IFSMA 33rd Annual General Assembly - Resolutions

Resolution 1/2007 - SAFETY OF PASSENGER VESSELS

On the occasion of the 33rd Annual General Assembly held on the 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 the 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 the 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 the 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 shore-based office backup

to help reduce workloads.

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

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

Resolution 5/2007 – SAFE OPERATION OF SHIPS

On the occasion of the 33rd Annual General Assembly held on the 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.