

# SECRETARY GENERAL'S MONTHLY REPORT

## September 2013

### **INTRODUCTION**

This month has not been quiet with two sub-committee meetings at the IMO. And there has been a lot of work going on behind the scenes in the HQ office with a major clearance of materials and redundant furniture.

The meetings at the IMO this month will be the last for these particular sub-committees as the IMO restructures from 9 to 7 sub-committees.

### **IMO**

For September there were 2 main meetings. These were:-

Sub-Committee on Safety of Navigation. 59<sup>th</sup> Session. 2 – 6 September 2013

Sub-Committee on Dangerous Goods, Solid Cargoes & Containers. 18<sup>th</sup> Session. 16 – 20 September 2013

As usual, a special thank you is given to Allan Graveson for the briefing comments before each meeting so that a brief review can be made of the contents of each meeting.

### **Sub-Committee on Safety of Navigation. 59<sup>th</sup> Session. 2-6 September 2013**

#### **In Attendance**

Captain Christer Lindvall	President IFSMA
Captain John Dickie	Secretary General IFSMA
Captain Marcos Castro	Vice President IFSMA
Captain Allan Graveson	Nautilus International
Captain Morten Kveim	NMOA
Captain Benny Pettersson	Sweden

This Sub-Committee attracts considerable interest given its name and Standing Agenda Items. However, on this occasion the number of papers was significantly reduced. This is due to the intended merger of the NAV and COMSAR Sub-Committees in 2014 in accordance with the Secretary General's re-structuring of the Committee and Sub-Committee Programme.

NAV 59 Sub-Committee is likely to attract a number of IFSMA Representatives. It is therefore recommended that in addition to ensuring that Plenary is staffed throughout, that DG 1 Ship's Routeing be staffed. It is also anticipated that there will be some interest in E-navigation, although the direction of this work remains uncertain. E-navigation may have better clarity once the NAV and COMSAR Sub-Committees are merged in 2014.

It is reported that the following Working and Drafting Groups will be established:

- WG 1 Ship's Routeing;
- WG 2 Technical Working Group;
- WG 3 E-navigation;
- DG 1 Development of Policy And New Symbols for AIS Aids to Navigation;
- DG 2 Revision of Assembly Resolutions on Deep-Sea Pilotage.

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NB: Please note, it is anticipated there will be considerable interest with respect to DG 1 and 2, however, it is respectfully pointed out that these are 'Drafting Groups' and not "Working Groups" and are therefore severely limited in the discussions that may take place.

#### ***Agenda Item 2 Decisions of Other IMO Bodies***

Substantive issues are included in the main body of the Agenda however, it is possible that issues may be subject to detailed discussion, particularly those arising from MSC 91 and 92, and MEPC 64 and 65. It may therefore be necessary to make an intervention should discussions dictate.

#### ***Agenda Item 3 Routeing of Ships, Ship Reporting and Related Matters***

Attention is drawn to Papers NAV 59/3 and NAV 59/3/1 submitted by Panama concerning the establishment of new routeing measures approaching the Panama Canal in the Atlantic and Pacific Oceans. Paper NAV 59/3/2 submitted by Australia concerning the establishment of a recommendatory two-way route in the Great Barrier Reef and Torres Strait is likely to generate considerable discussions. Members who have navigated this area will have their own particular views on this proposal. However, Australia is reported to be getting particularly anxious that another serious pollution incident could cause considerable damage to the Barrier Reef and to their economic infrastructure. Members may consider the taking of a pilot to provide the necessary expertise and advice to the master as a preferable option. This is a very detailed Paper and will no doubt be subject to considerable discussion in the Working Group. Additionally, France has proposed NAV 59/3/4 an editorial amendment to the Circular COLREG.2/Circ.64, to bring it into line with all the documents relating to the 'Off Ushant', traffic separation scheme.

#### ***Agenda Item 4 Application of the Satellite Navigation System 'BeiDou' In The Maritime Field***

China, both growing in economic and naval power, has developed the BeiDou Navigation Satellite System (BDS) and is requesting that it be recognised as a future component of the World-Wide Radionavigation System (WWRNS). This was proposed at MSC 90 and as a result the Committee has established a relevant output and this Agenda Item. At this session, China will present NAV 59/4/1 a more detailed brief on the system and its future development, together with NAV 59/4 a draft of the performance standards of the shipborne BDS receiver equipment. Politically, it may be useful to acknowledge the work carried out by China in preparation for consideration of BeiDou.

#### ***Agenda Item 5 ITU Matters, Including Radiocommunication ITU-R Study Group Matters***

No substantive comment to make.

#### ***Agenda Item 6 Development of an E-navigation Strategy Implementation Plan***

There have been ten Papers submitted for this Agenda Item and it continues to generate considerable interest. Of particular note is NAV 59/6 submitted by Norway, the Report of the Correspondence Group on E-navigation to NAV 59. Paper NAV 59/6/1 submitted by Australia referring to the design usability principles for E-navigation solutions and risk control based upon the Model of Usability Programme (adapted from Nielson 1993) has been utilised by other industry sectors. While an intervention is unlikely, it may be worth stressing the principle within the contexts of human-centered design that the, 'task be fitted to the human rather than the human having to adapt to the task'.

#### ***Agenda Item 7 Development of Policy and New Symbols for AIS Aids to Navigation***

Attention is drawn to Paper NAV 59/7 submitted by Japan. This being the Report of the Correspondence Group. There is some confusion over whether or not additional symbols for AIS have been previously rejected. The general opinion being that some of the symbols that have been developed are over

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complicated and could benefit from simplification in order to make them more user-friendly. It will therefore be necessary to listen to the discussion and intervene as appropriate.

***Agenda Item 8 Review of General Cargo Ship Safety***

This remains a Standing Agenda Item due to the continued significant number of casualties occurring to these vessels. IACS has carried out a formal safety assessment into general cargo ship safety. As a result of this, a number of Risk Control Options (RCO) were developed which were examined by the organisation and assigned to the relevant Committees and Sub-Committees for deliberation. This is the first meeting of the Sub-Committee since the RCOs were allocated. There will no doubt be a discussion concerning these RCOs that will not be divorced from additional costs. Given the potential danger that these vessels present, not only to themselves and crews but to other vessels and the marine environment an intervention may be useful. If an intervention is made, it is suggested it is on the following lines, namely, 'these vessels operate at a challenging end of the economic market and there is a need to address the quality of managerial operation including manning requirements and equipment fit'. It is important to emphasise that RCOs should take into consideration the Human Element and in particular, the dangers associated with fatigue. NB: any intervention should include reference to the Secretary General's desire to reduce the number of deaths at sea by 50%.

***Agenda Item 9 Revision of the Information Contained in the Existing Annexes to the Recommendation on the Use of Adequately Qualified Deep-Sea Pilots in the North Sea, English Channel and Skagerrak (Resolution A.486(XII))***

This UK initiative submitted by the EU has effectively been watered down so there is little change to the original text. A much reduced revision will be presented and will be subject to discussion by DG 2. A simultaneous submission by the Baltic States (see Agenda Item 14) to address Deep-Sea Pilots in the Baltic, closely modelled on the EU proposal was similarly 'filleted' and therefore will have little effect. While supporting their 'watered down form' it is recommended to liaise with IMPA.

***Agenda Item 10 Revision of the Guidelines for the Onboard Operational Use of Shipborne Automatic Identification Systems (AIS)***

Attention is drawn to NAV 59/10 submitted by China, the Paper contains a proposal for amendment to the Guidelines for the operational use of shipborne AIS (Resolution A.917(22), as amended). It is suggested that the presentation of the Paper and the arguments be listened to carefully. In this context it is worth noting that AIS is to help identify vessels, assist in target tracking and should be used with extreme caution in collision avoidance situations. It may also prove invaluable in wreck marking until physical marking is possible; however, its use in search and rescue situations requires further consideration.

***Agenda Item 11 Consolidation of ECDIS-Related IMO Circulars***

This is an entirely sensible proposal submitted by a number of Flag States and NGOs and should be supported. However, for procedural reasons it may be necessary to keep the existing Circulars in existence and therefore, clarification may need to be sought. This may well come out in the ensuing discussions.

***Agenda Item 12 Consideration of ECDIS Matters Related to the Carriage Requirements in SOLAS Regulations V/19.2.10 and V/19.2.11***

This issue continues and Papers should be noted. It is worth noting that IFSMA placed its name initially on Papers submitted by the United Kingdom when this issue was first identified.

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***Agenda Item 13 Development of Explanatory Footnotes to SOLAS Regulations V/15, V/18, V/19 and V/27***

Particular attention is drawn to Paper NAV 59/13 submitted by Australia, United Kingdom, IHO, Nautical Institute and CIRM which aims to clarify what is meant by the Regulation when ECDIS is used to meet the Carriage Requirements for Nautical Charts, especially the terms 'adequate' and 'up to date' it is suggested that a footnote is sufficient and this should be supported.

***Agenda Item 14 Revision of the Information Contained in the Existing Annexes to the Recommendation on the Use of Adequately Qualified Deep-Sea Pilots in the Baltic (Resolution A.480(XII))***

Please refer to Agenda Item 9 and the appropriate comments. It is possible that these two Agenda Items will be taken together, prior to the sending out of DG 2.

***Agenda Item 15 Casualty Analysis***

It is no surprise that there are no Papers submitted for this Agenda Item.

***Agenda Item 16 Consideration of IACS Unified Interpretations***

There are five Papers which are deserving of general support. However, it is reported the issue concerning ECDIS that no clarification is necessary and could therefore be an issue of interpretation.

***Agenda Item 17 Biennial Agenda and Provisional Agenda for NAV 60***

Some parties may contribute to the discussion. However, the re-organisation of the Committee and Sub-Committee structure is going ahead and the Agenda for NAV 60 will be determined accordingly.

***Agenda Item 18 Election of Chairman and Vice Chairman for 2014***

No substantive comment to make. Please refer to Agenda Item 17 above.

***Agenda Item 19 Any Other Business***

There were a number of issues submitted under this Agenda Item. My attention has been drawn to NAV 59/INF.9 submitted by OCIMF concerning the pro-active use of Voyage Data Recorder (VDR) information. Given that this Paper is submitted under Agenda Item 19 – Any Other Business and it is submitted as an INF. Paper, it is going nowhere at the Sub-Committee however, such techniques are often used to identify issues for submission to the Maritime Safety Committee (MSC) of the IMO for an un-planned/planned output at a later date. The benefit of VDR information for post incident investigation is now well established and is increasingly being used for incident prevention. Similarly, 'live data' is being transmitted from ship to shore. It will be important to listen to the presentation of this Paper and make intervention as appropriate. (E-mail dated 26th July 2013 16:21 limited distribution refers).

***NAV 59/INF.4***, IFSMA Affiliates were divided upon this recommendation, however, it received support by IFSMA whose logo appears on the attached documentation to the Paper.

***Paper NAV 59/19/1*** submitted by the Secretariat concerning the Zero Accident Campaign initiated by the Secretary General is worth noting, however, the Paper lacks substance and unless there are significant changes to the International Regulatory Regime, this very laudable aspiration intended to reduce deaths at sea by 50% will not be achieved. Discussion is anticipated to be limited, however, given this is a substantive Paper and the nature of the issue, an intervention may be desirable.

**Intervention**

Nav 59/6 Report of Correspondence Group.

Intervention by Christer Lindvall:

"Chair, IFSMA supports the statement of the Marshal Islands. Thank you Chair."

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[Support for 'Navigator - Navigator not a Monitor - Navigator' So protecting professional interests of Masters and Officers]

**Sub-Committee on Dangerous Goods, Solid Cargoes & Containers. 18<sup>th</sup> Session. 16 – 20 September 2013**

In Attendance

Captain John Dickie

Secretary General IFSMA

Captain Allan Graveson

Nautilus International

This Sub-Committee deals with a considerable amount of 'detail' with respect to both the IMSBC and IMDG Codes. This Sub-Committee will be replaced by the Sub-Committee on Carriage of Cargoes and Containers (CCC) in 2014. There are additional Agenda Items subjective to discussion and relate to work undertaken by other Sub-Committees.

It is reported that the following Working Groups will be established:

- WG 1 Development of measures to prevent loss of containers;
- WG 2 Amendments to the IMSBC Code and Supplements;
- WG 3 Amendments to SOLAS and the relevant Codes Concerning mandatory carriage of appropriate atmosphere testing instruments on board ships.

***Agenda Item 2 Decisions of other IMO bodies –***

Substantive issues are included in the main body of the Agenda, however, it is possible that issues may be subject to detailed discussion. Increasingly, this is taking place and therefore it is imperative that close attention is paid and intervention made as necessary.

***Agenda Item 3 Review of General Cargo Ship Safety –***

This remains a standing Agenda Item due to the continued significant loss of casualties occurring to these vessels. IACS has carried out a formal safety assessment into general cargo ship safety. As a result of this, a number of Risk Control Options (RCO) were developed which will be examined by the Organisation and have been assigned to the relevant Committees and Sub-Committees for deliberation. This is the first meeting of the Sub-Committee since the RCOs were allocated. There is only one RCO for consideration by DSC. This is RCO 17 which relates to the stowage of both cargo and heavy items and is described as 'improvement of cargo stowage especially bulk (other than grain) and heavy items'. It is anticipated there will be some discussion concerning this RCO. It will therefore be essential to listen to the introduction of the Paper by IACS and any ensuing discussion. In making any intervention, it is important to take into consideration any potential issues affecting the Human Element and in particular, the ship master.

***Agenda Item 4 Development of Amendments to CSC Convention 1972 and Associated Circulars –***

This relates to the proposal to develop a data base with voluntary information for Member States and International Organisations. No substantive comment to make.

***Agenda Item 5 Development of Measures to Prevent Loss of Containers –***

This is an issue that is likely to engender a considerable amount of discussion. Attention is drawn to Paper DSC 18/5 Report of the Correspondence Group submitted by the United States. The weighing of containers is one of five principal issues that include, non-declaration of dangerous goods, mis-declaration of weight, packing or stuffing of containers, lashing and on board securing. While there has been some progress on an Intermodal Code to replace Intermodal Guidance for road, rail, sea and trans-shipment ports covering all aspects of container carriage and inspection, the issue of container weights continues to generate a considerable discussion.

Attention is drawn to Paper DSC 18/5/4, verification of container weights submitted by the ITF. While reference is made to the MOL Comfort, there is no evidence to suggest that this was the prime reason for

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the loss of this vessel. Evidence suggests that the vessel was lost due to a 40% reduction in scantlings and the extensive use of high tensile steel coupled with 'low-cost' pre-fabrication build. However, it is important that the accurate weight of containers is known, not only for the safety of shipping but also for road and rail transport, and for lifting in transshipment terminals. Similarly, it is not acceptable to place a responsibility upon the ship master for ensuring the accurate weight of containers. It is therefore recommended to draw, if necessary the attention of those present to the practicalities of the situation faced by ship masters, stressing that a mere declaration of weight is insufficient and adequate verification and inspection should be carried out.

***Agenda Item 6 Development of Amendments to the IMSBC Code and Supplements, Including Evaluation of Properties of Solid Bulk Cargoes –***

Of particular interest is the transport of 'Iron Ore Fines'. Attention is drawn to Paper DSC 18/6/27 comments on the Report of the Correspondence Group on the transport of iron ore fines in bulk submitted by Australia and Brazil. It is important to ensure there is no lowering of standards in order to facilitate the export of what is a potentially hazardous cargo in a liquefied state. While scientific opinion questions the current assessment with respect to liquefaction, it is suggested that the present 'crude' assessment remains adequate if carried out properly. It is therefore recommended to support the Paper DSC 18/6/28 submitted by the P&I Associations, INTERCARGO, ICS and BIMCO. There is an additional Paper DSC 18/6/29 submitted by Australia and Brazil. However, as already stated, it is recommended that support be given to Paper DSC 18/6/28 submitted by the industry.

At this session, the International Iron Metallic Association (IIMA) will present Papers DSC 18/6/2 and 18/6/3 with the results of their research in Venezuela and will also present Paper DSC 18/6/6 concerning statistics of shipments over the last eight years under mechanical ventilation without incident. It is preferable to press for these cargoes to be 'inerted', however, a closed hatch mechanical ventilation system has proved to be acceptable. It is also important that there is no relaxation with respect to the moisture content and that the current Transport Moisture Limit (TML) be maintained.

Based on new research, Canada will present Papers DSC 18/6/5 and DSC 18/INF.2 on the application of the IMSBC Code for wood pellets. It is very tempting for environmental reasons to accept the transshipment of such wood pellets, however, the environmental benefits, given the distances involved make the environmental benefits questionable. However, there are some concerns that the wood pellets when mixed with other substances may present a fire hazard and therefore exemption from a fixed gas-fire extinguishing system should not be permitted. If intervention is necessary, it should be argued on the issue of safety drawing attention that the wood pellets may have 'binding substances' that may increase the risk of combustion.

***Agenda Item 7 Developments of Amendments to the IMDG Code and Supplements, Including Harmonization with the United Nations Recommendation on the Transport of Dangerous Goods –***

There are a number of detailed amendments of a technical nature that may be accepted. However, attention is drawn to Paper DSC 18/INF.8 concerning IMDG Code Amendment 37-14, asbestos under UN2212 and UN2590 submitted by the Netherlands. While the suggested change of wording in Section 3 is acceptable, the unintended consequences of Section 4 in the Paper need to be carefully considered. The replacement of the first 'must' by the words 'has to' is acceptable, the replacement of the second 'must' by the word 'should' is not acceptable. While strictly speaking the word 'should' is correct in that this is the terminology appropriate for guidance in preference to the word 'shall' this has potentially serious consequences with respect to the safety of seafarers. In this respect, attention is drawn to Paper DSC 18/7/11 submitted by the ITF which draws attention to the potential problem of the lowering of standards on ships for seafarers in respect to port employees. While this will be subject to further discussion within a Working Group, who will be tasked to resolve this issue, it is suggested that an intervention be made in support of the ITF Paper DSC 18/7/11.

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#### ***Agenda Item 8 Revision of the Guidelines for Packing of Cargo Transport Units –***

There are five Papers that have been submitted on this issue including two from the Secretariat. It is suggested that the comments be listened to carefully and intervention made as appropriate, bearing in mind the need to ensure the safe packing of cargo transport units.

#### ***Agenda Item 9 Developments of Amendments to SOLAS and the relevant Codes concerning Mandatory Carriage of Appropriate Atmospheric-Testing Instruments on board ships –***

This issue has run for a considerable time and is closely linked to 'enclosed spaced entry'. While it would be desirable to have a 'multi-meter' the time taken to produce a technical specification would bring about an inordinate delay. It has therefore been generally accepted at meetings of the Maritime Safety Committee and other Sub-Committees that a remote 'oxygen meter' would be acceptable but would not prevent the carriage of a 'multi-meter'. Additional work could then be carried out with respect to the upgrading for carriage of a 'multi-meter'. It may be necessary therefore to make an intervention in support of the carriage of an 'oxygen meter'. It is worth noting that 73% of incidents involving deaths in enclosed spaces take place in non-tanker spaces involving oxygen depletion.

While the carriage of O<sub>2</sub> meters has been approved the matter of multi-gas detectors will take a long time.

#### ***Agenda Item 10 Casualty and Incident Reports and Analysis –***

There are four Papers - DSC 18/10, 18/10/1, 18/10/2 and 18/10/3 submitted by Germany, Belgium, Netherlands and the Republic of Korea respectively. These are Reports of inspections of packaged dangerous goods and while in some instances the samples are small, this is an important issue that needs to be addressed. It may therefore be necessary to make comment as appropriate.

#### ***Agenda Item 11 Biennial Agenda and Provisional Agenda for DSC 19 –***

No substantive comment to make given that this Sub-Committee is being replaced.

#### ***Agenda Item 12 Any Other Business –***

At the time of writing this Report, no items had been submitted.

### **MEETINGS**

#### **NGO GROUP MEETING**

20 – June – 2013

At IFSMA HQ

There were a number of responses after the meeting and all of the feedback was positive. So hopefully the next meeting for the end of this year will see it grow.

There has been a request from the International Salvage Union (ISU) to join the group. And IALA through Gary Prosser will also join and increase the membership. This will be an ongoing event and membership will only be gradual so that control is maintained over it.

### **VIDEOTEL**

There has been no movement with VIDEOTEL during this month, but as agreed this will pick up in the autumn. A meeting with Steven Bond took place on board the HQS Wellington and will be discussed further

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**PUKKA FILMS**

On-going and progressing a potential project on the Criminalization of the Seafarer. This will take time and has to be looked at carefully from all angles. This is still in the design stage and all potential producers will be looked at when this venture moves to production.

**SEAFARERS' RIGHTS INTERNATIONAL (SRI)**

This is an on-going and open ended relationship between both organizations. One of the topics is the project to produce a DVD or equivalent on the subject of the "Criminalization of the Seafarer".

Others topics that are being progressed are criminal cases such as the Master of the Maas Trader in jail in Panama. Regarding the master in jail in Spain and who has terminal cancer, I am pleased to report that we have been informed that he has been released (no doubt on compassionate grounds) and has returned home. There is also the matter of 2 Masters in prison in Sao Tome and Principe (Gulf of Guinea).

SRI and IFSMA are working on a number of cases and these are updated regularly in an effort to maximise the effect of both organizations in such matters

There is also the matter of progressing human rights of seafarers throughout the maritime industry.

**Maritime Piracy: Human Response Programme (MPHRP)**

All quiet on this front. Matters should pick up after the summer. IFSMA was contacted in respect of the Master of the Ocean Centurion case and that of the Captain who is now in a Togo jail.

**GlobalMET**

Christer Lindvall, the President of IFSMA, will be attending the GlobalMET meeting after the M&T Conference in Manila in October 2013.

There are discussions ongoing with GlobalMET in respect of a possible one day conference/seminar immediately after the M&T Conference in 2014. This would be in conjunction with AMUSOP; updates will follow as this is firmed up.

**INTERNATIONAL MARINE PILOT ASSOCIATIONS (IMPA)**

Initial discussions have been held to discuss the use of Pilot Exemption Certificates (PECs). At this time there are no definitive statistics in respect of this matter. IFSMA does not oppose PECs as long as everyone involved is in agreement, but there are a number of unsubstantiated reports of Masters being coerced to take such action to save on pilot use and costs. No action can be taken until there has been a consensus with the member Associations and a plan has been agreed.

IMPA and IFSMA are exploring how to work together on different matters and support each other where appropriate.

**Safety4Sea Forum**

This will take place in October 2013 in Athens Greece. IFSMA has once again been asked to speak at this conference and has accepted. The subject matter for this year is a paper on the future of maritime security and what the future holds.



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#### **Hanson Wade Conference – Security in Challenging Environments (28-31 October)**

IFSMA has been invited to speak at and also take part in plenary sessions at this conference which is being held in London. Development on speaking papers and this matter will be circulated later.

This has been set back to January 2014 due to demand for attendance. Updates will continue until the conference takes place.

#### **Honorary Members' Lunch – 25 September 2013**

This was a successful event with 6 Honorary Members, 7 of the 9 ExCo members and the Secretariat in attendance. The feedback received showed that this was a much appreciated event and that everyone enjoyed the occasion. Although no formal agenda was set a number of issues were discussed informally throughout the lunch. Each Honorary Member was given a special plaque to commemorate the event.

#### **Ship Master Professional Indemnity Insurance**

IFSMA HQ has been researching a possible line of insurance. There have been a number of failed attempts, but one lead found by Captain Paul Owen, Deputy Secretary General is being progressed and it is hoped that this will be fruitful. A meeting was proposed for the 3<sup>rd</sup> September to identify if there was a way forward.

As a result of the ExCo meeting on 24/25 September, this matter is not to be progressed, and Willi Wittig Vice President will continue with this matter. It is hoped that this project can come to fruition as it is apparent that criminalization of the seafarer and in particular the Ship Master is increasing.

#### **Project MARTHA**

IFSMA is now a stakeholder in this project which will move the agenda of the Project Horizon on to the next level. The IFMSA Sec Gen is the contact person and will report on progress and any input made.

Every effort is being made to increase awareness of this project and its importance in the maritime world, especially for crews.

#### **Membership**

##### ***Malta***

This is now being progressed and will be on-going over the next few months. This will never be a large branch, but it is important to have a presence with Malta being one of the largest Flags.

##### ***Venezuela***

IFSMA has been approached by Masters from Venezuela to initiate negotiations in respect of the Master Mariners Association in Venezuela to join IFSMA. These negotiations are at an early stage and it is hoped that they can be successful.

##### ***Panama***

There has been an approach from a member in Panama about reconvening the branch there. There has been some communication but currently everything has gone quiet. We will wait and see and pursue this after the summer.

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#### ***Union of Myanmar (Burma)***

There has been sporadic correspondence with this organization and all that can be done is to see if it will move forward or not. The Secretariat have done all that they can in respect of this matter.

#### ***Outstanding Fees***

As of the end of September there is only one outstanding Association subscription. This has been dealt with at the ExCo Meeting of the 24 and 25 September and will appear in a separate report.

#### ***AGA 40 - SandeFjord, Norway***

The date has been set for 5 and 6 June 2014. It is recommended that everyone who wishes to attend should ensure that Head Office is informed of your intention to attend. Arrangements for travel and costs are being set up and this will be circulated to all to ensure that they are aware of the implications before attending.

There will be a lot to cover at this AGA, with some of the Executive Council standing down and all positions will be open for voting on.

A Call for Papers will be made shortly and this will be closed early to ensure that a full and exact agenda is produced and that maximum use of the time is made.

#### **Special Case**

The case of the Marida Melissa and Durgit Integrity has been developing over the past few months with the Masters of both vessels being jailed for 3 years by the legal system of Sao Tome and Principe in the Gulf of Guinea, Africa.

President Christer Lindvall has been leading this case and has now requested that the Secretariat use its connections and influence to build up support to try and obtain the release of these two Masters.

Progress Report: This matter has had some movement but it is not acceptable as the release of the Masters is linked to a multi-million dollar payment to the government. This is not feasible as the ships involved did nothing wrong. The main concern is for the safety and welfare of both masters who are imprisoned in one of the worst jails in the world.

#### ***Review of Statutes and Bye-Laws***

There will be no review and updates to the Statutes and Bye-laws and they will remain the same as before.

#### ***Renovation of HQ***

This will be moving forward, cost and time will be found before a final plan is presented to the Executive Council for approval

No work will be commenced without the relevant approval being received.