

Report of the 45th Annual General Assembly

Held at the Radisson Blu Seaside Hotel
Helsinki, Finland, 26-27 September 2019



AGA Proceedings - Part B (This document)

- 1 Report of Proceedings**
- 2 Annex A - Secretary General's Report**

AGA Proceedings - Part C

- 3 Annex B - SAREX**
- 4 Annex C - An Introduction to FSOU**
- 5 Annex D - Corral Bay, Chile**
- 6 Annex E - Captain Returns to his Alma Mater**
- 7 Annex F - Human Element Industry Group**
- 8 Annex G - Regulatory Scoping Exercise for MASS**
- 9 Annex H - Safety of Navigation in Malacca Strait**
- 10 Annex I - Maritime Anti-Corruption Network (MACN)**
- 11 Annex J - Action & Control, Physical & Mental Action, Regulation of Activity or Freedom of Actions**
- 12 Annex K - Overriding Authority and How to Defend It.**

REPORT OF THE 45th ANNUAL GENERAL ASSEMBLY

held in, Helsinki, Finland

The 45th Annual General Assembly was held at the Radisson Blu Seaside Hotel, on Thursday 26th and Friday 27th September 2019 at the invitation of IFSMA association member the Finnish Ships' Officers' Union.

LIST OF DELEGATES

EXECUTIVE COUNCIL

Hans Sande (Norway)	President
Willi Wittig (Germany)	Deputy President
Marcos Castro (Argentina)	Vice President
Fritz Ganzhorn (Denmark)	Vice President
Koichi Akatsuka (Japan)	Vice President
Marcel van den Broek (Netherlands)	Vice President
Jörgen Lorén (Sweden)	Vice President
Cal Hunziker (USA)	Vice President
New Executive Council members elected on 26 th September 2019	
Juan Gamper (Chile)	Vice President
Sune Blinkenberg (Denmark)	Vice President
Oleg Grygoriuk (Ukraine)	Vice President

MEMBERS OF ASSOCIATIONS (Listed by country and alphabetically by surname)

Marcos Castro	CCUOMM & ExCo	Argentina
Ivan Conev	BSMA	Bulgaria
Dimitar Dimitrov	BSMA	Bulgaria
Sune Blinkenberg	DMO & ExCo	Denmark
Juan Gamper	Nautilus & ExCo	Chile
Martin Björkell	FSOU	Finland
Vekko Engren	FSOU	Finland
Pipsa Mörn	FSOU	Finland
Pekka Partanen	FSOU	Finland
Johan Ramsland	FSOU	Finland
Stig Sundberg	FSOU	Finland
Hubert Ardillon	AFCAN	France
Annfinnur Garðolið	FSOA	Faroe Islands
Niels J. Nielsen	FSOA	Faroe Islands
Willi Wittig	VDKS & Deputy President	Germany
Soeyono Dwiyono	ISF	Indonesia
Mansyur Muchsin	ISF	Indonesia
Koichi Akatsuka	JCA & ExCo & Honorary Member	Japan
Kazuki Inoue	JCA	Japan
Jāzeps Spridzans	LSMA	Latvia
Lendert van den Ende	NVKK	Netherlands
Marcel van den Broek	Nautilus International (NL) & ExCo	Netherlands

Hans Sande	NMOA & IFSMA President	Norway
Salah Uddin Ahmed	MMSP	Pakistan
Haleem A. Siddiqui	MMSP	Pakistan
Victor del Prado	FILCAPTS	Philippines
Jörgen Lorén	MOA & ExCo	Sweden
Mehmet Birol Bayrakdar	TOGSMA	Turkey
Arif Bostan	TOGSMA	Turkey
David Appleton	Nautilus International (UK)	UK
Oleg Grygoriuk	MTWTU & ExCo	Ukraine
Calvin Hunziker	CAMM & ExCo	USA

INDIVIDUAL MEMBERS

Fritz Ganzhorn	Denmark & ExCo
Fredy Arturo Banda Gutierrez	Mexico
Paul Owen	UK (Ind Mem & Secretariat)

GUESTS & SPEAKERS

G.B. Lee	Korean Captains Committee
Vivek Menon	MACN, Denmark
Marius Tutuianu	Romanian Shipmasters Association
Erik Kraverts	Kraverts & Kraverts, Germany
Tor Husjord	SAREX, Norway

SECRETARIAT

Commodore Jim Scorer	Secretary General
Captain Paul Owen	Assistant Secretary General

A list of apologies received is held at the IFSMA Office.

Agenda items are recorded in the order they were taken.

AGENDA ITEM 1 – Welcome

Captain Johan Ramsland, Managing Director, Finnish Ships' Officers' Union (FSOU), welcomed all present with the following words.

It is with great pleasure I open and welcome you all to the IFSMA 45th Annual General Assembly (AGA) here in Helsinki.

We at the Finnish Ship's Officers Union are honoured and happy that IFSMA trusted us to arrange the 45th AGA on such a short notice.

The AGA has at least once before been arranged in Finland. That was the year of 2005 and it was held in Mariehamn on the Åland Island. Mariehamn happens as well to be my place of birth and hometown.

Yesterday the IFSMA ExCo held their meeting at our office just a block away and I hope everything was to your satisfaction and you were available to finish your business.

The FSOU are a member of the Finnish labour market organisation STTK which is one of three head organisations in Finland. STTKs president Antti Palola sends his regards and apologizes being unable to attend as he is abroad. Captain Antti Palola has a history in the FSOU being Vice Managing Director for six years.

With these words I wish you all a very fruitful assembly.

AGENDA ITEM 2 – Reply by IFSMA President

Captain Hans Sande, IFSMA President, replied.

Johan, honoured guests, delegates, ladies and gentlemen it is a great honour for IFSMA to be invited back to Finland by you and the Finnish Ships' Officers' Union for our 45th Annual General Assembly. I remember well the last AGA here in 2005 when you hosted us on the beautiful Island of Åland at Mariehamn.

Thank you for stepping in at such short notice after we very regrettably had to cancel the planned Shipmasters' Conference and AGA in New Delhi, India., planned in conjunction with the Company of Master Mariners of India (CMMI). Sadly, because of lack of interest from the Marine Industry in helping to Co-sponsor this large event, IFSMA and CMMI jointly had to take the decision that there were insufficient funds for the event to go ahead. At a meeting held on the 28 February this year it was agreed that ISC19 and the AGA would both be cancelled. A lot of work had been put in by the organiser Willi Wittig, IFSMA Deputy President, and Captain Phillip Mathews, President of CMMI and his Team, particularly Captain Sudhir Subhedar, into bringing this inaugural Conference/AGA to fruition and the Executive Council and I would wish to thank them for all their hard work.

I would also like to record my thanks to Captain Marcus Castro for hosting us in Argentina for our 44th Annual General Assembly and to be part of your 100-year anniversary celebrations of the founding of Centro de Capitanes de Ultramar Y Oficiales de la Marina Mercante (CCUOMM). It was indeed a memorable occasion and one which we will remember for many years to come.

I think it is appropriate and always useful to remind ourselves on these occasions that IFSMA was formed in 1974 by eight National Shipmasters' Associations to unite the World's serving Shipmasters into a single professional co-ordinated body. It is a non-profit making, apolitical organisation, dedicated solely to the interests of the serving Shipmaster and to uphold International Standards of Professional Competence of Seafarers commensurate with the need to ensure Safe Operational Practices, Preservation from Human Injury, Protection of the Marine Environment and Safety of Life and Property at Sea.

To those of you who are not familiar with the Federation, IFSMA was granted Consultative Status as a Non-Governmental Organisation by the International Maritime Organization (IMO) since 1975, which enables the Federation to represent the views and protect the

interests of the serving Shipmaster, unfettered and unfiltered either by National Governments or by Shipping Companies. In 1993, IFSMA was placed on the International Labour Office's (ILO) special list of Non-Governmental International Organizations.

We are held in very high regard at the IMO and by other International Organisations and it is the desire of The Federation to assist IMO in achieving a truly global implementation and rigorous enforcement of its International Treaties so that there is no need for any Country to resort to Regulatory Measures on either a National or a Regional basis. The Federation now represents over 13,000 Shipmasters from more than 60 Countries.

On that last fact I would like to say how delighted the Executive Council is to welcome two new Members to the Federation. The First, the Maritime Transport Workers' Trade Union of Ukraine and I am delighted their First Vice Chairman, Oleg Grygoriuk has been able to join us today. The MTWTU are fully committed to our Aims and Objectives and hope that some of their 900 Shipmaster Members will be able to use their specialist knowledge on the International Stage at the IMO. The second, is the Indonesian Seafarers' Federation who is represented today by their President Captain Dwiyono Soeyono. We are delighted to see them both here today. I also understand that we have two guests attending. We have recently been approached by the newly formed Romanian Shipmasters' Association and the Korean Captains' Committee and we would like to welcome Captain Lee and Captain Tutuian to witness our AGA. We very much look forward to you joining the Federation in the near future after you have heard how much we do on behalf of the Shipmaster on the International Stage. You are very welcome and please do ask us as many questions as you wish.

The IMO is the core of our business and our Shipmasters are robustly represented by our small Secretariat of Jim Scorer and Paul Owen. Jim always needs Shipmasters with current experience to assist him at the IMO, so I do urge you, our affiliated associations, to join us in attending IMO meetings or at least to send your comments prior to IMO meetings so they can be taken into account. Jim will brief you on the progress he and Paul are making in this regard in his report to you.

Lastly, it was with great sadness that we were informed of the sudden and untimely death of Captain Fredrik van WIJNEN, Secretary General of the European Confederation of Shipmasters' Association (CESMA). He "Passed over the Bar" on the 28th May 2019 and was laid to rest on the 4th June 2019. Fred was part of the board of CESMA for over 20 years was very active at meetings inside European Union Institutions, raising Shipmasters' Issues at the European level. He was a great friend of IFSMA having been a longstanding member and was often seen at our AGAs and indeed was present in London at the Special Meeting of the General Assembly in September last year. Those of you who met him would remember him as a kind and very caring Shipmaster who spent most of his career helping others. His wise words and sage advice will be sorely missed by us all and you would wish to hear that we sent our deepest condolences to his Family. On that sad note I would like to welcome Captain Hubert Ardillon, Vice President of The French Association of Captains of Ships who is the President of the European Confederation of Shipmasters' Associations (CESMA) of which they were a founding member.

During the next two days we will have a number of very interesting presentations of professional papers for you and I would like to thank all of the presenters in advance. It is therefore with great pleasure that I now declared the 45th Annual General Assembly open.

AGENDA ITEM 3 – Adoption of Agenda

Changes in the order of the agenda items was announced to suit speakers who were unable to be present for the entire meeting. The Agenda was adopted.

AGENDA ITEM 4 – Report by the Secretary General

Commodore Jim Scorer, Secretary General, presented his report for the year.

See Annex A for the written report.

AGENDA ITEM 5 – Treasurer’s Report**Presented by the Treasurer, Captain Paul Owen**

Three reports had been distributed to all present and the Treasurer referred to these. The end of year financial position showed an income of £93,188 (budget £94,564) while the actual expenditure was £105,403 (budget £91,494) this gave a loss for the year of £13,909. He explained this was due to: paying off the outstanding service charges for our old office accommodation; extra expenses for the Special Meeting of the General Assembly during September; payment of deposits in advance for the planned International Shipmasters Conference in Delhi; a bonus payment awarded by the Executive Council to the Assistant Secretary General; an award for medical expenses to the Secretary General; and finally a busy meeting schedule for the Secretary General who incurred additional travel expenses. For comparison, this report sheet showed the approved budget for 2019 which aimed for a balanced budget.

The 2018 Balance Sheet for 31st December 2018, showed that our reserves were healthy with total assets available to the value of £162,877.

The final sheet was the Honorary Auditor’s report approving the figures.

The accounts were approved under the proposal of Calvin Hunziker and seconded by Marcel van den Broek.

The Treasurer reported that the Honorary Auditor, Captain Rodger MacDonald, was happy to continue as Honorary Auditor for the coming year, this was approved by acclamation.

The budget for 2020 was presented for approval. It was approved on the proposal of Calvin Hunziker and seconded by Marcel van den Broek.

AGENDA ITEM 6 – Future General Assemblies and Venues

The decision taken by 44th AGA and confirmed at the Special Meeting of the General Assembly in September last year, to hold Biennial General Assemblies in the future, was noted. The next Biennial General Assembly (BGA) would therefore be held in 2021. Invitations to host the 2021 BGA are welcomed. A list of invitations for the 2021 venue will be sent out next year for agreement.

AGENDA ITEM 7 – Adoption of minutes to 44th AGA in Buenos Aires.

The minutes to the 44th AGA held in Buenos Aires were adopted on the proposal of Calvin Hunziker seconded by Marcel van den Broke. There were no matters arising.

AGENDA ITEM 8 – Executive Council Elections.

The four candidates nominated were given the opportunity to introduce themselves to the Assembly to show what benefits they could bring to IFSMA.

The Assembly selected two members to be the ballot counters, Fitz Ganzhorn and Willi Wittig.

The Assistant Secretary General explained the voting procedure, this involved completing a single ballot form to select three out of four candidates, with a tick or cross, for the additional three Executive Council Vice Presidents positions. Each Association would have a separate ballot form for every vote they were entitled to under the Statutes and Bye-Laws.

After the voting and ballot counting was complete, the successful candidates were announced as:

- Sune Blinkenberg (Denmark)
- Juan Gamper (Chile)
- Oleg Grygoriuk (Ukraine)

Following the elections there was considerable discussion on the number of votes each member association was granted, some thought the system was unfair and one vote per member was appropriate. To conclude the lengthy discussion the President stated that if anyone wanted to propose an amendment to the Statutes and Bye-Laws they must follow the procedure laid down and give sufficient notice, as laid down in the Statutes and Bye-Laws, of any proposal for change.

AGENDA ITEM 15 – SAREX

Presented by Captain Tor Husjord and Maritime Forum North (Norway)

See Annex B for the presentation slides.

Q&A (summarised)

Sune Blinkenberg asked if they had been looking at Cruise Ships and whether pilotage would be appointee. **Tor** answered US, Canada, Denmark and others have pilots and good cooperation, a cross the border system. **Hans Sande** suggested that a better detection system to avoid ramming old ice was required and asked if the Polar Code is relevant for the challenges faced and the competence levels. five days' survival requirement is unrealistic. **Fritz Ganzhorn** mentioned a 2016 exercise and how long survival was required for rescue from liferafts/lifeboats. Considering standard SOLAS equipment, in 2019 have improvements occurred. **Leendert van den Ende** asked if the capacity of SAR was being considered with passenger vessels carrying 8,000 persons. **Tor** replied that the situation was hopeless, and as an example mentioned the risk of SAR around Svalbard as this is the shortest distance to reach people.

AGENDA ITEM 9 – An Introduction to Finnish Ships' Officers' Union

Presented by Captain Johan Ramsland, Manging Director of FSOU

See Annex C for the presentation slides.

AGENDA ITEM 10 – Corral Bay, Chile.

Author Captain Pedro J. Espinoza.

Presented by Captain Juan Gamper, of Nautilus, Chile.

See Annex D for the written paper.

AGENDA ITEM 11 – Captain Returns to his Alma Mata

Presented by Captain Kazuki Inoue, Japan Captains' Association

See Annex E for the written paper and presentation slides.

AGENDA ITEM 12 – Human Element Industry Group.

Presented by Mr. David Appleton, Nautilus International, UK.

See Annex F for the presentation slides.

Q&A

Fritz Ganzhorn Asked within the industry group are there any differences in the perception in what is Human Element and do we have discussions on certain areas between members for example with ICS. **David** answered it is easier for individuals to report back to their associations to obtain approval, as those individuals have attended the group, they need to convince their associations of the work being done and the outcomes.

AGENDA ITEM 13 – Regulatory Scoping Exercise for Maritime Autonomous Surface Ships (MASS)

Presented by Commodore Jim Scorer, Secretary General

See Annex G for the written paper.

AGENDA ITEM 14 – Safety Navigation Management in Malacca Strait

Presented by Captain Dwiyono Soeyono, Indonesian Seafarers' Federation.

See Annex H for the written paper.

AGENDA ITEM 17 – Maritime Anti-Corruption Network (MACN)

Presented by Captain Vivek Menon, Denmark.

See Annex I for the presentation slides.

Q&A

David Appleton asked what happens to the money. **Vivek** answered that officials frequently keep the money as often they do not get paid for some time, e.g. their pay may go into an insurance policy for six months so that the person who is supposed to pay them keeps the interest. **Dimitar Dimitrov** commented that we used to have a list for the shipmasters to

which port and which officials how many cigarettes must be given. He recalled one ship where they did not give cigarettes to the officials and the RoRo ramp was deliberately damaged, causing the ship a five day delay, the company spoke to the master and asked him why he did not provide cigarettes. **Vivek** commented that his job was to liaise with the shipmasters and crew, to create an anonymous reporting system and to raise awareness. **Victor del Prado** said that corruption has a bad impact on reputation. **Vivek** replied the company must have a robust system, he approaches HR departments in companies to understand their system. The Facebook page has lots of helpful information. <https://www.facebook.com/maritimeacn/>

AGENDA ITEM 18 – IMO MSC Guidance on Fatigue

Presented by Captain Paul Owen, Assistant Secretary General

As the document, “MSC.1/Circ.1598” is very large a link is provided to download.

AGENDA ITEM 19 – Action & Control, Physical & Metal Action, Regulation of Activity or Freedom of Actions

Presented by Dimitar Dimitrov, Bulgarian Shipmasters’ Association

See Annex J for the written paper.

AGENDA ITEM 16 – Overriding Authority And How to Defend It

Presented by Erik Kraverts, Attorney at Law, Kraverts and Kraverts (Germany)

See Annex K for the written paper.

CLOSE OF 45th ANNUAL GENERAL ASSEMBLY

The Secretary General, Jim Scorer, on behalf of the President, sincerely thanked Johan Ramsland and the Finnish Ships’ Officers’ Union (FSOU) for their hospitality in hosting this excellent Annual General Assembly. The Assembly was then closed.

ANNEX A

Agenda Item 4 -Report by Secretary General, Jim Scorer

Mr President, Deputy President, Vice Presidents, Shipmasters and Guests. I am pleased to present my report to you cover the period since I last spoke at our very successful 44th AGA in Buenos Aires nearly 18 months ago.

At that meeting I announced that due to ill health I would have to retire. However, I would like to thank the Executive Council for their support during the last year enabling me to bounce back and remain your secretary General. Fiona of course was thrilled I am not getting in her way at home.

You should all be aware that in July last year, after more than 20 years at Lambeth Road, the Headquarters moved Office and we now have a desk in the Headquarters of IMarEST, just off Parliament Square in the centre of London. We now have significantly better facilities than we have had in the past and more importantly we have saved 50% of our office budget on the new lease. With very modern Video Conference facilities available to us, we are developing new ways of working remotely and hopefully save those Associations represented on EXCO significant sums by avoiding travel and accommodation costs.

September last year saw us hold the first ever IFSMA Special Meeting of the General Assembly to vote on the five Resolutions drawn up by the 44th AGA in Buenos Aires. The Resolutions to increase the Vice Presidents from seven to ten, to employ a Full time Secretary General in the future, to increase in Annual Subscription fees, to increase Voting Rights and to introduce 30 days' notice for nomination for election to ExCo. In addition, as part of prudent cost savings measures, it was also agreed that from 2019 onwards the Annual General Assembly would be held every two years. The Meeting was well attended by 15 Member Associations and two Individual Members. All the Resolutions were voted in by a majority of over 90%. After coffee you will be asked to vote for those three new vice Presidents to join the Executive Council. There is one outstanding issue that needs to be addressed and that is the amending of the Statutes and bye-Laws to reflect these changes. The Secretariat will do this on completion of this AGA and sent out to you, the Membership, as soon as the amendments have been agreed by the Executive Council. They will be issued under the 30 day silence procedure. Which means that unless the Secretariat receive any objections from the membership to the proposed changes within the 30 day stipulated deadline then they will be agreed and published on the website.

The IFSMA focus as always is representing you at the IMO. Well it has been a busy period and you will have seen my reports on the website, so I will focus on a few key points. Last year, following a key intervention I made on the impact of corruption on Shipmasters, you may recall that I was asked to represent IFSMA on the Maritime Anti-corruption Network Cross Industry Working Group. Immediately after my first meeting I led a small delegation with ICS and ITF to discuss how best we might get the subject of Anti-Corruption onto the IMO Agenda.

The short story is that this resulted in us getting the six Nations to support a Paper the Group produced for the IMO Facilitation Committee in April this year. Our strategy effectively obliged all nations to agree to a New Output, subject to agreement by Council, on Guidance or Code of Best Practice in Maritime Anti-Corruption, to include involvement of the Technical Cooperation Committee TCC, which would align IMO Regulations and the

Maritime Industry with the United Nations Convention against Corruption (UNCAC). This will be put to the IMO Council for agreement at the end of October. If agreed this will be the first time that the subject of corruption in our Maritime Industry will be on the Agenda at the IMO in its history. You have heard me speak about my concern at how the Human Element or Mariners, are considered at the IMO. Having got the attention of the Secretary General of the IMO I was asked to set up a Human Element Industry Group of NGOs to try and take this forward. We are starting to get the attention of some key Nations and with their support we have been able to introduce a Paper that we hope will start making a difference by overhauling the process by which New Outputs at the IMO take into account the Human Element. This is just a start and we will hope to produce a Paper early next year to take an holistic view of Entry into Enclosed spaces in all types of ships in an attempt to help reduce the numbers of deaths we are seeing increasing year on year. I will keep you apprised of our progress.

As Members of the Industry Lifeboat Group we remain one of the more active members in lobbying for increased safety for the operation of Lifeboats. Earlier this year we, along with a number of others, successfully proposed amendments to the LSA Code in order to ensure adequate safety standards for lifeboats and rescue boats fitted with single fall and hook systems with on-load release capability.

IFSMA continues to work hard in the area of Pollution in our Environment and are involved in the Working Group on prevention of Plastics at Sea and the difficult issue of Green House Gas emissions. This is an area of real concern and we are working hard with the ICS and others to ensure that the Minimum Power for Ships is properly looked at and not arbitrarily imposed, endangering the manoeuvrability of ships and endangering the Mariner and increasing the pollution of our seas.

Criminalisation of the Shipmaster is another one of our Key Challenges and I never fail to take any opportunity I can to raise this issue at the IMO with National Delegations and in all of the appropriate Committees. To this end, I took the argument to the European Union where I was given time to talk to their Security and Defence Committee on the potential for Criminalisation of the Shipmaster when rescuing migrants in the Mediterranean.

As a result, IFSMA was asked to assist the Office of the European Commission for Human Rights in the production of Guidance to Nations for the Treatment of Migrants in the Mediterranean and in it we were able to address the issue of Criminalisation of the Shipmaster within a number of Chapters. In June of this year, some of you may be aware that a ship belonging to a German NGO, Sea Watch, based in the Mediterranean, primarily to rescue migrants in distress, was arrested when trying to land the rescued migrants in Italy. The German Shipmaster was charged with causing a collision with a police launch and also threatened with a charge of smuggling and people trafficking. This was of great concern to our German Association, VDKS, who released a press statement condemning the arrest. The charge of causing a collision was dismissed and to date no other charges have been brought against the Shipmaster. During this time IFSMA has lobbied a number of EU Nations and Agencies to put pressure on the Italian Authorities to refrain from further prosecution. This included the very kind assistance from Peter van der Kruit from NVKK, our Association from the Netherlands, to represent IFSMA following a request by the Legal Counsel of SeaWatch to assist them in a consultation with the Dutch Government concerning the legal regime of search and rescue at sea. Regrettably, despite their request, they failed to respond to any of Peter's emails and attempts to contact them.

Earlier this year we were able to again raise the issue of misuse of AIS at sea after we were alerted to specific incidents at Sea by a Shipmaster from our friends at the Council of American Master Mariners. I was able to make an impact highlighting the significant increase in risk to mariners on the multiple use of AIS Beacons on Fishing Gear and the production of false Fishing Vessels. This is being represented by another NGO for us, CIRM, who sit on the International Maritime Organization / ITU Radiocommunication Sector Working Group who are looking at possible changes to legislation to the use of Autonomous Maritime Radio Devices (AMRDs).

Hopefully this will lead to this practice being outlawed next year, but I will keep you informed. One of the key issues raised during the IMO Lessons Learned from Marine Accident Investigations reports is that many of the accidents highlight the lack of keeping a proper lookout and also an increased use of AIS as a collision avoidance tool. I would ask you to get the message out to the Shipmasters at sea. Are they confident of what their Officers are doing on the bridge whilst the Shipmaster is trying to get some much needed rest? I would remind you all that AIS CAN PROVIDE SUPPORTING INFORMATION ONLY and it is not to be used as a collision Avoidance System. What these lessons show is that no matter the content of the IMO Model Training Courses and the STCW Code the majority of us are being let down by the few who seem to forget what they were taught at college and in their early years at sea in training.

IFSMA and a number of others continue to highlight the fact that STCW is well overdue a major review and I do hope that this will start in the near future. When it does, I will be calling for Subject Matter Experts from you, the Associations, to help us out in this important piece of work. This is highlighted in our First Key Challenge in the Strategic Plan – namely “we must learn from our membership where crews are lacking in practical skills and competence.” We must influence STCW Amendments at the IMO and we have to help Shipmasters to be more available to undertake their Training and mentoring responsibilities. I hope that when the Review of STCW commences we will be able to utilise remote working so that we can communicate more effectively with you.

The Operation of the increasing Digitised Ships of the future is another key focus for us at the IMO on the Maritime Safety Committee where we are very active in the Working Group on the Regulatory Scoping Exercise of MASS (Maritime Autonomous Surface ships). We are represented on this by our colleagues from the Norwegian Marine Officers’ Union and also Nautilus International. In addition we are lucky to have the legal advice from an eminent International Maritime Lawyer who gives us his time on a voluntary basis. I will brief you on this in my Presentation tomorrow, but don’t expect any startling revelations.

The IMO Navigation, Communications and Search and Rescue Sub Committee is currently reviewing the IMO Resolution A.857(20) Guidelines for Vessel Traffic Services. The IALA VTS Committee is tasked with the review and you would wish to be aware that I attend the various meetings to ensure that the Shipmaster’s responsibility for ensuring safe navigation of his/her vessel is correctly articulated.

The last of our Key Challenges, is that of Public Relations and Communications. Our aim is that IFSMA should be seen as the International Voice for Shipmasters. You will recall the issue of heightened tensions in the Middle East and in particular in the Gulf of Oman, the Straits of Hormuz and into the Gulf itself. We had the attacking of tankers both at anchor and underway with Limpet Mines, the arrest of an Iranian Flagged and owned Tanker in Gibraltar suspected of carrying oil to Syria in contravention of the embargo and then the arrest of a

Stena Tanker in the Straits of Hormuz by the Iranian Revolutionary Guards on the pretext of carrying an illegal cargo. During this period I was asked to give live interviews on three occasions on the BBC's World Service, Radio 4 News at One and also BBC Television World News.

That they sought IFSMA's views on the effect this is having on World Shipping and Shipmasters shows how highly IFSMA is thought of on the International stage. Let us hope that the ongoing diplomatic efforts will help stabilise the region. The Secretariat is in touch with the NATO Maritime Command Headquarters which has a forward deployed Headquarters in the region and will keep us informed of security and of any updates. I am delighted that the ongoing negotiations have led to the release of the majority of the International Crew and I know that Stena are in further negotiations.

I would now like to turn to the Issue of IFSMA Resolutions. You will see on this slide and the two pages in front of you the List of Current, in-date Resolutions passed by the Federation at previous Assemblies. I have also attached a list of those Resolutions which the Secretariat has addressed since the 44th AGA held last year in Buenos Aires. During my brief to you so far I have addressed all on this List down to RES 2/2007. On RES 1/2009, I have worked and guided Captain Kevin Kribbins, a member from our Irish Association, on a submission proposing amendments to the IMSBC Code and Res. A.1050 (27) on Enclosed Space Entry Recommendations, together with supporting research (CCC 6/INF.7) which you will find on our website and some of you will find of interest. Regrettably in finding a Nation to support us in this respect, that Nation changed the Title from Entry into Cargo Spaces to Enclosed Space Entry Recommendations. The recommendations were therefore not taken forward at the Sub Committee on Carriage of Cargos and Containers as it was not an agreed Agenda Item, but we hope to take up the issue at the next Maritime Safety Committee next year.

RES 3/2013, 2/2014 and 3/2016 raise the point of Criminalisation of the Shipmaster and Insurance Protection. This is an area where we are making progress in agreeing with a London City based Insurance Underwriter and Broker for Personal Insurance for Shipmasters at an affordable price.

If we can achieve this it will be particularly useful for those Shipmasters and Associations who are not members of Unions that provide Insurance for their Members.

RES 3/2014 on Marine Accident Investigations. This has been discussed in the IMO Implementation of IMO Instruments Sub Committee where each year Accident Investigation Reports are examined by a Working Group and gaps identified are forwarded to the Maritime Safety Committee for discussion. At the last Working Group meeting, at which IFSMA was present, the issue of poorly presented and written Accident Investigation Reports was considered. Here the WG was found to be insufficiently robust and direct in recommendations to be taken forward. This is something we feel strongly about and will continue to press for.

Finally, RES 2/2016 - Standard Electronic Exchange Form for Pilot Card, this is being taken forward by the Facilitation Committee and again we are on the Working Group for this and progress is being made for the Electronic passing of information.

I hope this overview has given you a flavour of how busy we have been at the Headquarters and Paul and I have worked flat out on your behalf. Whilst I have been keeping on top of

things at the IMO, covering meetings and representing IFSMA on the International Stage, I am so lucky that I have the continued support of Paul Owen who works so hard keeping our administration up to date and also keeping me on track. I hope you notice how good our Newsletter is and that we try and provide you with interesting and relevant articles and to this end I would like to thank not only Paul, but Paul Ridgway who, for a very small remittance puts an enormous amount of effort into supporting our PR effort. Of course here I must mention Willi Wittig, our Deputy President who looks after our ever growing FaceBook Page. I must thank also four other people who put many hours of work into supporting me at IMO and elsewhere on your behalf.

Firstly, Peter Van der Kruit from the Netherlands Association of Master Mariners for his legal advice and help, Andrew Higgs for his help and in-depth knowledge of International Maritime Law and the IMO Instruments, Captain Morten Kviem from the Norwegian Marine Officers' Union with his broad shipmaster's knowledge and particularly David Appleton from Nautilus International who, with his broad and extraordinarily detailed knowledge of the Maritime Industry, attends nearly every meeting with me at the IMO and at other important International Meetings when I have been unavailable. Hans, Marcel, Leen on behalf of IFSMA and personally from me thank you for giving your support to IFSMA and in turn the assistance of Morten, David and Peter with their help. This enables IFSMA to punch well above its weight for such a small Secretariat. To all of you who have come so far to be here, thank you for your continued support through your membership. With all your help I look forward to continuing to drive forward our Strategic Plan at the IMO, and elsewhere, where we do make a real difference for you on the International Stage and where we are held in high regard. For those of you who are still active out at sea, keep a weather eye open, keep safe and please write and tell me what is happening on the Front Line.

If you have any questions, I am more than happy to take them, but don't make them too difficult.