

International Federation of Ship Masters' Associations

40th Annual General Assembly,

**Rica Park Hotel,
Sandefjord, Norway**

The IFSMA AGA commenced on 5th June 2014 and finished on 6th June. The Norwegian Maritime Officers' Association (NMOA) hosted the event. NMOA also hosted an icebreaking cocktail cruise and dinner on the 4th June. The cocktail cruise was held aboard the ss. *Southern Actor*, a restored whale catcher owned by the Sandefjord Whaling Museum. The dinner was held at a quayside restaurant at the harbour.

Modern Sandefjord was the whaling centre for Norway, and was founded on the wealth generated by the industry.

Day 1

5th June, 2014

0900.

Hans Sande, President of NMOA

Conference was opened with welcoming remarks from Hans Sande, giving a brief history of Sandefjord and the whaling industry, the importance of the industry to the area, and the present significance of the port.

Christer Lindvall, President of IFSMA

Captain Lindvall responded welcoming all to the AGA and especially Mr. Michael Grey, an honorary member. Captain Lindvall made reference to the fact that IFSMA is the only fully international organisation that represents the world's serving shipmasters with a purpose of bringing the Shipmasters' views on matters of marine safety security, workload, and protection of the marine environment to the appropriate levels of government.

IFSMA was granted consultative status as an NGO at IMO in 1975, this enables IFSMA to offer a position, unencumbered by governments or shipping companies. In 1993 IFSMA was placed on the ILO special list of NGO's. It is thus that IFSMA represents thousands of Shipmasters through their Associations at these important organisations.

Captain Lindvall noted with sorrow that 2932 lives were lost in marine incidents in 2013/2014.

Regarding IMO; the organisation has reorganised and now has seven sub-committees operating under the Marine Safety Committee (MSC) and the Marine Environmental Protection (MEP) Committees:

- Ship Design and Construction,
- Pollution Prevention and Response,
- Human Element, Training and Watchkeeping, (formerly STW)
- Ship Systems and Equipment,
- Navigation, Communication and Search and Rescue,
- Implementation of IMO Instruments, and

Carriage of Cargoes and Containers.

Regarding ILO, the 2006 Labour Convention entered into force on 20th August, 2013.

IFSMA continues in the tasks of the prevention of piracy and armed robbery, reduction in the administrative burden placed on shipmasters, passenger ships' construction, fatigue (particularly manning), criminalisation of seafarers, Polar Code, asbestos, places of refuge, design of engine control rooms and the Mona Lisa Project (Motorways of the Sea, eco-efficient e-navigation solutions and supports the EU Strategy for the Baltic Sea).

Captain Lindvall's final words reflected on the complaints about the IMO, its slowness to respond to items vital to the shipping industry and development of new instruments. He pointed out that the IMO is a Secretariat doing the bidding of member nations, and that complaints should therefore be addressed to these member nations rather than the IMO secretariat.

John Dickie, Secretary General IFSMA

Captain Dickie presented the accounts of the Federation for the year as of the 5th June 2014 and these will be updated after the final reckoning of the accounts. Budgets were presented as follows: 2013 Amended budget, 2014 Amended Budget, and 2015 Budget. The amending of the budgets was a necessity as circumstances affecting the budgets changed during the years in question. IFSMA 2015 Budget has been developed taking into account all known facts and was approved by the attending delegates at a later session. IFSMA has been reducing costs and as a result of this and that all members have paid dues for 2013, and only two are outstanding for 2014, IFSMA is in a good financial position for the coming year.

IFSMA office was refurbished following notice from the lessor that the rental would be increased (almost doubled). IFSMA elected to share the office space with Comite International Radio-Maritime (CIRM) thereby reducing the rent by 50% and receiving part of the refurbishing costs. Revenue from CIRM (office space rental) will be £8540.00 per annum.

In the existing good financial position, membership fees will remain the same for the year 2014/2015 (£12 per association member, £60 for an individual member.)

There is no other income for IFSMA.

Total budgeted income for IFSMA is £107,000. Much of this will be used to develop a suitable internet process to meet the need of new (younger) seafarers of the future, secretarial staff pay, and attending meetings as an NGO.

While some NGO's are becoming less active, IFSMA is becoming stronger, and the executive is being asked for input on various levels. Association members will be asked to provide input on behalf of IFSMA at various IMO and ILO subcommittee levels.

It was noted that IFSMA will only support Masters from member associations.

Election of IFSMA Executive.

The election took place in 3 parts:

2 Proxy votes and 3 postal votes were accepted.

Election of the President

By Acclamation:

Hans Sande (Norway)

Election of Deputy President

Secret Ballot, Majority Vote:

Willi Wittig. (Germany)

Election of Vice Presidents

Secret Ballot, Majority Vote:

Marcel van den Broek, (Netherlands)

Marcos Ricardo Castro (Argentina)

Fritz Ganzhorn (Denmark)

Dominique Perrot (France)

Koichi Akatsuka (Japan)

Jorgen Loren (Sweden)

Calvin C Hunziker (USA)

Hand over:

Captain Christer Lindvall offered congratulations to Captain Hans Sande and the other executive members. The Chain of Office was transferred. A photo session followed.

Hans Sande, President of IFSMA

Captain Sande offered his thanks to Captain Lindvall for his sterling leadership over the past 16 years he was president, and made remarks on where he saw the future of IFSMA, focusing on the needs of the master. He noted that IFSMA must be relevant for the future developments of the industry and its personnel. Masters must be given more responsibility as well as the authority to act and ship owners must have a reduced role in the day-to-day operation of vessels. This will inevitably re-establish the master's authority.

Captain Sande recommended that Christer Lindvall and Bjorn Haave be given Honorary Membership in IFSMA, which was unanimously approved by the attending delegates.

Venue for the 41st IFSMA AGA.

Juan Gamper

Chile offered to host the AGA and presented a DVD outlining the possibility of the AGA taking place aboard a cruise vessel, *Cruceros Australis*, sailing between Punta Arenas and Cabo Hornos (Cape Horn). This will be undertaken encompassing the Easter Holiday (3rd to 6th April 2015).

If there are insufficient members wishing to take the cruise option then Chile will undertake to hold the meeting in a hotel in Valparaiso.

The membership provisionally accepted the offer from Chile.

Ann Doksrod The Vikings

Dr. Doksrod gave an enlightening talk on the Vikings, their ships and trading voyages. This covered the period from 792 (Lindisfarne) to the discovery of the Oseberg ship in 1903, and its eventual excavation in 2012. This fascinating lecture identified the area of Sandefjord as a centre for the Vikings, their raids, trade and culture. The Viking era spans a mere 300 years, but has had lasting effects on the world.

Kjell Overgaard. A Human Factor Perspective on Human Error and a Near Miss Dynamic Positioning.

Prof. Overgaard's paper started by identifying that the perspective that human error causes accidents is false! Human error is involved in 80% of accidents but is not the cause. It is therefore necessary to look further into incidents to determine what factors either affected or failed to affect the human interaction and amounted to the root cause of the accident.

The Human Factor is the combination of human knowledge and system capability.

The "causation" of an accident is only identified after an accident occurs, there is no causation investigation following a near miss or "non-accident."

An error only exists if a "standard" has been developed, and in the cases where non-accidents are not investigated a standard cannot be developed.

In investigating an incident, it is prudent to undertake the "5 Whys" process. For example, "Why did the error occur?" System failure. "Why did the system fail?" Faulty wiring. "Why.....?" After about the 5th why, the causation can be gleaned, and may not be a human factor.

It is also recommended that a critical Incident path be reviewed. This should be carried out for all near misses as well as accidents.

Investigation of 24 incidents involving DP operations took into account the interviews of 13 DP operators. The principal interest was the changeover from normal operations to incident avoidance and operations. In the process it was brought to light that if the incident was solved, the operator was a "hero", and if he failed then he was guilty of a heinous mistake. But what of the system?

Erik Dyrkorn Search and Rescue in the Far North

SARNOR has been set up in the Norwegian area of operation where most of the marine traffic is operating. It has responsibility for the tracking and movement of ships operating in the Norwegian sector; however communications are poor, and satellites are not visible above 81deg North. The paper expressed the need for broadband satellites to be launched and to operate in the far north. As always it is the responsibility of the operator to develop systems to reduce risk.

SARNOR is presently using SeaKing helicopters for search and rescue operations, but with limited airtime and poor communications this is not a satisfactory solution.

While SARNOR is prepared to set up a mobile station close to an incident this is far from satisfactory, and can only cater for a small number of persons if an incident escalates.

Allan Graveson

Resources and Transparency in Maritime Accident Investigation

Mr. Graveson expressed a concern that following accident investigation by government agencies, class and other competent bodies, it is difficult if not impossible to obtain the findings of the investigation. The retention of these incident reports by the investigating bodies does not allow ship owner, masters and regulators to build systems for avoiding similar incidents in the future.

Mr Graveson asked for IFSMA support in requiring all such incident investigation reports to be more transparent and to be released through Flag States.

(See Resolutions)

End of Day 1

GALA DINNER, HOSTED B Y THE NORWEGIAN MARITIME OFFICERS' ASSOCIATION

The dinner was preceded by a cocktail reception in the anteroom to the Dining hall of the Rica Park Hotel. The dinner was a five-course extravaganza, with wine accompanying each of the beautifully presented courses. During the meal, Captain Lindvall was 'roasted' and complemented on his ability and guidance during his many years as President of IFSMA. Captain Bjorn Haave was also 'roasted' and complemented on his support as a Vice President of IFSMA over the past 18 years, and his thorough research and input into the resolutions developed by IFSMA.

Day 2

6th June, 2014

Willi Wittig

Website and New Brochures.

The existing website is being upgraded, refurbished and modernised to enable access on mobile phones, and allowing the use of Twitter and Facebook. There is to be a Membership Page that will be accessible through a password. All members of every Association that is a member of IFSMA will then have access to the Membership Page on the web site.

Captain Wittig presented four new brochures for the use of members:

Guidance for Delegates Representing IFSMA.

An outline of what is required of a Delegate representing IFSMA at any organisation or body at which IFSMA may have input. It also gives (Ch 3) a summary of the Resolutions brought forward at all AGA's. This is a living document and will be updated each year.

Compilation of Resolutions and Statements.

All Resolutions 2000 - 2013 are spelled out in the brochure, grouping the resolution by category. This is a living document and will be updated with the resolutions from subsequent AGA's

About the IMO.

This brochure identifies how IMO works and has been developed from a neutral standpoint. The purpose of the brochure is to outline the processes under which IMO operates and the expectations of IMO from the delegates attending meetings. Chapter 11 highlights this. It is recommended that any delegate attending IMO meetings reads this brochure before attending

Statutes and Byelaws

The Statutes and Byelaws are printed in this document.

All four of these brochures will be available on Line and will be able to be downloaded from the updated website. The web site will remain www.ifsma.org

Wind Farms

A paper detailing the safe distances for passing multiple offshore structures was not delivered, as the presenter was not available. However, a request for input from members was sought, and Regulations and Guidelines for this will be developed in the near future. Multiple structures primarily deal with the wind farm scenario, but may also relate to other platforms in the marine field.

The paper is presented in the IFSMA Annual Review, 2013-2014

Pilots and Pilotage

With many owners seeking Pilotage exemptions in certain waters, there is a desire to increase the number of qualified pilots. Bridge management involving the pilot is an essential part of safe navigation. A DVD (KVH Media group) was shown emphasising that the Pilot has "conduct of the vessel, that the Pilot is in charge of navigation once aboard, and that the Pilot may override the Master.... Interesting!

Michael Grey Realities of Risk

Mr. Grey outlined how risk evolves, and what can be done to mitigate risk. Risk evolves over time and will occur when the subject is exposed to hazard and may occur on any venture. Mitigation of risk will be aided by monitoring the risk, and developing a risk management protocol, in accordance with the severity. Risk cannot be totally eliminated.

In developing mitigating measures, safety management processes must be undertaken, not just reliance upon the common sense of the operator.

Risk and venture are synonymous. All sea voyages still have a degree of risk. Owners are requiring ships, masters and crews to undertake more and more risky operations, e.g. speed in poor visibility. One area of increase in risk, which may be commercially acceptable, is the reduced manning on ships. In all cases has a risk assessment been carried out to identify the degree of risk? Is a Malacca Max container ship with 22000 TEU an acceptable risk?

Other concerns aside, there are many occasions where personnel ashore with no professional qualification are making decisions that affect the operations of the ship and the associated risk is increased.

Any increase in risk should be assessed in conjunction with existing risks.

Regulations should include a requirement for the evaluation of risk.

Dominique Perrot Maritime Labour Code (2006)

The Maritime Labour Convention (MLC) came into force 20th August 2013. The MLC is enforceable through the Member States, which should develop regulations for the enforcement on board ships. The MLC varies in various instances from existing legislation of Member States. *(Please see paper prepared by V. George Havelka, in IFSMA Annual Review)*

The transfer of overview status from the International Labour Convention to the Maritime Labour Convention came into place at the time that the MLC came into force. In particular, Safe and Secure Workplace, Fair Terms of Employment, Decent Working Conditions and Health and Safety Medical Care are now fully the responsibility of the MLC.

In 2006 the Governments of Member States, Seafarers and Shipowners met to review and expand upon the existing SOLAS, MARPOL and STCW Conventions, from these meetings the MLC was developed. Exemptions are in place for the Coastal waters of States and Port Regulations.

The Regulations of the MLC have been developed to two standards, the articles of Standard A are compulsory and those of Standard B are not.

The MLC has some weak wording that will allow some inspectors to interpret the wording of regulations differently from other inspectors. (e.g. "As far as possible" and "If practical")

The regulations of the MLC will gradually supersede the articles of the ILO, but in the meantime the inspectors from both organisations will have access to all ships.

Some regulations were particularly mentioned:
Title 3 Regulation 2.3 Hours of work.
Title 4 Regulation 4.5 Access to shoreside welfare.

Concerns were expressed about the minimum age of seafarers being raised to 18 and that issuance of medical certificates for seafarers need to be verified BEFORE the seafarer reports on board.

There is much work to be done on the MLC before it becomes an internationally accepted document.

Anchoring Operations and Accident Prevention Measures

Japanese Captains Association

Concerns about accidents and incidents relating to anchoring has caused the JCA to have DVD's developed to outline the safety measures required when anchoring and retrieving anchors. The DVD shown identified the need for the vessel to be making way, preferably sternway, the need to walk the anchor back before letting it go and how to take out a turn

between the windlass and compressor bar. Much of it was standard seamanship, but it highlighted the failures of vessels anchoring in Japanese waters.

Other DVDs will be developed.

Sudhir Subhedar **Coastal Shipping in Indian Waters.**

Political influence and lobbying has brought about the existing conditions where cargoes for coastal destinations in India are being carried by road and rail, as opposed to the more environmentally friendly and economically sound coastal shipping.

A committee under the chairmanship of the National Shipping Board of India with members of the Ministry and other stakeholders were directed to look into this. KPMG was hired to review the situation, and the findings, based on 23 cargos and 9 routes, identified that there was a difference in freight rates of R500.00 per tonne/mile in favour of road and rail transportation. This difference was attributed to the costs at the commencement and destination of the cargo, such as the port dues and infrastructure requirements, in contrast with huge investments made to the road and rail infrastructure, with nothing going to the port systems.

A secondary concern is that road and rail transportation is not only more expensive, but is also more damaging to the environment owing to its larger carbon footprint.

The Prime Minister of India has undertaken to reduce the Carbon Footprint.

Regulations imposed on the shipping industry are more severe than those on road and rail, and cost more to administer. Taxes are greater on the shipping industry than on road and rail, and government spending on the road and rail infrastructure does not extend to the shipping industry. Until this is revised it will not be practical for shippers to move their cargos by sea. *(Domestic Shipping –Realising the Potential in IFSMA Annual Review)*

Dimitar Dimitrov **Multinational v One Nationality Crews**

Captain Dimitrov, recognising the changes in both the political sphere and the changes in technology of the shipping industry, acknowledged that all shipowners and in particular those in Bulgaria, were seeking to reduce costs by employing crews from developing nations. He noted that the risks were increased when multinational crews were employed on ships, as lack of understanding between bridge-teams leads to incorrect action being taken in an emergency situation.

Because of the reduced size of modern ships' crews, crewmembers have little time to 'socialise' and get to know each other. Similarly, the interaction and understanding of crew members' cultures is an essential part of a working team *(see also paper delivered to IFSMA in Halifax presented by. Dr. Jim Parsons, CMMC)*

There was considerable discussion on this subject. Turner introduces the fact that Canada is a country made up of immigrants and as a country is successful; and that the question of multinational crews was much ado about nothing.

MARTHA Project

The MARTHA project was not discussed, but may be reviewed on the IFSMA web site.

Resolutions

The following resolutions were approved by the delegates at the AGA. The full resolutions of the delegates may be found in the www.ifsma.org web page

Places of refuge

Coastal States to identify and determine Places of Refuge.

Criminalisation

Insist that government bodies do not make premature accusations following incidents and recommend that shipmasters have appropriate independent legal protection.

Accident Investigation reports

Strongly urge IMO to introduce mandatory instruments to require that investigation reports are released through the flag states in a timely fashion.

Ferry Safety

Recognising that domestic ferries, in the main, are outside the influence of the IMO; urge that the initiative of the Secretary General of IMO that requires that the IMO standards include domestic ferries, and that the IFSMA resolutions reflect this.