



RESOLUTIONS

IFSMA RES 1/2011 (AGA 37): Criminalisation

On the occasion of the 37th AGA, the delegates of IFSMA assembled in Halifax, Nova Scotia, Canada noted with great concern the imprisonment of Captain Maslennikow Sergey, the Ukrainian Master of the tug Zudar Sexto, in Spain and of Captain Svetlozar Lyubomirov Sobadzhiev, the Bulgarian Master of the M/V Maas Trader in Panama.

IFSMA is very concerned that the criminalisation of shipmasters is still an issue and that IMO Member States still do not act according to the Joint IMO/ILO Guidelines on Fair Treatment of Seafarers in the Event of a Maritime Accident.

IFSMA calls upon all IMO Member States to take action in developing on the basis of the present Guidelines on Fair Treatment a Code on Fair Treatment of Seafarers in the Event of any Maritime Incident.

The delegates of the 37th IFSMA AGA welcomed the recent initiative taken by IFSMA in providing *MasterMarinerProtect*, a Defence and Legal Cost Benefit Scheme, to the members, ensuring that Masters facing potential criminalisation have proper legal advice immediately at hand.

IFSMA RES 2/2011 (AGA 37): Piracy

On the occasion of the 37th AGA, the delegates of IFSMA assembled in Halifax, Nova Scotia, Canada noted with great concern the continuous trend of seafarers being exposed to attacks involving piracy and armed robbery.

IFSMA urges all stakeholders to promulgate to seafarers measures taken by administrations, industry and world bodies (such as the UN, IMO, ...) to protect seafarers while sailing through Somalia waters and other areas where piracy may occur and to reassure them that interests of seafarers safety is uppermost in their minds and they are striving hard to continue making seagoing an attractive career.

IFSMA further urges those concerned to advise all seafarers to join ships through authorized channels especially Masters with proper briefing on their role when sailing through Somalia waters including a clear statement on their overriding authority.



IFSMA RES 3/2011 (AGA 37): Piracy and Armed Guards

On the occasion of the 37th AGA, the delegates of IFSMA assembled in Halifax, Nova Scotia, Canada noted with great concern the continuous trend of seafarers being exposed to attacks involving piracy and armed robbery.

The delegates also noted with concern that since the last revision of the IFSMA policy in 2010 the piracy and armed robbery issue has further evolved, especially in the waters infested by Somali pirates. The new strategy of the pirates is principally based on moving their activities further out to sea thus expanding their work field to such an extent that protection by naval forces becomes insufficient. Moreover, the pirates use captured merchant and fishing vessels as so-called mother-ships to successfully extend their range.

The delegates further noted with great concern that the Somali pirates have started to treat the captured crews far more cruelly than in the recent past. There's more and more evidence that crews are being tortured both physically and mentally and an increasing number are being killed. Moreover, the increasing willingness of naval forces to storm hijacked vessels, is on the rise and with that the chance that hijacked crew members will get killed in exchanges of fire between the pirates and naval forces or in retaliation by the pirates.

Moreover, the delegates noted that under the present conditions naval forces are not able to successfully protect all merchant vessels and their crews from the serious threats of piracy and armed robbery.

The delegates agreed that serious consideration should be given to the option of privately contracted armed security personnel as a means to protect the merchant vessels and their crews.

The delegates further agreed that while accepting the option of using privately contracted armed security personnel IFSMA should not stop exploring other options for protecting merchant vessels and their crews.

The delegates agreed that possible agreements that allow the use of private or Flag State security forces onboard, should be subject to a Code of Conduct to be developed and agreed by all relevant stakeholders including IFSMA. This Code of Conduct should amongst others clarify the authority and responsibilities of the shipmaster and give him clear and sufficient insight of all legal aspects of the employment of armed security forces.

A clear statement of protection of the Master from criminal charges that may arise from the use of force by privately contracted armed security personnel to protect the vessel has to be established under an appropriate Code.

Furthermore the delegates agreed that a Quality Assurance System has to be introduced in accordance with the IMO Guidelines to be developed and all private armed security forces should be subject to screening, vetting and certification by Flag States.



IFSMA RES 4/2011 (AGA 37): Human Suffering caused by Pirates

On the occasion of the 37th AGA, the delegates of IFSMA assembled in Halifax, Nova Scotia, Canada noted with great concern the effects on seafarers and their families as a result of attempted attacks, boarding and/or hijacking of vessels or even taking crew as hostage in Somali and other waters.

IFSMA strongly recommends ship operators to ensure that the financial situation of families is secured and that proper post-situation medical care and counselling is provided for both families and crew.

The delegates agreed that there is an urgent need to develop guidelines for shipmasters as well as for ship operators giving insight knowledge on the causes and effects arising from traumatic events, exemplifying the important role that the shipmaster can play immediately after traumatic events.

Furthermore the delegates strongly agreed that IFSMA should take the lead in setting up a network of trauma specialists and provide necessary information to shipmasters enabling them to give proper advice to their fellow crew members if needed.

IFSMA urges IMO Member States to provide for compulsory traumatic stress debriefing training as part of the STCW Management Level education.

IFSMA RES 5/2011 (AGA 37): Nuclear Disaster in Japan

On the occasion of the 37th AGA, the delegates of IFSMA assembled in Halifax, Nova Scotia, Canada expressed deepest condolences to the colleagues from the Japanese Captains Association (JCA) reflecting the tremendous consequences of the recent earthquake, tsunami and subsequent nuclear disaster in the north-eastern coast of Japan.

IFSMA is grateful to the colleagues from JCA for providing recent information on the safety at sea and in ports in times of the Japanese radiation crisis.

IFSMA welcomes the initiatives taken by the Japanese Department of Transport in monitoring and providing facts on the on-going nuclear radiation from the damaged Fukushima nuclear power station as well as on the drift of the debris resulting from the tsunami on March 11, 2011.

IFSMA urges all maritime industry stakeholders to make good use of the situational information provided by the Japanese government website (www.mlit.go.jp/en/index.html) and the IMO webpage (www.imo.org) in order to ensure that shipmasters and ships' crew receive proper and regularly updated information both on the nuclear radiation in the vicinity of Japan and the drift of debris.