SVERIGES FARTYGSBEFÄLSFÖRENING
informerar juni 2005

AVTALSKRAV

Årets kollektivavtalsuppgörelse innebar bl.a. att våra krav till redarna inför avtalsrörelsen 2006 skall överlämnas senast den 30 september.
Avtalskrav inför avtalsrörelsen skall därför vara SFBFs kansli tillhanda senast den 31 juli i år, för att kunna behandlas på avtalskonferensen i slutet av augusti.

SILJA LINE

Föreningen har idag onsdagen den 22 juni kallats till informationsmöte med Silja Line i anledning av M/s Operas ekonomiska utfall 2004 och det förväntade utfallet för år 2005. Rederiet informerade om vilka möjligheter rederiet ansåg att det kunde finnas för att om möjligt behålla fartyget under svensk flagg. Rederiet informerade att man har för avsikt att återkomma till föreningen om träffande av TAP-avtal för kryssningsfartyg, dvs fartyg som enbart tar kryssningspassagerare och återgår till utgångshamnen efter avslutad kryssning. Man framförde att man framför allt ville anställa TAPare i befattningar som ej direkt har kontakt med passagerarna inom cateringsektionen. Några förhandlingar har i nuläget inte förts mellan rederiet och föreningen i frågan.

MEDLEMSAVGIFTER

Som tidigare informerats har kongressen beslutat om en höjning av medlemsavgiften med 12 kronor/månad från den 1 juli 2005. Beslutet har nu godkänts av årsmöten i Stockholm, Göteborg, Malmö och Kalmar.
Beslutet innebär en medlemsavgift på 390 kronor (300 till föreningens verksamhet och 90 till a-kassan). Höjningen innebär en nettokostnad efter skattereduktionen för medlemmen på 279 kronor.

SFBF STÄMMER REDERI

Rederiet Fred Bergqvist KB på Gräddö har av föreningen stämts inför Arbetsdomstolen för brott mot kollektivavtal och förhandlingsvägran. Sjöfartsinspektionen har vid kontroll av vilotidsreglerna upptäckte att man inte följt reglerna i lagen om vilotid för de ombordanställda på ”M/s Nordgard”. Föreningen kräver 50.000 kronor i skadestånd för kollektivavtalsbrottet och 50.000 kronor för förhandlingsvägran. Vidare har Sjöfartsinspektionen överlämnat ärendet till åklagare för utredning.

DESTINATION GOTLAND – VILOTIDSBESTÄMMELSER

Föreningen har tillskrivit Sjösäkerhetsdirektör Johan Fransson med anledning av att DG har uppmanat befälet ombord till att bryta mot gällande vilotidslag genom att anteckna tid utöver lagstadgad vilotid som säkerhetsarbete för att därigenom uppfylla kraven på gällande vilotid. Sjöfartsinspektionen har tillskrivit rederiet för att få en förklaring till förfarandet.

KLAVENESS CEMENT LOGISTICS AB (KLC)

KLC (f.d. Cementa) kommer under året att flagga ut tre av sina sex svenskflaggade fartyg till Marshall Island flagg. Fartygen är idag sysselsatta med cementtransporter på norska kusten. Övriga fartyg Östanvik, Sunnanvik och Västanvik kommer att fortsätta i nuvarande trafik. Utflaggningen innebär ingen uppsägning av personal.

TOBAKSLAGENS TILLÄMPNING PÅ SVENSKA HANDELSFARTYG

Föreningen har ställt frågan till arbetsmiljöverket om tobakslagens tillämplighet på svenska fartyg.
Arbetsmiljöverkets och Folkhälsoinstitutets gemensamma tolkning av tobakslagen är att rökning är förbjuden på svenska fartyg i inrikes kollektivtrafik, t.ex. ombord på Waxholmbolagets skärgårdsbåtar.
Bestämmelserna innehåller en klar begränsning genom att det särskilt angivits att det gäller inrikes kollektivtrafik. Bestämmelsen gäller således inte för fartyg i utrikes kollektivtrafik.
Beträffande att arbetsgivaren svarar för att en arbetstagare inte mot sin vilja utsätts för tobaksrök i den arbetslokal eller liknande utrymme där arbetstagaren är verksam anser Arbetsmiljöverket att detta ansvar även gäller ombord på svenska fartyg.
År 1994 infördes en regel om rökfri arbetsmiljö i tobakslagen. Enligt denna svarar arbetsgivaren för att en arbetstagare inte mot sin vilja utsätts för tobaksrök i den arbetslokal eller liknande utrymme där arbetstagaren är verksam. Regeln gäller dock inte serveringslokaler. Således är förhållandet sådant att det inte reglerar serveringslokaler. Då någon förändring inte har skett i den delen vid lagändringen den 1 juni 2005 betyder det att det är fortfarande tillåtet för passagerare att röka i serveringslokaler på svenska fartyg i utrikes kollektivtrafik.

SVERIGES FARTYGSBEFÄLSFÖRENING informerar juni 2005

STRÖMMA TURISM OCH SJÖFART

Strömma har varslat om uppsägningar av samtliga tillsvidareanställda. Bakgrunden är rederiets avsikt att lägga ut fartygsdriften på entreprenad. Varslet berör fyra anställda.

Föreningen har tecknat ett kollektivavtal med Strömma om allmänna villkor och löner för 2005. Strömma omfattas nu av branschavtalet tecknat mellan föreningen och arbetsgivarorganisationen Almega, samt en lokal uppgörelse om löner.

ISPS-KODEN – KRITIK MOT KRAV PÅ STÄNGSEL

Ledande politiker i Halmstad anser att säkerhetskraven i samband med genomförande av ISPS kodens inte stoppar några terrorister. Med en enkel avbitartång går det att klippa sönder stängslet runt hamnområdet och ta sig in på området. Kommunen kommer dock att genomföra sjöfartsinspektionens krav på stängselinhägnad.

SACO FORUM I VISBY I SOMMAR

Den 3-9 juli är det dags för årets Almedalsvecka i Visby. En ”institution” som vuxit från ett årligt politikerevenemang till att idag omfatta hela det fackliga och politiska organisationssverige.
Den 4-7 juli är det dags för årets Almedalsvecka i Visby. En ”institution” som vuxit från ett årligt politikerevenemang till att idag omfatta hela det fackliga och politiska organisationssverige.
SACO är där för tredje året den här gången med elva medlemsförbund och SACO Studentråd.
- Det är tredje året som vi samverkar med SACO-forum som gemensam paraplyorganisation. Och det känns som vi har hittat rätt former, samarbetet fungerar väldigt bra, säger SACO:s samordnare för Almedalsveckan, Anna Kopparberg.
Nytt för i år är att alla aktiviteter inom SACO-forum äger rum i gotlandsstudenternas kårhus, närmaste granne med Almedalen. Just nu jobbar de enskilda förbunden för fullt med att lägga upp sina debatter och seminarier. För SACO:s seminarium är temat klart, det kommer att handla om akademikern som egenföretagare.
- Vi hoppas att det ska bli en mötesplats och en arena för informella möten och diskussioner, säger Anna Kopparberg.
Årets samlande tema är pussel - det samhällspussel som vi tillsammans och inte minst då Sveriges akademiker är med och lägger. Den informella devisen, som riktar sig till den församlade politikerkåren lyder: ”Vi har pusselbitarna - Ni bygger helheten”.

Läs mer om vad SACO och de deltagande förbunden planerar på *www.saco.se/visby*

IFSMAs ÅRLIGA MÖTE

International Federation of Shipmasters Associations (IFSMA) avhöll sitt 31 möte i Mariehamn den 16-17 juni på inbjudan av de SFBF och Finlands Skeppsbefälsförbund. Ett femtiotal delegater från ca 20 länder deltog under ledning av IFSMAs president Christer Lindvall från SFBF. Viktiga frågor på agendan var besättningsstorlekar, trötthet och arbetsbelastning, ny teknisk utveckling, ISPS kodens inverkan på sjöfolket, den ökande kriminaliseringen av sjöfolk och befälets ansvar i samband med olyckor.
IFSMA antog nedanstående resolutioner:

IFSMA POLICY

IFSMAs 31st Annual General Assembly (AGA) in Mariehamn, Aaland on the 16th of June 2005 discussed the recent development of safety of navigation. IFSMA has recognized the need to improve the standard of navigational equipment on board vessels. IFSMAs AGA therefore agreed to a policy where the federation shall work for the implementation of Electronic Chart Display and Information System (ECDIS), and training for officers operationg such equipment, as a requirement on all SOLAS vessels. IFSMA believes that in doing so it will help to accelerate the productions of Electronic Navigational Charts (ENC) on a world wide basis and that this will contribute to the safety of navigation.

IFSMA Res. 1/2005 – GUIDELINES FOR COASTAL STATES IN CASES OF EMERGENCIES INVOLVING VESSELS

At the 31st AGA, the delegates of IFSMA assembled in Mariehamn, Aaland noted with great concern the problems arising from emergencies involving vessels in Coastal waters. The concern involve the responsibility and control of vessels in such circumstances. IFSMA has observed that in several cases over recent years Coastal States have intervened and taken control of vessels without relieving the Master of his responsibilities arising from such actions. This serious problem was raised by Bahamas at the Maritime Safety Committee meeting at IMO in May 2005. IFSMA therefore urgently recommend that IMO provide a Guideline for Coastal States when they intervene in such cases and take over control of the vessel from the Master thus relinquishing him from his responsibility.

SVERIGES
FARTYGSBEFÄLSFÖRENING
informerar juni 2005

IFSMA Res. 2/2005 ON MANNING AND FATIGUE, IMO Resolution A.890 (21)

At the 31st AGA, the delegates of IFSMA assembled in Mariehamn, Aaland discussed the principles of Safe Manning of vessels. IFSMA noted that recent safety studies has found that fatigue and manning levels are inextricably linked. This has raised concern that proper allowance is not given to the overall requirements when determining a vessels Safe Manning level. IFSMA also recognize that human fatigue is a major contributor to marine accidents and that continued introduction of new legislative regulations increases the burden on Masters, officers and crew on board vessels, which can be counter productive. IFSMA therefore strongly recommend that IMO seriously consider reviewing the resolution on the Principles of Safe Manning on board vessels given in Res. A.890 (21) taking our concerns into consideration, encourage more consistent implementation of the resolution.

NYHETSBREV FRÅN IFSMA

The Secretary General Rodger Mc Donald represented IFSMA and presented a paper at the Lloyds List Events *Manning and Training Conference* held in Riga on 10th and 11th May 2005.

IFSMA attended the 80th session of Maritime Safety Committee at IMO held from the 11th May to the 20th May 2005.
Attending on behalf of IFSMA were Bjorn Haave, Eddie Agbakoba, Laszlo Kovats, and Rodger MacDonald. IFSMAS president Christer Lindvall, together with other affiliates were also present at the meeting,

The revision of SOLAS chapter II-1

The revision of SOLAS chapter II-1 is intended to harmonize the provisions on subdivision and damage stability for passenger and cargo ships. The revised provisions in parts A, B and B-1 will be applicable to new ships built after the expected entry into force date of 1 January 2009. The amendments, which have been intensively developed over the past decade, are based on the ”probabilistic” method of determining damage stability, which is itself based on the detailed study of data collected by IMO relating to collisions. Because it is based on statistical evidence concerning what actually happens when ships collide, the probabilistic concept is believed to be far more realistic than the previously-used ”deterministic” method.

Other amendments to SOLAS

The MSC adopted other amendments to SOLAS, with an expected entry into force date of 1 January 2007, including:
New SOLAS regulation II-1/3-7 to require ship construction drawings to be maintained on board and ashore.
New SOLAS regulation II-1/3-8 concerning towing and mooring equipment. The regulation will require all ships to be provided with arrangements, equipment and fittings of sufficient safe working load to enable the safe conduct of all towing and mooring operations associated with the normal operation of the ship.
New SOLAS regulation II-1/23-3 concerning water level detectors in the cargo hold(s) on new single hold cargo ships other than bulk carriers. Amendment to SOLAS regulation II-1/31 Machinery control to restrict the application of propulsion control automation systems to new ships only.
Amendment to SOLAS regulation II-1/31 Machinery control to restrict the application of propulsion control automation systems to new ships only.
(With expected entry into force of 1 January 2009) New SOLAS regulations XI-1/3-1 and amendments to regulation XI-1/5 on the mandatory company and registered owner identification number.
Also (expected entry into force of 1 January 2009) amendments to add the IMO unique company and registered identification number to relevant certificates and documents in the International Management Code for the Safe Opnſation of Ships and for Pollution Prevention (the ISM Code) and International ship and Port Facility Security (ISPS) Code.

Long-range identification and tracking of ships (LRIT)

The Working Group within IMO on Maritime Security held extensive discussions relating to proposed draft amendments to SOLAS to include a new regulation on long-range identification and tracking of ships (LRIT). The purpose of the proposed draft regulation is to establish a mechanism for the collection from ships of LRIT information for security, search and rescue and any other purpose as determined by the Organization and also a scheme for the provision of LRIT information to Contracting Governments. The ships which are required to comply with SOLAS chapter XI-2 and the ISPS Code would be required to transmit LRIT information. The Committee noted that there were still a number of outstanding technical issues to be resolved and agreed that an intersessional working group should meet ahead of the 10th session of the COMSAR Sub-Committee in early 2006 so that COMSAR 10 would be able to finalize the work. The COMSAR correspondence group on LRIT was also tasked with considering a number of technical issues, so as to enable COMSAR 10 to complete its own work on LRIT.

SVERIGES
FARTYGSBEFÄLSFÖRENING
informerar juni 2005

Passenger ship safety

The MSC agreed a revised work plan for the on-going work by the relevant Sub-Committees on passenger ship safety, the guiding philosophy for which is based on the premise that the regulatory framework should place more emphasis on the prevention of a casualty from occurring in the first place and that future passenger ships should be designed for improved survivability so that, in the event of a casualty, persons can stay safely on board as the ship proceeds to port.

The MSC approved the definition for the time for orderly evacuation and abandonment as ”the time, beginning when the casualty threshold is exceeded until all persons have safely abandoned the ship, in which the ship remains viable for this purpose”. The MSC agreed that, in the event that the casualty exceeds the threshold for return to port, an additional casualty scenario, for design purposes, should be developed. The MSC instructed the Fire Protection (FP) and Stability, Load Lines and Fishing Vessel Safety (SLF) Sub-Committees to develop these scenarios to support the concept that a passenger ship should remain viable for at least three hours, to allow for safe, orderly evacuation and abandonment.

It was agreed that the casualty threshold is the amount of damage a ship is able to withstand, according to the design basis, and still safely return to port. The aim is to complete the work on passenger ship safety by 2006.

Training of crew in launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions

The MSC approved draft amendments to part A of the STCW Code regarding additional training requirements for the launching and recovery operations of fast rescue boats, with a view to their adoption at MSC 81. It agreed an MSC circular on Guidance on training for fast rescue boats launch and recovery teams and boat crews.

Measures to enhance maritime security

The MSC considered issues relating to the implementation of the special measures to enhance maritime security which were adopted in 2002 and entered into force on 1 July 2004.

Draft amendments to the STCW Convention on Requirements for the issue of certificates of proficiency for ship security officers; draft amendments to part A of the STCW Code on Training requirements for issue of certificates of proficiency for ship security officers; and related draft amendments to part B of the STCW Code on Guidance regarding training for ship security officers were approved by the committee. These drafts will be circulated with a view to adoption at MSC 81 in 2006

The proposed amendments to the STCW Convention and to parts A and B of the STCW Code require candidates for a certificate of proficiency as a ship security officer to demonstrate the knowledge to complete a range of tasks, duties and responsibilities, including: maintenance and supervision of the implementation of a ship security plan; assessment of security risk, threat, and vulnerability; undertaking regular inspections of the ship to ensure that appropriate security measures are implemented and maintained; ensuring that security equipment and systems, if any, are properly operated, tested and calibrated; and encouraging security awareness and vigilance.

Guidelines on the training and certification of Company Security Officers (CSOs); Guidance on the access of public authorities, emergency response services and pilots onboard ships to which SOLAS chapter XI-2 and the ISPS Code apply; Guidance on the priority and testing of ship security alert system; and Interim scheme for the compliance of certain cargo ships with the special measures to enhance maritime security.

The MSC also adopted amendments to resolution A.959(23) on Format and guidelines for the maintenance of the continuous synopsis record intended to update the CSR format to include the registered owner and the company identification numbers and to address a number of practical difficulties encountered during the transfer of ships between flags.

Joint MSC/MEPC Working Group on Formal Safety Assessment (FSA)

The MSC reviewed the report of the Joint MSC/MEPC Working Group on Formal Safety Assessment (FSA) which met during the session. The MSC approved, subject to MEPC concurrence, draft amendments to the Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process (MSC/Circ.1023 -MEPC/Circ.392) and a draft revised MSC/MEPC circular.

The amendments include revisions to section 3 Methodology, including the addition of a paragraph outlining the need for data on incident reports, near misses and operational failures to be reviewed objectively and their reliability, uncertainty and validity to be assessed and reported. The assumptions made and limitations of these data must also be reported.

The MSC agreed to establish a Correspondence Group to further consider unresolved issues in particular concerning inconsistent results of different FSAs on the same subject and clarifications of the technology used for particular FSAs.

The MSC also agreed on the establishment, when necessary, of an FSA Group of Experts for the purpose of reviewing an FSA study if the Committee plans to use the study for making a decision on a particular issue. A flow-chart for the FSA

review process was agreed. The MSC agreed in principle that the proposed expert group would undertake to review FSA studies on specific subjects submitted to the Organization, as directed by the Committee(s) and prepare relevant reports for submission to the Committee(s). The structure of the group of experts was left open for future discussion, though the Committee agreed, in principle, that members participating in the expert group should have risk assessment experience; a maritime background; and knowledge/training in the application of the FSA Guidelines.

Wing-in-Ground (WIG) craft

The MSC approved general principles and recommendations for knowledge, skills and training for officers on Wing-in-Ground (WIG) craft operating in both displacement and ground effect modes. They will be forwarded to the International Civil Aviation Organization (ICAO) for consideration.

Deficiencies in hydrographic surveying and nautical charting worldwide

The MSC agreed an MSC circular to include a note by the International Hydrographic Organization (IHO) highlighting deficiencies in hydrographic surveying and nautical charting worldwide and their impact on safety of navigation and protection of the marine environment. The circular reminds States of their obligations to establish hydrographic services in order to fulfil their obligations for surveying, charting and updating as specified in SOLAS chapter V. the MSC urged States to take action to remedy the situation.

Investigation and Reporting of marine casualties and incidents

Revision of the Code for investigation of marine casualties and incidents (Noting that the Sub-Committee on Flag State Implementation (FSI) had expressed overwhelming support for the idea of making the Code for the investigation of marine casualties and incidents mandatory, in full or in part, the MSC instructed the FSI Sub-Committee to develop a draft revised Code; to determine whether the revised Code itself or parts thereof should be made mandatory; and to provide recommendations as to how such a revised code should be made mandatory, in full or in part.

Study on incidents of explosions on chemical and product carriers The MSC strongly urged the relevant flag States to provide IMO with reports on the investigations into a number of incidents of explosions on chemical and product carriers, for analysis by the Inter Industry Working Group (IIWG)1 which was established to study the reported incidents of explosions on chemical and product carriers.

The Committee approved, subject to MEPC's concurrent decision, a draft MSC/MEPC circular on Reports on marine casualties and incidents, superseding MSC/Circ.953 - MEPC/Circ.372.

Certificates and documentation

Extending the period of validity of a certificate

The Committee approved a draft amendment to the 1988 SOLAS Protocol, with a view to its adoption at MSC 81, relating to the extension of the five-year period of validity of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate, in certain cases. In all cases, the interval between any two inspections of the outside of the ship's bottom shall not exceed 36 months.

The MSC also approved, subject to MEPC's concurrent decision, a draft MSC/MEPC circular on Recommended conditions for extending the period of validity of a certificate and a draft MSC/MEPC circular on Interpretations of the date of completion of the survey and verification on which the certificates are based.

Another draft MSC/MEPC circular, on Retention of original records/documents on board ships, was approved. It addresses the fact that because ships often travel between multiple jurisdictions, the retention of the original records/documents on board the ship is the primary method of attesting to their compliance. Only in exceptional circumstances, should the original records/documents be removed and replaced by certified copies. It was agreed to bring the draft circular to the attention of the IMO/ILO Joint Working Group on the Fair treatment of Seafarers.

Goal-based new ship construction standards

The five-tier system on which the development of GBS is being based consists of goals (Tier I), functional requirements (Tier II), verification of compliance criteria (Tier III), technical procedures and guidelines, classification rules and industry standards (Tier IV) and codes of practice and safety and quality systems for shipbuilding, ship operation, maintenance, training, manning, etc. (Tier V).

The MSC agreed in principle with the basic principles of goal-based standards and with the Tier I goals developed by the Working Group on Goal-based New Ship Construction Standards.

The agreed basic principles state that IMO goal-based standards are:

broad, over-arching safety, environmental and/or security

standards that ships are required to meet during their lifecycle; the required level to be achieved by the requirements applied by class societies and other recognized organizations, Administrations and IMO;
clear, demonstrable, verifiable, long standing, implementable and achievable, irrespective of ship design and technology; and specific enough in order not to be open to differing interpretations.
The Tier 1 goals are based on the premise that - for all new ships - ”ships are to be designed and constructed for a specified design life and to be safe and environmentally-friendly, when properly operated and maintained under the specified operating and environmental conditions, in intact and specified damage conditions, throughout their life”.
The Working Group also made progress on developing the Tier II functional requirements, agreeing that for new oil tankers and bulk carriers in unrestricted navigation (the ship is not subject to any geographical restrictions (i.e. any oceans, any seasons) except as limited by the ship’s capability for operation in ice); the specified design life is not to be less than 25 years and they should be designed in accordance with North Atlantic environmental conditions and relevant long-term sea state scatter diagrams. Other functional requirements for these ship types were agreed by the Working Group, including those relating to structural strength, fatigue life, residual strength, protection against corrosion and so on.
In conclusion it was sadly Tom Allan’s last session as Chairman of MSC as he retires at the end of this year. He has been an excellent Chairman of this important committee and always given IFSMA a fair chance to express the opinions of the shipmasters. We wish him a long and happy retirement.

The Joint User Group meeting of Trinity House held on the 18th May in London.

Three key topics of interest to IFSMA were discussed at this meeting.

Loran C

The General Lighthouse Authorities are trying out transmissions from the Rugby transmitter to act as a back-up and complementary system to GNSS, with particular interest in areas of dense ship traffic and navigational importance. It is felt that Loran C can provide added support by providing position information from a source totally independent of GNSS.

Wreck Buoys

Following the tricolour incident in 2004, the concept of having more discernable temporary marks to warn of the dangers of a wreck has been discussed with IALA. The current idea from Trinity House is to have rapid deployment vessels place temporary wreck marking buoys with bright blue and yellow flashing lights.

Wind Farms

Trinity House is continuing to provide technical support in explaining to the UK government the folly of placing wind farms close to frequently used shipping lanes. Some success has been made with a better understanding of problems that seafarers will encounter, but the industry must not be complacent about the lobbying that is to come from other parties.

Captain Hein Mehrkens

Finally it is with deep regret that we have to report the death on the 15th May of Captain Hein Mehrkens, President of IMPA. Hein was a good friend and strong supporter of IFSMA particularly during IMO proceedings and will be sorely missed.

SFBFs FRITIDSHUS

Vill Du boka någon av lägenheterna i föreningens hus i Tegefjäll eller i Torrevieja, kontakta Inga Bergenmalm på kansliet i Stockholm, tel 08-10 60 15. Veckorna 34-37 är den stora lägenheten, (6 pers) ledig, och veckorna 30 och 32-37 är den lilla lägenheten (4 pers) ledig i Spanien.

SFBFs INFO

Vill du erhålla denna info till fler email-adresser eller har du eller ditt fartyg ändrat emailadress? Hör av dig till inga.bergenmalm@sfbf.se
Sprid gärna SFBFs nyhetsbrev ombord till Dina skeppskamrater. SFBFs nyhetsbrev finns även i lay-outad upplaga, som pdf-fil, på vår hemsida: www.sfbf.se

Föreningen tillönskar alla en varm och avkopplande sommar.
Vi är tillbaks med nästa nyhetsbrev den 20 augusti.