



## Secretary General's Report

### Introduction

This edition of the Newsletter is slightly late due to certain circumstances. But it does not mean that IFSMA has been idle. There has been a lot going on at the IMO as well as a number of projects that can be raised to keep membership up to date.

The maritime world is changing and the amount of legislation coming from the IMO is quite frightening. It is also problematic in the fact that the legislation is increasing and there is no removal or reduction to balance matters out. Because of this IFSMA must fight to stop the criminalization of the Shipmaster.

### IMO

#### CCC 1 – 08 – 12 September

##### Attended by

- Secretariat x 1
- Nautilus International x 2
- NMOA x 1

##### Interventions

##### Agenda item 12 – Development of measures aimed at preventing the loss of containers

"Thank you Chair. IFSMA representing shipmasters thanks France and Spain for submitting this useful and informative paper. While welcoming these measures in the interests of safety of life at sea, IFSMA believes that substantive action is required with respect to the International Tonnage Measurement Convention of 1969. It is our belief that the design and build of Container vessel is being determined by adherence to this Convention and commercial pressures; these vessels are increasing becoming unsafe. When such losses occur, in addition to dangers presented to other marine users there is a potential danger to the vessel. Masters and seafarers are continually being placed in considerable danger. The incidents identified in this paper are well known, but not isolated cases. Action needs to be taken. I would request that this intervention is recorded in the report of this meeting. Thank You, Chair."

*IFSMA was not able to present its intervention as shown above due to machinations of the IMO. The paper was not allowed to be presented and this resulted in the following*

*actions. France asked for further clarification as to why the proposals in paper 1/12 are not covered under the existing planned output for container losses. The chairman, together with the secretariat, stated that the only reason container losses are currently on the biannual agenda is because the circular relating to container weight verification has not yet been approved by MSC. Therefore the proposals put forward by France and Spain amount to a new proposal.*

#### FAL 39 –22 – 26 September

##### Attended by

- Nautilus International x 2
- NMOA x 1

##### Interventions

##### Agenda item 9 – 39/9

"Thank you Chair. We would like to thank the cosponsors for submitting the paper. IFSMA on behalf of the shipmasters would agree with the opinion already expressed by Australia and particularly Norway and others that the proposals contained in the annex of the document go a little far to say the least. However, we do believe as shipmasters, that it is vitally important that mooring personnel have sufficient training to ensure their own personal safety and that of the ship.

General knowledge of ships mooring arrangements, and effective communication between ship and shore are particular areas that need to be addressed. We therefore believe that a short practical course, appropriate to the individual's role, is essential. Thank you Chair."

As well as the meetings, IFSMA is involved with other NGOs and Flag States in co-sponsoring a number of papers all of which are related to the shipmaster. Additionally, IFSMA makes interventions of papers that may not be fully supported but stating its support.

- Intertanko – Ports / Places of refuge – this is still in discussion for content and direction
- Australia – Proposed revision of the Guidelines on Fatigue
- Nautical Institute – 6on–6off – No co-sponsoring but a major intervention will be made
- ICS – Requirements for periodic servicing and maintenance of lifeboats and rescue boats, launching appliances and release gear

## **AGA 41 – CHILE**

The AGA is set for the 16 and 17 April 2014 at Vina Del Mar. In addition there will be a separate event of a cruise from Punta Arenas to Cape Horn departing on 19 April. There has already been a circular sent to all of the membership alerting them of the AGA and certain conditions relating to it. This will be directed to you in more depth to allow all members to make the decision on attendance or not. It is hoped that there will be a good turnout for this event.

## **MARINE SOCIETY AND SEA CADETS (MSSC)**

All members of IFSMA can obtain a substantial discount on any charts and publications obtained from the MSSC. The minimum will be 10% but it will be possible to obtain a greater discount depending on the publication. For more details contact Mr. Mark Jackson, Book Services Manager at [mjackson@ms-sc.org](mailto:mjackson@ms-sc.org).

Details for delivery of products purchased are subsidized to further reduce costs. A full set of details will be available shortly on the IFSMA website.

## **EXECUTIVE COUNCIL MEETING**

On Monday 8<sup>th</sup> September 2014 an ExCo Meeting was held at IFSMA Head Office, London. A number of issues were raised and discussed. This included the finances of the association which are in good order. A number of the decisions made filter through in the day to day running of IFSMA.

## **OFFICE ADMINISTRATOR**

Mr. Alex Farrow has been retained for a short term contract of 6 months commencing on the 1<sup>st</sup> October 2014. He will be in the office on Monday, Wednesday and Friday of each week. His duties are to assist in running the office and the transfer of all old files from hard copy to electronic format.

## **MARTHA Project**

This is ongoing and the results from the practical feedback from ships is being analysed to show where and how fatigue is being identified on board ships.

## **NGO GROUP MEETING**

The next meeting of this group is scheduled for Tuesday the 2<sup>nd</sup> December 2014. So far the response from the members has been good and there are enough organizations committed to attending for it to go ahead.

## **UN-HCR – Initiative on Protection at Sea**

IFSMA is proud to be part of this initiative and will be working hard to ensure that the shipmaster is protected under this growing problem in the maritime industry. The following is part of the document circulated by the UNHCR.

1. As you may be aware, the United Nations High Commissioner for Refugees (UNHCR) has recently devel-

oped a two-year Global Initiative on Protection at Sea, which aims to support action by States and others in collaboration with a range of partners and stakeholders. The initiative is intended to limit loss of life at sea as well as exploitation, abuse and violence experienced by those travelling by sea; and to ensure that responses to irregular mixed migration by sea are sensitive to the international protection needs of specific individuals and groups and in particular to refugees.

2. UNHCR sees the shipping industry – including shipmasters, insurers, ship owners and operators, and their representative organisations including IFSMA - as key actors in upholding the rescue-at-sea tradition and important partners in protection at sea including on the issue of safe disembarkation of those rescued. In particular the ship master network including through P&I Clubs are partners with regard to search and rescue, disembarkation to a place of safety and for stowaway related issues.

## **Oceans Beyond Piracy**

### **Forum on Violence Against Seafarers Off West Africa**

IFSMA is making an active participation in the forum to have information exchange and ensure that wherever possible the rights and protection of the shipmaster are identified and known.

## **CADET SURVEY and PLACEMENT ON BOARD SHIPS FOR SEATIME**

IFSMA took an active part in the Intertanko initiative which resulted in the document “It’s a career not just a job” – Best Practice Guide for Recruitment, Welfare and Competence of Cadets. This was a global survey and the results were significant.

From this the ExCo have decided to move matters forward on an international basis. One of the core problems lies with cadets completing all of the courses required only to find that they cannot find a berth to complete the sea time to become a certified officer. More needs to be done to find ways to have berths made available for cadets. IFSMA knows that by itself there is a limited amount of success that can be achieved but working with other NGOs, flag states and shipping companies it can assist in reducing this problem while difficult at this time, it will come to be a major problem in the future.

## **CESMA – RESOLUTIONS 2014**

It was interesting to see that the work being conducted by our European colleagues is reflecting the work that IFSMA is doing. It is important that whenever possible IFSMA and CESMA work together and share resources to obtain the best possible outcome in all common matters.

## IFSMA STATUTES AND BYELAWS

The policy book has been completely rewritten and is now in separate documents titled:

- About the IMO
- Compilation of IFSMA Resolutions and Statements (2000 – 2014)
- Guidance for Delegates Representing IFSMA
- Statutes & Bye-Laws

These 4 booklet are available on the IFSMA website and can be downloaded. These have been available since the summer and are important for everyone to understand how IFSMA works. It is also necessary for anyone who would like to attend the IMO on IFSMA's behalf that these documents are read and understood.

## **Are Tickets Going Electronic?**

Just like cigarettes, there is only one route for the future of maritime certificates... and that is to go electronic.

Indeed, progress is coming and coming fast. After a meeting at the IMO last month, the Facilitation Committee (FAL) has issued a request for all IMO member States to accept the use of electronic certificates.

In the future, it must be easier to use electronic certificates. Something which according to the Danish Maritime Authority (DMA) will pave the way for less paperwork, nuisance and delays for the shipping industry.

In an attempt to sway the IMO, the Danes invited Thomas Mørk, Vice President of Marine Standards at DFDS A/S, to deliver a message from the industry to the Committee. Mørk stated that it is time that the maritime world changed from burdensome paper certificates to modern electronic certificates.

A conclusion borne out of a pilot project where the Danish Maritime Authority and DFDS A/S tested electronic certificates in practice, and which demonstrated that there are savings to be gained both in terms of time and money.

So once the major technical or legal barriers are removed it should be full steam ahead to an electronic future. In time it could also be that we move away from simply time served, and begin to record data on actual tasks and experience.

## **Ebola Virus - More Information**

Further to the information provided in the last edition of the Newsletter, IMO has now produced a webpage dedicated to this subject:

<http://tinyurl.com/katb7hs>

## **Do you rely on AIS?**

A recent study concluded that AIS signals are being increasingly manipulated.

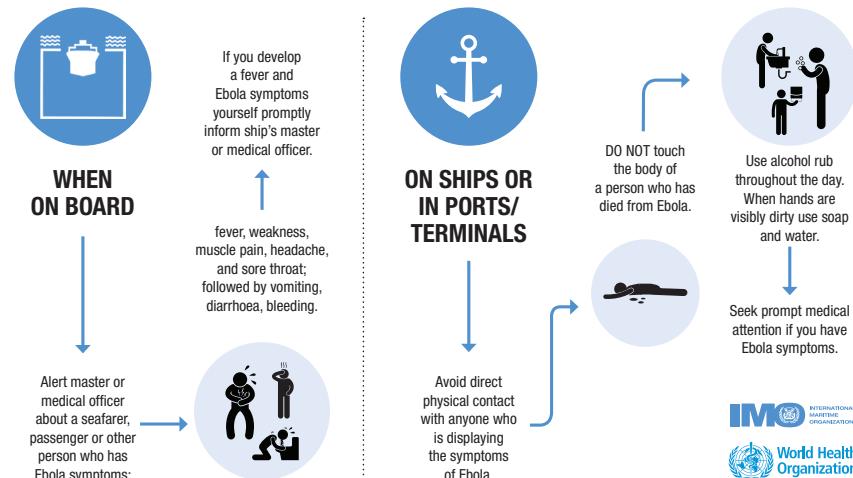
The research identifies the top five methods of data manipulation, quantifies the magnitude of this fast-growing trend, and discusses the implications for decision makers. Some of the key findings are:

- False Identities on the Rise: There has been a 30% increase in the number of ships reporting false identities over the past two years, with 1% of all ships currently reporting a false identity;
- Obscuring Destinations: Ships report their final port of call during only 41% of their voyages, on average, undermining commodity traders and others tracking global commodity flows and supply and demand dynamics.
- GPS Manipulation: There has been a 59% increase in the number of ships transmitting incorrect positioning information over the past two years, allowing ships to obscure their actual location. Chinese fishing vessels account for 44% of GPS manipulators.
- 'Going Dark': 27% of ships do not transmit data at least 10% of the time, and large cargo ships shut off their transmissions 24% longer than other ships. 19% of ships that 'go dark' are repeat offenders.
- AIS Spoofing: AIS can be spoofed, allowing interested parties to create 'ghost ships' where none exist.

In the finance industry, taking AIS data at face value may result in a distorted view of commodity flows, a flawed understanding of supply and demand dynamics, and even impact trading models. These manipulations also undermine security and intelligence communities' use of watch lists as ships change identities and erase their digital footprints. As ships grow aware that they are being watched via their AIS transmissions.

Full report may be found here: <http://tinyurl.com/ltg89lz>

## **TRAVEL TO AND FROM EBOLA-AFFECTED COUNTRIES IS LOW-RISK HERE IS WHAT YOU NEED TO KNOW**



## Draft Polar Code

A key step on the way to a mandatory Polar Code for ships operating in Arctic and Antarctic waters has been reached with the approval by the IMO Marine Environment Protection Committee (MEPC) of the environmental provisions in the draft International Code for Ships Operating in Polar Waters (the Polar Code), together with associated draft amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL), to make the Code mandatory.

Following this approval, the MEPC will consider the Code and the draft amendments for adoption at its next session, in May 2015. Once adopted, the Polar Code and MARPOL amendments could enter into force on 1 January 2017.

The draft Polar Code covers the full range of design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to ships operating in waters surrounding the two poles. The environmental provisions add additional requirements to those already contained in MARPOL, to be applied to ships operating in the polar waters. As the Antarctic area is already established as a Special Area under MARPOL Annexes I and V, with stringent restrictions on discharges, the Polar Code aims to replicate many of those provisions in the Arctic area.

The MEPC approved the preamble, introduction and part II of the Polar Code, which includes mandatory provisions in chapters covering the following topics:

- prevention of pollution by oil, including discharge restrictions prohibiting any discharge into the sea of oil or oily mixtures from any ship, as well as structural requirements including protective location of fuel-oil and cargo tanks;
- control of pollution by noxious liquid substances in bulk, prohibiting any discharge into the sea of noxious liquid substances, or mixtures containing such substances;
- prevention of pollution by sewage from ships, prohibiting the discharge of sewage except for comminuted and disinfected sewage under specific circumstances, including a specified distance from ice;
- prevention of pollution by garbage from ships, adding additional restrictions to the permitted discharges (under MARPOL Annex V, discharge of all garbage into the sea is prohibited, except as provided otherwise). Food wastes shall not be discharged onto the ice and discharge into the sea of comminuted and ground food wastes is only permitted under specific circumstances including at a not less than 12 nautical miles from the nearest land, ice-shelf or fast ice. Only certain cargo residues, classified as not harmful to the marine environment, can be discharged.

In May 2014, IMO's Maritime Safety Committee (MSC), approved the Introduction and part I (safety provisions)

of the Polar Code, along with a draft new chapter XIV of the International Convention for the Safety of Life at Sea (SOLAS) on "Safety measures for ships operating in polar waters". The MSC will consider the adoption of the Polar Code and SOLAS amendments at its next session (MSC 94, 17 to 21 November). Once adopted, it is expected that the SOLAS amendments making the Polar Code mandatory would enter into force on 1 January 2017.

## Website for those lost at sea with no known grave

### A Lasting Memorial for Those Lost at Sea

The Memorial Book for those lost at sea was established by the Maritime Foundation in 1987 to provide a lasting memorial.

Entry is open to all who have been lost from ships, inshore craft, offshore installations and from beaches and who have no known grave.

### About the Memorial Book

The beautiful book is on public display at All Hallows church in central London.

Anyone lost at sea for whom there is no known grave is eligible to be entered in the Memorial Book, irrespective of creed, nationality or the circumstances in which they were lost.

Details here: [www.lostatsea.org.uk](http://www.lostatsea.org.uk)

## Freefall Lifeboat Launching Test!

Who wants to volunteer for the next test?

<http://tinyurl.com/m24t6ed>

## Recent Collision Filmed in Suez Canal

Both vessels were reported to have a pilot on board!

<http://tinyurl.com/ndhq9yy>

## Loading Logs in Australia and New Zealand - Skuld Loss Prevention Guide

Forest products from both New Zealand and Australia are exported in many forms, such as woodchips, plywood and other reconstituted wood panels, paper and paper pulp etc. However, the focus of the guide will be on the export of shipments of softwood logs in Handysize and Handymax bulk carriers which are specially log fitted and carry logs in holds and on deck. However, some logs are also exported in 20' and 40' containers. Between 40 and 50 Handysize vessels load complete cargoes of logs in NZ every month and it is estimated that another 5 - 6 such vessels load in Australia in the same period.

Download the PDF guide: <http://tinyurl.com/ofh9ssy>