34th Annual General Assembly of the International Federation of Shipmasters' Associations
(IFSMA)
held at the University of Applied Sciences,
Faculty V – Centre of Maritime Studies,
Bremen, 21 - 22 May 2008

Resolutions

Resolution 1/2008 - SAFETY AT SEA

The 34th Annual General Assembly held in Bremen between 21 and 22 May 2008;

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

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

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

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

Resolution 2/2008 - PIRACY AND SECURITY

The 34th Annual General Assembly held in Bremen between 21 and 22 May 2008;

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

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

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

Resolves that IFSMA should add its voice to the ongoing campaign for action to reduce the unacceptable threat to the world's seafarers and urges action on the following fronts: -

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

Resolution 3/2008 - CROWD AND CRISIS MANAGEMENT

The 34th Annual General Assembly held in Bremen between 21 and 22 May 2008;

Noting the presentation made by Captain Berquist of the Kalmar University in Sweden on the 'Securitas Mare' project aimed at developing a model training course on Crowd and Crisis Management; for the training and development of the trainers to develop such training; and the dissemination of the materials produced;

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

Believes that Crowd and Crisis Management training should be made a mandatory requirement for all seafarers on all vessels and also to shore based personnel such as the

Designated Person Ashore and other shore based personnel who have responsibilities in crisis situations;

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

Resolution 4/2008 - IMPROVED MOORING ARRANGEMENTS

The 34th Annual General Assembly held in Bremen between 21 and 22 May 2008;

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

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

Resolution 5/2008 - THE 1ST INTERNATIONAL SHIP-PORT-INTERFACE CONFERENCE (ISPIC 2008)

The 34th Annual General Assembly held in Bremen between 21 and 22 May 2008;

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

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

Endorses the contents of the ISPIC Conference Resolution and;

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

Attached - ISPIC 2008 Resolution.