

Introduction

This is the first report of 2013 and it has started as 2012 completed – very busy.

The work will only vary over the year depending on what is required at certain times. The early sitting of the AGA has meant that a number of issues have had to be brought forward.

IMO

There were two meetings held this month. These were:-

Sub-Committee on Fire Protection (FP) – 56 th Session	07 – 11 Jan
Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) – 17 th Session	21 – 25 Jan

Fire Protection

This was attended by myself and Allan Graveson from Nautilus International.

The agenda was full with 65 papers being in place which increased to 76 by the end of the meeting.

The following is a brief outline and review of the meeting.

Agenda Items	Title
1	Adoption of the Agenda
2	Decisions of other IMO bodies
3	Development of measures to prevent explosions on oil and chemical tankers transporting low-flash point cargoes
4	Development of requirements for the fire resistance of ventilation ducts
5	Review of fire protection requirements for on-deck cargo areas
6	Review of the recommendations on evacuation analysis for new and existing passenger ships
7	Development of requirements for additional means of escape from machinery spaces
8	Development of requirements for ships carrying hydrogen and compressed natural gas vehicles
9	Consideration of IACS unified interpretations
10	Harmonization of the requirements for the location of entrances, air inlets and openings in the superstructures of tankers
11	Development of unified interpretations for chapter 7 of the 2000 HSC Code
12	Development of guidelines for use of fibre reinforced plastic (FRP) within ship structures
13	Analysis of fire casualty records
14	Development of amendments to SOLAS chapter II-2, the FTP Code and MSC/Circ.1120 to clarify the requirements for plastic pipes on ships
15	Consideration of amendments to SOLAS chapter II-2 on location of EEBDs
16	Development of amendments to the requirements for foam-type extinguishers in SOLAS regulation II-2/10.5
17	Development of amendments to SOLAS regulation II-2/20 and associated guidance on air quality management for ventilation of closed vehicle spaces, closed ro-ro and special category spaces
18	Biennial agenda and provisional agenda for FP57
19	Election of Chairman and Vice-Chairman for 2014
20	Any other Business
21	Review of general cargo ship safety
22	Development of interpretation of SOLAS regulation II-2/13.6 on means of escape from ro-ro spaces

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The following groups were formed

- WG1 Measures to prevent explosions on oil and chemical tankers transporting low-flashpoint cargoes (Agenda item 3)
- WG2 Development of requirements for the fire resistance of ventilation ducts (agenda item 4)
- WG3 Review of fire protection requirements for on-deck cargo areas (agenda item 5)
- DG1 Evacuation analysis on passenger ships and additional means of escape from machinery spaces (agenda items 6 and 7)

A number of presentations and events took place during this FP. These were:-

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| IMO | Secretary-General address and reception for the launch of World Maritime Day theme for 2013 |
| UK | European research Project FIREPROOF on the development of a risk-based framework for the fire safety of passenger ships |
| Canada | Outcome of EU SAFEGUARD project |
| Germany | The safe sea transport of dangerous goods which react dangerously with water and/or carbon dioxide |

IFSMA attended all presentations apart from the UK. This was due to previous arrangements having been made that could not be cancelled.

Included below is the draft submitted to IFSMA before the meeting to highlight certain points of interest. Once again, thank you to Allan Graveson of Nautilus international for the time taken to prepare the document and continued support at the IMO.

It is anticipated that IFSMA resources will be limited to two or possibly three attendees. In addition to staffing Plenary, it is suggested that WG3 is staffed if possible. The rationale being that passenger ship safety is a key policy issue for IFSMA.

As indicated above, the Agenda is fairly substantive given that there was no meeting of this Sub-Committee in 2012. There are a significant number of Agenda items with completion dates of 2013. Given that the Sub-Committee will be limited to eight Plenary sessions, (not meeting on Thursday) it is anticipated that discussion will be significantly limited.

Agenda Item 2 Decisions of other IMO bodies – It is anticipated that the issues referred to this Sub-Committee will be dealt with under other Agenda Items where possible.

Agenda Item 3 Development of measures to prevent explosions on oil and chemical tankers transporting low-flashpoint cargoes – The Sub-Committee will receive the report of an Inter-Sessional Correspondence Group on this issue, i.e. FP 56/3. The Group proposes amendments to the FSS Code and to a number of SOLAS amendments. There is nothing contentious and can be allowed to pass without comment.

Agenda Item 4 Development of requirements for the fire resistance of ventilations ducts – The Sub-Committee will receive a report of an Inter-Sessional Correspondence Group, i.e. FP 56/4. The Group proposes amendments to SOLAS which can be allowed to pass without comment.

Agenda Item 5 Review of Fire protection requirements for on-deck cargo areas – The Sub-Committee will receive the report of an Inter-Sessional Group, i.e. FP 56/3. The Group proposes amendments to SOLAS which can be allowed to pass without comments.

Agenda Item 6 Review of the recommendations on evacuation analysis for new and existing passenger ships – The papers submitted by Germany, i.e. FP 56/6 make several proposals for improvement with respect to the recommendations on evacuation and analysis. While acceptable, should we not be considering the possibility of a full scale evacuation for the first ship of each class similar to aviation rather

than reliance upon computer modelling? The German paper raises some very valid issues, of particular note I would suggest that with respect to life jackets it should not be an 'or' it should be an 'and' with respect to the stowing of life jackets at assembly stations and in cabins on passenger vessels. This is a very useful and questioning paper. NB: This issue is also subject to discussion at WG 3 to which attendance would be advisable.

Agenda Item 7 Developments and requirements for additional means of escape from machinery spaces – In practice, these additional means of escape are usually in place, however, mandatory requirement is inadequate. While IACS seeks clarification in FP 56/7 attention is drawn to FP 56/7/1 submitted by the Bahamas, IMarEST and ICS with respect to means of escape from engine control rooms and other enclosed working spaces located within the machinery spaces in both cargo and passenger ships. In addition, Denmark makes additional proposals in FP 56/7/4 and FP 56/7/5. The Republic of Korea in FP 56/7/2 and China in FP 56/7/3 have both proposed draft unified interpretations on means of escape from machinery spaces. Therefore, there is an option of unified interpretation or amendment to SOLAS. It will be entirely sensible to pursue both routes, i.e. an amendment to SOLAS and the unified interpretation.

Agenda Item 8 Development of requirements for ships carrying hydrogen and compressed natural gas vehicles – Japan has submitted in FP 56/7 draft amendments to SOLAS. It is noted that the intention is that these should only be applicable to vehicle carriers only. While the amendments appear to be satisfactory, the intended circular does require further attention.

Agenda Item 9 Consideration of IACS Unified Interpretations (UI) – IACS has submitted 14 proposed UIs. I do not believe there is any need to directly intervene on these issues but listen to the intended arguments and make comment if appropriate.

Agenda Item 10 Harmonisation of the requirements for the location of entrances, air inlets and openings in the superstructure of tankers – Argentina submitted FP 56/10 concerning this issue. It would be useful to listen to the argument and comment as appropriate.

Agenda Item 11 Development of Unified Interpretations for chapter 7 of the 2000 HSC Code – No submissions under this agenda item.

Agenda Item 12 Development of guidelines for the use of Fibre Reinforced Plastic (FRP) within ship structures – This subject was initiated by the United Kingdom and there are submissions from other countries including Sweden FP 56/12 and China FP 56/12/2 and FP 56/INF.9 in support of this initiative. However, the US have submitted FP 56/12/1 that is against the use of these materials in ship structures. This could be because they do not necessarily have the patents and therefore an open mind does need to be applied. On balance they are increasingly used and materials such as carbon fibre have significant benefits over materials such as aluminium. There is no need to make a direct intervention unless the discussion dictates otherwise.

Agenda Item 13 Analysis of fire casualty records - There is one paper submitted by Germany and Lithuania, namely, FP 57/13 concerning the casualty analysis of fire on a vehicle deck of the RoPax vessel LISCO GLORIA. It is worth noting and make comment if required.

Agenda Item 14 Developments of amendments to SOLAS chapter II-2, the FTP Code and MSC/Circ.1120 to clarify the requirements for plastics pipes on ships – While the proposal by Denmark in F 56/14 has some merit, the issue does require careful consideration.

Agenda Item 15 Consideration of amendments to SOLAS chapter II-2 on location of EEBDs – The minimum requirement is for 2 EEBDs under SOLAS, however, there is a clear need for significantly more, particularly where they are used in rescue or escape situations where more persons are at risk.

Agenda Item 16 Development of amendments to the requirements for foam-type fire-extinguishers in SOLAS regulation II-2/10.5 – China proposes, FP 57/16 the deletion under SOLAS for 135ltr extinguisher in

boiler rooms since tests have indicated that they are ineffective. I do believe that this should be treated with caution and while other systems are now in place on ships this can provide an essential backup. No doubt there will be a number of delegations supporting China on cost saving grounds.

Agenda Item 17 Development of amendments to SOLAS regulation II-2/20 and associated guidance on air quality management for ventilation of closed vehicle spaces, closed ro-ro and special category spaces – Denmark and the Netherlands have made proposals in FP 56/17 that are currently in practice on ro-ro vessels.

Agenda Item 20 Any other business –

(i) Fire protection of incinerator and waste stowage spaces. IACS proposes survey and certification of fire protection and incinerator spaces and waste stowage should fall under SOLAS in preference to MARPOL. This seems an entirely sensible proposal.

(ii) Performance criteria curtains and drapes. Belgium seeks clarification in FP 56/20/1 on performance criteria for curtains and drapes, this is by way of clarification and there is no objection and indeed should be supported.

With this very full agenda, it is essential that Plenary be staffed with the ability to intervene, depending upon the discussions of the relevant agenda items. However, I do believe it would be prudent to make timely interventions with respect to Agenda Item 6 Evacuation analysis of new and existing passenger ships and Agenda Item 7 Means of escape from machinery spaces.

INTERVENTIONS

Agenda Item 6 Paper 56/6 Germany

“Thank you Chair, IFSMA speaking on behalf of shipmasters welcomes the paper by Germany. This paper raises a number of issues. IFSMA believes that over-reliance on computer modelling alone should be avoided and a full scale evacuation of each new passenger ship of class should take place. A further full scale evacuation should take place where a vessel of the same class is substantially different from the original design. We request that this statement be placed in the report of this Sub-Committee”

This was not presented due to the way that the discussion evolved at Plenary. The computer modelling is based on using personnel fitted with special equipment. This computer software is still being improved.

Agenda Item 7 Paper 56/6, 56/7/1 Bahamas, IMarEST and ICS

“Thank you Chair, IFSMA speaking on behalf of shipmasters welcomes the papers by IACS, and Bahamas, IMarEST and the ICS. While many vessels have such provision IFSMA believes it is essential to place the requirement in regulation and this is to be supported by unified interpretations. We request that this statement be placed in the report of this Sub-Committee.

This was not taken. IFSMA placed at the end of speakers after Flags and the number of delegations speaking confused the intention and Chair closed interventions.

Agenda Item 9 Paper 56/9/1 IACS

“Thank you Chair, IFSMA supports the IACS suggested wording, however the point raised by ICS is valid. There is a need to open the hatch from the inside for safety and restrict access to those that have right of entry from the outside for security reasons and for the safety of those within. There is the possibility of mis-interpretation therefore the intention should be included in the report of this Sub-Committee.”

This was taken and recorded.

Application of the ISM Code

"Chair, IFSMA endorses your intention on this matter and agrees with the distinguished delegate of the UK that the issue should be addressed under the ISM Code and not referred to the STCW Sub-Committee. The proper application of the ISM Code may go some way to achieving the ambitious objective of the Secretary General of reducing the number of incidents by 50%. Thank you Chair"

This was taken and recorded.

Radiocommunication and Search and Rescue

This meeting was attended by myself and Allan Graveson.

The agenda was full with 46 papers being in place which increased to 53 by the end of the meeting.

The following is a brief outline and review of the meeting.

Agenda Items	Title
1	Adoption of the Agenda
2	Decisions of other IMO bodies
3	Global Maritime Distress and Safety Systems (GMDSS)
4	ITU maritime radiocommunications matters
5	Consideration of developments in INMARSAT and COSPAS-SARSAT
6	Search and Rescue (SAR)
7	Developments in maritime radiocommunications systems and technology
8	Development of amendments to the IAMSAT Manual
9	Development of measures to avoid false distress alerts
10	Development of measures to protect the safety of persons rescued at sea
11	Development of an e-navigation strategy implementation plan
12	Consideration of LRIT-related matters
13	Development of a mandatory Code for ships operating in polar waters
14	Biennial agenda and provisional agenda for COMSAR 18
15	Election of Chairman and Vice-Chairman for 2014
16	Any other business
17	Report to the Maritime Safety Committee

The following groups were formed

WG1 SAR Working Group

(The SAR Working Group is intended to commence its work on Monday morning on the basis of the draft terms of reference presented by the Chairman of the Sub-Committee, pending formal discussion of those terms of reference under the relevant agenda items)

WG2 Technical Working Group [GMDSS; ITU and operational matters including performance standards]

(The Technical Working Group is intended to commence its work on Monday morning on the basis of the draft terms of reference presented by the Chairman of the Sub-Committee, pending formal discussion of those terms of reference under the relevant agenda items)

WG3 E-navigation and LRIT Working Group

DG1 To be decided

DG2 To be decided

A number of presentations and events took place during this FP. These were:-

Australia	SAR related matters
IMO	Welcome Reception
Italy	Lessons learned from the SAR operation on the Costa Concordia accident
US IMRF	Mass Rescue Operations

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UK	Inmarsat Maritime Safety Voice Service on FleetBroadband 500
China	LRIT, Experience in Avoiding Ghost Terminals

IFSMA attended all presentations

Included below is the draft submitted to IFSMA before the meeting to highlight certain points of interest. Once again, thank you to Allan Graveson of Nautilus international for the time taken to prepare the document and continued support at the IMO.

It is anticipated that IFSMA resources will be limited to two or possibly three attendees. While no doubt there will be a desire to attend WG3, E-navigation and LRIT Working Group, one must question the usefulness given the intended discussions. Resources should be directed to ensure Plenary is fully staffed throughout accepting that on the fourth day i.e. Thursday, Plenary is likely to be suspended as has become the practice with the Working Groups continuing their deliberations.

The Agenda is fairly light and to some extent supports the intention to merge COMSAR and NAV Sub-Committees. It is reported that this will be the last session of COMSAR, however, for procedural purposes, it is intended to prepare for COMSAR 18, however, it is anticipated that this will be merged with NAV Sub-Committee and the Work Programme prioritised accordingly.

Agenda Item 2 Decisions of other IMO bodies – There is no substantive comment to make other than to state that in general these items will be discussed under the main agenda and in particular where requests have been made for a COMSAR opinion on certain issues.

Agenda Item 3 Global Maritime Distress and Safety System (GMDSS) – The US has submitted paper 17/3/4 and in their opinion with respect to the consideration of the outcome of the Joint Experts Group. It would appear that in order to avoid any potential additional costs the US is seeking no changes however, this appears to contradict the modernisation of the system that is currently being undertaken. Essentially a 'listening' brief on this agenda item is required with little need for intervention.

Agenda Item 4 ITU Maritime Radio Communication Matters – There are serious concerns with the allocation of the radio spectrum for marine use, yet again, there can be limited influence on such matters and therefore a 'listening' brief is suggested.

Agenda Item 5 Consideration of the developments in Inmarsat and COSPAS-SARSAT There are a number of papers submitted on this agenda item, of particular note is COMSAR 17/INF.8 submitted by Australia, Netherlands, the United Kingdom and the United States with reference to information on the Inmarsat Maritime Safety Voice Service on Fleet Broadband 500. In essence, it is respectfully pointing out that technological developments are outpacing regulations.

Agenda Item 6 Search and Rescue (SAR) – Of particular interest is 17/INF.3 submitted by IMRF and 17/INF.5 submitted by the United States concerning mass rescue at sea. This is an issue that many countries do not wish to address given the relative lack of capability in many areas of the world including the Polar Regions. It is anticipated there will be some politicking with respect to 17/6/1 submitted by Argentina and Chile concerning a report on the Fourteenth Combined Antarctic Naval Patrol. It is reported that the UK intends to remain silent throughout. No doubt the debate will prove interesting overall and there may be a necessity to intervene which will depend largely on the statement made by IMRF.

Agenda Item 7 Developments in maritime radiocommunication systems and technology – The papers submitted by the Secretariat, namely, 17/7 and 17/7/1 are essentially for information purposes. Of particular note is the terminology referring to EPIRB-AIS for man overboard. It is worth noting that while much of this equipment exists and is supplied to ships it would have very limited capability relating to the ship alone and will not necessarily and in fact unlikely to be detected by SAR authorities. It is therefore an information or education issue with respect to the industry.

Agenda Item 8 Development of amendments to the IAMSAR Manual – No submissions.

Agenda Item 9 Development of measures to avoid false distress alerts – No submissions.

Agenda Item 10 Development of measures to protect the safety of persons rescued at sea – No submission.

Agenda Item 11 Development of an E-navigation strategy implementation plan – Papers essentially submitted by Norway including 17/11 a report of the IMO correspondence Group on E-navigation. The issue of LRIT is of significance to the EU given that the EC through EMSA operates the EU LRIT Data Centre.

Agenda Item 12 Consideration of LRIT-related matters – A number of papers have been submitted for this agenda item. Of particular note is a paper submitted by China, namely, 17/12/5 concerning the problem of 'ghost terminals', i.e. where a vessel changes its registry. This needs to be listened to however, it is believed that the matter can be settled by better administrated processes rather than a technological software solution.

Agenda Item 13 Development of a mandatory Code for ships operating in polar waters – This is the COMSAR part of this on-going Code which is undergoing development. Cynically some people are saying the ice may well have melted by the time this Code is completed, but in reality the Code may well be completed within the next 1-2 years.

Agenda Item 16 Any other business – No submissions under this agenda item.

As stated earlier the agenda is relatively light and there is no doubt in consideration of the combining of COMSAR with NAV. However, of concern is when combined with NAV the number of Working Groups that will be permitted. It has been suggested that five may be permissible and this would certainly be necessary given the Standing Groups that exist currently for both Sub-Committees. No doubt this may be subject to discussion during the plenary session.

It is also anticipated that the election of Chair and Vice Chair for 2014 will not take place. This assumption was correct.

INTERVENTIONS

Agenda Item 17/INF.3

"Chair, IFSMA on behalf of the shipmasters welcomes the report of IMRF and commends the work they are undertaking."

IMO – Legal Committee – Preservation of Evidence

The original paper was titled *"Draft guidelines on the collation and preservation of evidence following an allegation of a serious crime having taken place on board a ship or following a report of a missing person from a ship, and pastoral and medical care of victims"* [LEG 99/INF.2]

The response to this paper has been completed and submitted by Charles Boyle of Nautilus International to the IMO on behalf of IFSMA. The draft revised paper has been reviewed and surprisingly the majority of changes that were proposed by IFSMA have been included in the paper. But there is still room for further improvement and IFSMA has accepted the current edition of the paper but reserve the right to debate the issues and points of concern that have not been included.

There is nothing to report on this matter. I have met with Charles Boyle and discussed the paper and options to be used at the Legal Committee 100th Session in April.

Strategy Meeting - Executive Council - London 19 – 20 December 2012

This meeting went ahead as planned and was successful in the fact that many of the points raised were agreed upon and will form the core of the future of IFSMA. There was no set agenda but a number of bullet points were recorded to ensure that nothing was missed. Even with that I am sure that when reading the notes of the meeting a number of issues will raise their head and will need to be visited over the forthcoming year.

Many of the changes discussed will come into force over this year and this continuous change and improvement will define the direction that IFSMA has to take if it is to succeed and continue

The notes of this meeting have been completed and circulated to all EXCO members for comment

After the end of the Strategy Meeting on Friday, 20 December the Secretary General of the International Maritime Organization, Mr Koji Sekimizu, visited the IFSMA Offices to receive his certificate, as an Honorary Member of IFSMA. The ceremony took place in the marine Society and Sea Cadets' Council Room and was followed by a buffet lunch. Accompanying Mr Sekimizu was Captain Ashok Mahapatra, Head of Maritime Training and Human Element Section at IMO. Mr. Brian Thomas, Director of the Marine Society also attended.



IMO Secretary General, Koji Sekimizu, receiving an IFSMA Plaque from IFSMA President Christer Lindvall



The assembled group after the Presentation to IMO Secretary General Koji Sekimizu.

AGA 39 – Melbourne, Australia

Plans and agendas for this event are firming up at this time. There have been a lot of negotiations taking place and there have been changes in the dates of the event.

The AGA is linked with the 75th Anniversary Congress of the CMMA.

The confirmed dates of the AGA are 16 and 17 April 2013 with the Congress taking place on 18 and 19 April.

At the time of writing this the call for papers for the AGA has resulted in a number of papers being presented. These along with the papers from Australian members will ensure a full and busy Agenda

A number of persons have expressed regret at not being able to attend due to cost. This is understood and every effort has been made to reduce costs wherever possible.

Maritime Transport and Future Policies (Scotland)

There has been little movement on this project over the Christmas period but it is expected that this will change on the New Year where IFSMA will take an active part in the meetings work agenda of this group.

4th Maritime Piracy & Security Summit at London in January 2013

I was invited to Chair the whole of the Summit.

This event was very successful with over 70 delegates attending. The Summit was dominated by the piracy issues and armed guards. As a result of this summit the Secretary General will meet with Harmut Hesse (Special Representative of the Secretary General for Maritime Security and Anti-Piracy Programmes) and Dr. Marc Siegel (Commissioner Global Standards Initiative) with a view to directing the standard for auditing and certifying Privately Armed Security Guards and their organizations.

IFSMA RES 1/2012 (38th AGA) – Further Development of SMCP

The International Marine Pilots Association (IMPA) has approached IFSMA to progress this matter. At this time, the main obstacle to progress has been finding a date and time to meet and investigate how to further this Resolution.

A number of issues have been raised by pilots and tug masters about the use of English. This is being explored to allow a definitive position to be taken. There is also the potential to use MARLINs for the use of English in the maritime content.

New IMO Training Project

There is nothing to report of any progress on this project at this time.

ECDIS Technical Group

There has been no movement with this TG since the last meeting of October 2012. The matter of ECDIS has had a lot of progress and reported in various publications.

The planned work of the group to write a publication on type specific training for ECDIS appears to have been withdrawn at this time.

Sidelights Article

The January 2013 article was completed on time and presented for publishing. It focussed on criminalization of the seafarer and piracy issues.

DVD on Fair Treatment of Seafarers

IFSMA will be working with SRI on producing a set of guidelines for the project with the concepts of how it should be approached by SRI to the forefront.

Much of this will depend on the progress made and direction that VIDEOTEL wish to take with this project. IFSMA will act in an advisory capacity.

The progress being made is towards which company to use for supply of the training materials and how it should be structured to meet SRI's requirements.

Initiative on NGO Working Group

The first meeting of this group took place on 29th January 2013 and a full report will appear in February for members to read and also the agreed action plan for the way forward. The response to this initiative has been very good. Although other events took place on the same day the organizations sent other persons from their organizations to attend.

This first meeting was to explore if such an Ad Hoc Group can work together, and what format it should take. There was no set agenda and everyone attending had equal representation.

Irish Institute of Master Mariners

This branch along with Pakistan and Norway will present themselves at the AGA 39 in Melbourne this year for the honour of hosting the 40th AGA in 2014.

There has been no further advancement on other matters with this branch

International Harbour Masters Association (IHMA)

IFSMA was approached by the above organization with a view to strengthening ties and progressing common agenda items. After communications this was accepted and now a framework is being put in place to take this matter forward. They have already accepted an invite to join the NGO Group.

A meeting between me and Anne Carnegie of IHMA took place at the IMO on Monday 21 January 2013. It went very well and it should be expected that IFSMA and IHMA will work together on a number of issues.

FAIRPLAY Article

I was interviewed by phone by Fairplay for an article in a forthcoming edition of the magazine. The questions centred around the Costa Concordia incident and about training and control. It should prove interesting to see how the answers have been interpreted for insertion in the article and if taken in context?

VIDEOTEL

On Thursday, 10 January 2013, I attended the "2013 - Beginning of the Year" party at the VIDEOTEL offices. As a result of this there has been correspondence between the two organizations whereby IFSMA will be working on projects with VIDEOTEL. One item that should be noted is that VIDEOTEL wanted to join IFSMA. My personal belief is that this was part of obtaining access to our organization and the material and knowledge possessed by it. The source of information has been denied to them with the removal of GlobalMET from membership.

Branch Membership

Subject to the report on the Strategy Meeting held this month the direction to be taken will be revealed. At this time there are negotiations with various National Associations which are being investigated.

This has been quiet for most of December with not much in the way of advancement, but this is probably due to the Christmas and New Year vacations.

The matter of declared membership of IFSMA and the total membership of some Member Associations needs to be reviewed. A strategy needs to be put in place and followed.

There is a need to create a balance throughout the Member Associations of IFSMA and that certain Associations should not be expected to be the main supplier of funds for the continued existence of IFSMA. There are some initiatives that can be tried but these will need to be put before the ExCo members and then at the AGA to move matters forward.

HQ Renovation

There will be limited renovation of HQ taking place over 2013. There are certain tasks that need to be carried out but these have no cost implications. Any cost items will be fully researched to achieve the best price against product.

What is more important is that the membership of IFSMA makes use of this resource while visiting the London area.