the situation could not be controlled any longer, causing the ship to capsize.

Can we bring any recommendations to prevent black-outs and deficiencies on board ships? A Bridge or Engine room Resource Management training course could convince the bridge-/engine room team to take the right measures in case of a technical defect. In fact these should be included in the course but there are no clear incentives in this respect. It is left to company regulations whether technical installations, such as the main engine(s) and steering gears are tested before arrival from ahead to astern and vice versa.

A training on emergencies could or even must form part of a crisis management course. The best recommendation is to man well maintained vessels with competent and well trained and educated personnel, who know their ships and their profession. They call these ships “quality ships”.

