



# SVERIGES FARTYGSBEFÄLSFÖRENING

## informerar juli 2006

### SFBF 100 ÅR

Inledningsvis vill vi påminna om vår jubileumsfest i Göteborg i januari nästa år. Vidare information finns på vår hemsida och i Nautisk Tidskrift.

### ÅRSMÖTEN

Föreningen avhöll sina regelbundna årsmöten i början av juni. Deltagarantalet var mycket lågt så en diskussion kom upp om SFBF verkligen skulle avhålla två möten om året. Årsmötena i Göteborg, Malmö och Kalmar delade åsikten om att endast årsmötet på våren borde hållas. Det slutliga beslutet ligger dock hos SFBF:s styrelse.

### ENHETSLÖNEAVTAL HAR TECKNATS MED TÄRNTANK

Ett specialavtal om enhetslöner har tecknats i juni med Tärntank för en provperiod på sex månader.

### TARBIT SHIPPING

En omförhandling och revidering av specialavtalet och löner gjordes under juni månad, med Tarbit Shipping. Detta innebar en bättre anpassning av lönenivåerna till arbetstidssuttaget inom rederiet.

### BEFÄLHAVARENS ANSVAR

Regeringen i Norge har lagt fram ett förslag om en ny sjösäkerhetslagstiftning. Avsikten är att den skall ersätta den tidigare lagstiftningen från 1903. I förslaget finns ett antal viktiga förändringar och en allmän modernisering av lagstiftningen.

Den norska regeringens målsättning är att sjösäkerheten kommer att förbättras om rederiet också får ta ett större delansvar i allt det ansvar, som idag ligger på befälhavarnas axlar.

Enligt förslaget kommer befälhavarnas ansvar i motsvarande mån att minska, men vissa väsentliga delar finns dock kvar. Någon detaljreglering av befälhavarnas ansvar finns inte i förslaget, utan det är snarare upp till rederiet att definiera sjösäkerhetsaspekterna och ansvarsfördelningen i rederiets säkerhetspolicy och ISM-kodens krav.

Vidare föreslås också att myndigheter och försäkringsbolag skall kunna utbyta säkerhetsinformation om enskilda fartyg. Brott och avvikelser från den nya lagstiftningen skall i framtiden bara dömas i domstol i allvarliga fall, medan andra regelbrott skall kunna hanteras av relevanta myndigheter, som skall kunna påföra olika sanktioner och åtgärder.

### ITP SJÖ - RÄTTEN ATT GÅ I FÖRTIDA PENSION VID SEXTIO ÅRS ÅLDER

Föreningen har tidigare informerat om att vi diskuterar en förändring av ITP Sjö - planen från dagens inkomstbaserade pensionsförmån till en plan med individuell

premiebaserad pension med Sjöfartens Arbetsgivareförbund (SARF).

Det har i detta sammanhang förekommit påstående om att föreningen accepterat vissa nivåer och förutsättningar för en ny pensionsordning. Föreningen vill med skärpa påtala att så inte har skett. Föreningen har deltagit i diskussioner för att finna modeller på hur en ny premiebaserad plan kan se ut. Utifrån detta kommer vi sedan att ta ställning till om vi kan acceptera en förändring av planen och i så fall till vilka nivåer och även vilka övergångsregler som skall gälla.

En anledning till att sjöbefälen en gång i tiden fick sina relativt förmånliga pensionsavtal var att de tillhörde en utsatt yrkesgrupp med högre skadefrekvens och fler förtida dödsfall än andra förvärvsarbetare. Idag grundas det förtida pensionsuttaget på slutlönen och bara den som har en anställning i ett rederi anslutet till Sjöfartens Arbetsgivarförbund vid sextio års ålder har rätt att utnyttja förmånen.

Idag och framöver ser vi inte samma förhållanden som när avtalet en gång träffades. En allt större del av sjöbefälskåren slutar, av en eller annan anledning, långt innan man når möjligheten att utnyttja rätten till att gå i förtida pension. Man har varit med om att finansiera ett system som man inte får ta del av.

### HÖJT INKOMSTTAK I SJUK- OCH FÖRÄLDRAFÖRSÄKRINGEN

Riksdagen har beslutat om höjt inkomsttak i sjuk- och föräldraförsäkringen från 7,5 till 10 prisbasbelopp. Det motsvarar en månadslön på ca 33 000 kr. Höjningen gäller såväl föräldrapenningen för föräldraledighet samt den tillfälliga föräldrapenningen som betalas ut för vård av sjukt barn, havyndeskapspenning samt för de 10 så kallade pappadagarna. Ändringen träder i kraft den 1 juli 2006. Riksdagen har även fattat beslut om att höja ersättningen för lägstånivådagarna från 60 kronor per dag till 180 kronor för barn som är födda den 1 juli 2006 eller senare.

Anledningen till höjningen är att allt fler har inkomster över det gällande inkomsttaket. I år beräknas det gälla för 1,4 miljoner arbetstagare.

### ITPs SJUKPENSION VID LÅNGVARIG SJUKDOM FÖRBÄTTRAS

I det nya ITP-avtalet som träffades mellan Svenskt Näringsliv och PTK den 25 april finns bestämmelse om förbättringar i ITPs sjukpension vid långvarig sjukdom från 1 juli 2006.

Du kommer då att få 10 procent av din lön i sjukpension för dag 91-360 (förutsatt att du inte har sjuklön från rederiet) upp till en månadslön på drygt 33 000 kronor år 2006. Tidigare har du inte fått någon sjukpension från ITP på löner upp till 24 800 kronor per månad utan enbart sjukpenning på 80 procent från Försäkringskassan.



# SVERIGES FARTYGSBEFÄLSFÖRENING informerar juli 2006

Observera att detta endast gäller om du beviljas sjukpension från ITP från och med den 2 juli 2006 eller senare.

## **MINISTRAR FRAMFÖR SIN ORO OM FARTYGSRUTTER I ÖSTERSJÖN**

### **I BREV TILL POLSK MINISTERKOLLEGA**

Infrastrukturminister Ulrica Messing och försvarsminister Leni Björklund uttrycker i dag i ett brev till den polske sjöfartsministern Rafal Wiechecki sin oro över det polska förslaget att större oljetankfartyg och kemikaliefartyg från nordöstra Polen rekommenderas att välja fartygsrutten norr om Bornholm. Förslaget ska behandlas av den internationella sjöfartsorganisationen IMO. Om förslaget går igenom kommer det i praktiken att innebära att de flesta av dessa fartyg kommer att gå norr om Bornholm och utmed den skånska sydkusten.

- Vi befärar att det polska förslaget ytterligare kommer att öka trängseln i området som redan är ett av de mest belastade farvattnen.

## **ÖKAT KRAV PÅ SJÄLVFINANSIERING AV HKF SKALL INTE DRABBA SJÖMÄNNEN**

I ett pressmeddelande från Näringsdepartementet 30 juni 2006 angående HKF-utredningen framförs följande:

Verksamheten vid Handelsflottans kultur- och fritidsråd (HKF) ska enligt tidigare beslut av regeringen läggas ned och verksamheten ska inordnas i Sjöfartsverket från och med den 1 januari 2007.

Det innebär att HKF-verksamheten kommer att kosta 3-4 miljoner kronor mindre i Sjöfartsverket. Ökade krav på självfinansiering av verksamheten kommer inte att drabba den enskilde sjömannen på annat sätt än att han/hon sannolikt får betala mer för vissa produkter och tjänster på sjömansklubben.

Detta säger utredaren Helena Lefvert som har regeringens uppdrag att föreslå en ökad avgiftsfinansiering av verksamheten vid HKF och som idag har överlämnat rapporten "Fritid till sjöss och i hamn", förslag till finansiering av service till sjöfolk, (SOU 2006:67) till statssekreterare Jonas Bjelfvenstam.

Utredaren uppskattar att 3-4 miljoner kronor därigenom kan sparas framför allt genom att administrationen samordnas. När verksamheten har hamnat i Sjöfartsverket är det enligt utredaren möjligt att nå en självfinansieringsgrad på 40 procent för den del av HKF-verksamheten som omfattas av ILO:s regler (International Labour Organisation). För övrig HKF-verksamhet är det möjligt att nå en självfinansieringsgrad på 50 procent. Detta innebär att bidraget från farledsavgifterna till HKF-verksamheten kan minska från dagens 19,5 miljoner kronor till 12,4 miljoner kronor.

Utredaren, Helena Lefvert, menar att det även i fortsättningen kommer vara möjligt att finansiera fartygsbesök, transporter av sjömän och sjömansbibliotekets utlåning av böcker med bidraget från farledsavgifterna. Även utlandsstationernas verksamhet kommer att kunna finansieras på detta sätt under förutsättning att avgiftsintäkterna ökar för andra HKF-tjänster och att nödvändiga besparingar görs.

## **SFBF VILL OCKSÅ TILLÖNSKA ALLA EN FORTSATT SKÖN SOMMAR**

## **RAPPORT FRÅN THE INTERNATIONAL FEDERATION OF SHIP OFFICERS' ASSOCIATION (IFSMA)**

Rapport från the International Federation of Ship Officers' Association (IFSMA)

The IFSMA Annual General Assembly was hosted by CAMM and took place in San Pedro, Los Angeles on the 8th and 9th May 2006. Further details of this conference are on the IFSMA web site, in the June Newsletter and Nautisk Tidskrift.

During May and June 2006 IFSMA attended the following IMO meetings:-

The Maritime Safety Committee (MSC) 81st Session 10th to the 19th May, the Sub-Committee on Flag state Implementation (FSI), 14th session: 5 -9 June 2006, the Technical Co-operation Committee (TC) 56th session 13-15 June 2006 and the Council 96th session 19 -m 23 June 2006.

Overseas:

The Secretary General attended and presented a paper at the LSM Manning and Training Conference in Saint Petersburg from 23rd to 24th May 2006. He also chaired a workshop debating the issues of fatigue and safe manning. Maritime Safety Committee (MSC), 81st session: 10-19 May 2006

MSC covered a lot of ground in May 2006 and many resolutions were adopted by the committee. A table of these resolutions are attached to this log as an appendix.

The key areas discussed that are of interest to IFSMA are as follows:

Review of the STCW Convention and the STCW Code  
The MSC agreed that a comprehensive review of the STCW Convention and STCW Code is needed, in order to ensure that the Convention meets the new challenges facing the shipping industry including, but not limited to, rapid technological advances today and in the future. The MSC instructed the STW sub-Committee to define, as a first step,



# SVERIGES FARTYGSBEFÄLSFÖRENING informerar juli 2006

the issues to be reviewed and advise the MSC accordingly, before embarking on the actual work. A target completion date of 2008 was agreed.

## Review of Principles of safe manning

The Committee agreed that STW should include a new work programme item on review of the principles for establishing the safe manning levels of ships, with a target completion date of 2008 and working in co-operation with the NAV Sub-Committee as necessary, where delegates from IFSMA will be present

Consideration of human element issues in IMO's work  
Assessment of the impact and effectiveness of implementation of the ISM Code

The MSC reviewed the report of a study on the impact and effectiveness of the ISM Code which was carried out by a Group of Independent Experts selected from administrations, organizations, academia and the shipping industry. Based on the data collected, the group concluded that where the ISM Code had been embraced as a positive step toward efficiency through a safety culture, tangible positive benefits were evident; and ISM Code compliance could be made easier through a reduction in the administrative process. The Group recommended that a further study should be undertaken, at a later date. The MSC agreed that the Human Element Working Group should further examine the report at its next meeting.

## E-navigation

The Committee decided to include, in the work programmes NAV and COMSAR Sub-Committees, a high priority item on "Development of an e-navigation strategy", with a target completion date of 2008 and with the NAV Sub-Committee acting as co-ordinator. NAV 52, which meets in July 2006, was instructed to give preliminary consideration to this important topic.

The aim is to develop a strategic vision for e-navigation, to integrate existing and new navigational tools, in particular electronic tools, in an all-embracing system that will contribute to enhanced navigational safety (with all the positive repercussions this will have on maritime safety overall and environmental protection) while simultaneously reducing the burden on the navigator. As the basic technology for such an innovative step is already available, the challenge lies in ensuring the availability of all the other components of the system, including electronic navigational charts, and in using it effectively in order to simplify, to the benefit of the mariner, the display of the occasional local navigational environment. E-navigation would thus incorporate new technologies in a structured way and ensure that their use is compliant with the various navigational communication technologies and services that are already available, providing an overarching, accurate, secure and cost-effective sys-

tem with the potential to provide global coverage for ships of all sizes.

## Long Range Identification and Tracking System (LRIT)

A new regulation on LRIT is included in SOLAS chapter V on Safety of Navigation, through which LRIT will be introduced as a mandatory requirement for the following ships on international voyages:

passenger ships, including high-speed craft ;  
cargo ships, including high-speed craft, of 300 gross tonnage and upwards;  
and mobile offshore drilling units

This establishes a multilateral agreement for sharing LRIT information for security and search and rescue purposes, amongst SOLAS Contracting Governments, in order to meet the maritime security needs and other concerns of such Governments.

It maintains the right of flag States to protect information about the ships entitled to fly their flag, where appropriate, while allowing coastal States access to information about ships navigating off their coasts.

The SOLAS regulation on LRIT does not create or affirm any new rights of States over ships beyond those existing in international law, particularly, the United Nations Convention on the Law of the Sea (UNCLOS), nor does it alter or affect the rights, jurisdiction, duties and obligations of States in connection with UNCLOS.

The LRIT information ships will be required to transmit include the ship's identity, location and date and time of the position. There will be no interface between LRIT and AIS. One of the more important distinctions between LRIT and AIS, apart from the obvious one of range, is that, whereas AIS is a broadcast system, data derived through LRIT will be available only to the recipients who are entitled to receive such information and safeguards concerning the confidentiality of those data have been built into the regulatory provisions. SOLAS Contracting Governments will be entitled to receive information about ships navigating within a distance not exceeding 1000 nautical miles off their coast.

The regulation foresees a phased-in implementation schedule for ships constructed before its expected entry into force date of 1 January 2008 and an exemption for ships operating exclusively in sea area A1 from the requirement to transmit LRIT information, since such ships are already fitted with AIS. It also identifies which authorities may have access to LRIT information.

The MSC also adopted performance standards and functional requirements for LRIT and an MSC resolution on Arrangements for the timely establishment of the long range identification and tracking system.



# SVERIGES FARTYGSBEFÄLSFÖRENING

## informerar juli 2006

### Some of the amendments that were Adopted by MSC

#### Amendments to SOLAS Chapter IV - Radiocommunications

The amendments relate to the provision of radio equipment, in Regulation 7, to require ships to carry an EPIRB capable of transmitting a distress alert through the polar orbiting satellite service (COSPAS-SARSAT) operating in the 406 MHz band; and, in Regulations 9 and 10, to clarify that the means of initiating ship-to-shore distress alerts may be through the Inmarsat geostationary satellite service by a ship earth station.

#### Amendments to SOLAS Chapter V - Safety of navigation

The amendment adds a new paragraph to Regulation 22 - Navigation bridge visibility to allow ballast water exchange at sea, provided that the master has determined that it is safe to do so and takes into consideration any increased blind sectors or reduced horizontal fields of vision resulting from the operation to ensure that a proper lookout is maintained at all times. The operation should be conducted in accordance with the ship's ballast water management plan, taking into account the recommendations on ballast water exchange. The commencement and termination of the operation should be recorded in the ship's record of navigational activities.

#### Amendments to the STCW Convention and STCW Code

The amendments add new minimum mandatory training and certification requirements for persons to be designated as ship security officers (SSOs). The amendments to the STCW Convention and to parts A and B of the STCW Code include Requirements for the issue of certificates of proficiency for Ship Security Officers; Specifications of minimum standards of proficiency for ship security officers; and Guidance regarding training for Ship Security Officers.

Further amendments to part A of the STCW Code add additional training requirements for the launching and recovery of fast rescue boats. The amendments have been prepared in response to reports of injuries to seafarers in numerous incidents involving the launching and recovery of fast rescue boats in adverse weather conditions.

The anticipated entry into force date for the STCW amendments is 1 January 2008.

#### Passenger ship safety

The MSC completed its major work programme item on passenger ship safety, which has based its guiding philosophy on the premise that the regulatory framework should place more emphasis on the prevention of a casualty from occurring

in the first place.

The approved draft amendments to SOLAS chapters II-1, II-2 and III and the FSS Code relate to:

- alternative designs and arrangements;
- safe areas and the essential systems to be maintained while a ship proceeds to port after a casualty, which will require redundancy of propulsion and other essential systems;
- on-board safety centres, from where safety systems can be controlled, operated and monitored;
- fixed fire detection and alarm systems, including requirements for fire detectors and manually operated call points to be capable of being remotely and individually identified;
- fire prevention, including amendments aimed at enhancing the fire safety of atriums, the means of escape in case of fire and ventilation systems; and time for orderly evacuation and abandonment, including requirements for the essential systems that must remain operational in case any one main vertical zone is unserviceable due to fire.

The MSC agreed that the Sub-Committee on Ship Design and Equipment (DE) should develop performance standards for recovery systems for all types of ships, by 2008, with a view to preparing further draft amendments to SOLAS chapter III on recovery arrangements for the rescue of persons at sea. The Committee agreed that the new amendments and guidelines should be enforced by 2012. The MSC also agreed that the Sub-Committee on Standards of Training and Watchkeeping (STW) should develop relevant training standards after the performance standards have been finalized. The idea is that ships should be equipped to recover persons from the water and/or survival craft and rescue craft, and give functional requirements for achieving this.

The following circulars were approved:

- Guide to recovery techniques;
- Guidelines on the provision of external support as an aid to incident containment for SAR Authorities and others concerned;
- Enhanced contingency planning guidance for passenger ships operating in areas remote from SAR facilities, which includes Criteria for what constitutes an area remote from SAR facilities;
- Guidelines on training of SAR service personnel working in major incidents; and
- Guide for cold water survival.

#### Star Princess - fire regulations for balconies agreed

The committee approved draft amendments to SOLAS chapter II-2 and the FSS Code to strengthen the fire protection arrangements in relation to cabin balconies on passenger vessels, in the wake of the fire aboard the cruise ship Star



# SVERIGES FARTYGSBEFÄLSFÖRENING

## informerar juli 2006

Princess.

The proposed draft amendments to SOLAS chapter II-2 are aimed at ensuring that existing regulations 4.4 (Primary deck coverings), 5.3.1.2 (Ceilings and linings), 5.3.2 (Use of combustible materials), 6 (Smoke generation potential and toxicity) are also applied to cabin balconies on new passenger ships.

For existing passenger ships, the MSC approved relevant provisions to require that furniture on cabin balconies be of restricted fire risk unless fixed water spraying systems, fixed fire detection and fire alarm systems are fitted and that partitions separating balconies be constructed of non combustible materials, similar to the provisions for new passenger ships.

### Prevention of accidents involving lifeboats

MSC approved for subsequent adoption a proposed draft amendment to SOLAS regulation III/19.3.3.4 concerning provisions for the launch of free-fall lifeboats during abandon-ship drills. The amendment will allow, during the abandon-ship drill, for the lifeboat to either be free-fall launched with only the required operating crew on board, or lowered into the water by means of the secondary means of launching without the operating crew on board, and then manoeuvred in the water by the operating crew. The aim is to prevent accidents with lifeboats occurring during abandon-ship drills. Meanwhile, the MSC agreed a consolidated circular to include the Guidelines for periodic servicing and maintenance of lifeboats, launching appliances and on-load release gear; Guidance on safety during abandon-ship drills using lifeboats; and Guidelines for simulated launching of free-fall lifeboats.

### Maritime security - containers

Following the adoption by the World Customs Organization (WCO) in June 2005 of the Framework of Standards to secure and facilitate global trade (the Framework of Standards), the MSC discussed the carriage of closed cargo transport units and of freight containers transported by ships and referred the matter to the Ship/Port Interface (SPI) Working Group, a working group of the Facilitation Committee which also reports to the MSC on relevant matters, for further consideration.

If appropriate, the SPI Working Group will develop draft amendments to the SOLAS Convention in order to enable port facilities and ships to accept closed cargo transport units and freight containers for carriage by ship, without the need for further security checks other than the maintenance of access controls, where the security of such consignments has been established through the application of security measures consistent with the Framework of Standards.

The SPI Working Group will also consider whether other IMO instruments and guidance should be amended to include

provisions on supply chain security and facilitation.

### Goal-based new ship construction standards

The MSC continued its work on developing goal-based standards (GBS) for new ship construction. The work has a five-tier structure: 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).

### Explosions on tankers - inter-industry study

The MSC reviewed the report of the Inter-Industry Working Group (IIWG) which was established to study the reported incidents of explosions on chemical and product carriers. The IIWG had concluded that a failure to follow procedures was the primary cause of the incidents in question and a Human Factors Task Group, which is looking into ways of addressing this issue in the context of tankers, has been established by the IIWG. The IIWG recommended that, as an additional safety measure, the MSC give consideration to amending SOLAS to provide for the application of inert gas to new chemical tankers and new product tankers of less than 20,000 dwt.

### Resolutions adopted by the MSC at its 81st session

MSC.201(81) Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended  
MSC.202(81) Adoption of amendments to SOLAS Chapter V - LRIT

MSC.203(81) Adoption of amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended

MSC.204(81) Adoption of amendments to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, as amended

MSC.205(81) Adoption of amendments to the International Maritime Dangerous Goods (IMDG) Code

MSC.206(81) Adoption of amendments to the International Code for Fire Safety Systems (FSS Code)

MSC.207(81) Adoption of amendments to the International Life-Saving Appliances Code (LSA Code)

MSC.208(81) Adoption of amendments to the Guidelines for authorization of Organizations acting on behalf of the Administration (Resolution A.739(18))

MSC.209(81) Adoption of amendments to Part A of the Seafarers' Training, Certification and Watchkeeping Code (STCW Code)

MSC.210(81) Performance standards and functional requirements for the long-range identification and tracking of ships

MSC.211(81) Arrangements for the timely establishment of



# SVERIGES FARTYGSBEFÄLSFÖRENING informerar juli 2006

the long-range identification and tracking system  
MSC.212(81)Adoption of amendments to the Bulk Chemical  
(BCH) Code  
MSC.213(81)New mandatory ship reporting system  
MSC.214(81)Amendments to the Revised performance  
standards for shipborne voyage data recorders (VDRs) (re-  
solution A.861(20)) and simplified voyage data recorders (S-  
VDRs) (resolution MSC.163(78))