

CESMA NEWS

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THE EUROPEAN UNION SHIPMASTER INFORMATION CHRONICLE

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

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MASTER OF THE "AZURA" CONVICTED

A court in Marseille fined an American captain, Master of the P&O Cruise liner "Azura" US\$ 110,000 for using fuel with a sulfur content measuring 0.18 percentage points above a disputed limit. It is the first ruling of its kind in France, and it is contrary to the French government's previous stance on sulfur content rules for cruise ships.

On the morning of March 28, 2018, while under the command of Captain Evans Hoyt, the P&O cruise ship "Azura" called at Marseille. Inspectors boarded, sampled her tanks and determined that she was using fuel with a sulfur content of 1.68 percent. This amount is slightly higher than the EU's 1.5 percent limit for "passenger ships providing regular services to destinations or from ports of the European Union". The rule does not cover all passenger vessels and it is interpreted differently in different EU nations. The governments of France and Spain have previously determined that it does not apply to cruise ships. In the case of the "Azura", however, French prosecutors contended that the EU's passenger ship sulfur cap applies to vessels fitting her description. They further alleged that operator P&O had used slightly higher-sulfur fuel illegally in order **to save money**. The judge ruled that P&O parent company Carnival Corporation should pay US\$ 90,000 of Capt. Hoyt's US\$ 110,000 fine. Carnival has appealed the decision and in a statement, it noted that the France government has given clear indication that it will not apply the EU's passenger ship sulfur cap to cruise ships. "We were very disappointed to be prosecuted for this offense, which was based on a European law which the French environment ministry had explicitly informed the cruise industry would not be applied to cruise ships and which, in any event, has still not been properly implemented," Carnival wrote in a statement. The Master was using the fuel in good faith, as directed by us, based on our understanding of the law. We have lodged an appeal and will consider the full decision of the court, once it is available."



CAPT. EVANS HOYT

A member of AFCAN was present at the tribunal to hear the sentence, then he met journalists. AFCAN notes that the Captain of the "Azura" was sentenced for the use of a fuel with a sulfur content measured at 1.68 %. The French environment code stipulates that only passenger ships operating on a regular service (like ferries), are required to use a sulfur content of less than 1.5%, the others being limited to 3,0%.

On 26th November, the court found that the "Azura" was operating on a **regular** line, while operating alternately in Europe and the Caribbean and made only two calls in Marseille since it was delivered in 2010. The conviction is based on the application of Article L218-2 Amended by edict No. 2015-1736 of December 24, 2015-art. 2 and Article L218-15, modified by edict No. 2015-1736 of December 24, 2015-art. 4, established by an edict, not ratified since the registration of the bill of May 11, 2016, and thus far exceeding the legal ratification deadline. The company, Carnival, operating the "Azura", has not been summoned to appear in court, although it directly orders the fuel that is bunkered to the ship.

For all these reasons, AFCAN considers that the conviction of Captain Hoyt does not tally with the reality of the facts and sets a precedent, unfavorable for Masters of ships, regarding the use of fuels for which they have no choice.



STEPS TO CREATE SAFETY

While speaking at the last SAFETY4SEA Conference in Athens, Greece, which CESMA attended, Capt. Hans Hederström, Managing Director of the Arison Maritime Centre for Simulator Maritime Training (CMART) in Almere (The Netherlands), discussed steps to create a safety environment in shipping. Among the most important things, he stressed, is that the Captain should have the role of a leader instead of an operator, willing to delegate and coach officers. Combining voyage planning and Bridge Resource Management, as well as effective communication for timely intervention, are vital, he added.



CAPT. H. HEDERSTROM

There is no fast track elevator to safety. You will have to take the stairs, step by step to increase your safety as we have successfully done in Carnival Corporation during the last decade.

Back in 2008, we started only with a traditional bridge organization, meaning that a master was giving out his orders, taking all the decisions, dismissing most of the time all technology on the ship and the bridge team as well. What we discovered was that resources were not optimally utilized. We also realized that sometimes the bridge team might have thoughts like ‘I wouldn’t have done it that way,’ or ‘He is the master so he must know something I don’t, so I should not say anything’. Even today many of the incidents stem from this lack of intervention. This kind of bridge organization, with the master in front of the bridge team tends to make officers passive bystanders. Therefore, we had to do something about this organization and our suggestion at that time was to move into an organizationally based Safety Management System. We call it the ‘Role Based Bridge Organization’, where we co-ordinate teamwork.

The Role Based Bridge Organization is totally flexible. The Captain appoints who is doing what and in this case the navigator is the watch officer. He or she is responsible for driving the ship in accordance with a very detailed plan. He or she also communicates with the co-navigator. The role of the co-navigator is to support and cross-check in such a way that the navigator is actually following the plan or if there are any risks to the navigation and manoeuvring of the ship. So, the communication between the navigator and the co-navigator is absolutely essential.

Moreover, we have developed a specific communication technique called “Thinking Aloud.” This technique translates to situations where the navigator is thinking aloud; he tells what his intention is, the reason for it and what the outcome should be. The navigator and co-navigator are always on the bridge. When risk increases, we add a third person, the operations director. That must be a more senior person. It is either the staff captain or the captain. The role of the operations director is to monitor, overview and if needed supervise or coach the two persons in front of him. The operations director does not come up and intervene in the operation, unless it is absolutely necessary. There is also a fourth person added around more complex manoeuvres; for example port approaches and departures. This fourth person is normally the junior officer who takes the role as the administrator with the task to take away distractions from the bridge team. He answers phone calls, he looks after alarms in order to leave the bridge team undisturbed, so it can focus on driving the ship.

Of course we also have a pilot on board when we enter or leave a port. On the latest built ships, there is a specific place for the pilot, a so-called a monitoring station. The pilot might have either direct control of the navigation, which is common in certain areas, or indirect control. The latter means that the navigator continues to conn the ship and the pilot will take a more advisory role, similar to the operations director. In addition to this approach, we also changed the bridge layout. This lay-out is based on human-centred design in order to maximize the teamwork. The next step taken was a change in voyage planning and combine it with bridge resource management. We do not plan just in single numbers, but we plan in intervals.



ARISON MARITIME CENTER

Critical areas for safety:

A comparison: if you look at a nuclear plant, they have a range of safe working temperatures, followed by a series of abnormal temperatures that are risky, but still acceptable. They also have stated no go areas where they do not want to go. Same thing occurs in our organization as well. We plan our track in a corridor which represents the normal operational area. The ship can be anywhere in the corridor; we do not need to be exactly on the track. Between the track corridor and the no go area we have a fully navigable area called the safety margin, which can be used in abnormal situations. This is crucial, because the safety margin indicates when an officer should speak up if there is an unintentional deviation from the track corridor. The same thing goes for the speed if it is above or below the interval which has been planned, it is the duty of the co-navigator to speak up. However, as those margins are absolutely critical for safety, being triggers for intervention, they should be mentioned in the pre-departure briefing.

Escalating Outcome Based Intervention technique:

Whenever the ship is leaving the corridor without intention, the co-navigator should start by probing the navigator. He would say for example “what is your intention with regards to the corridor?” This is called non-threatening probing. If that is not sufficient, we go up to “alerting”. He could verbally state for example: “We are 30 m outside the corridor”. If the navigator does not do anything about this situation, then a challenge with an outcome based intervention is put in place: “I recommend to alter course to port to bring her back into the corridor”.

We do not tell the navigator what to do, we tell what we would like to see as an outcome. If we tell what the navigator should do, we are taking over control of the vessel, which is not the purpose. We want the navigator to act in such a manner that he brings the vessel back into the safety corridor. In the unlikely event that no corrective action has been taken, an emergency step arises where you need to state “If you do not alter course now, we risk going aground”. In this escalated situation, you can now assert “I take control’ if you are the captain or a higher rank”.

Onboard follow-up and coaching:

In order to further implement this model, we have an on board follow-up and coaching by fleet captains. They ensure that the training we have provided, is put into use on board. The fleet captains visit all vessels annually to safeguard and confirm that our officers and vessel operations function according to training. It is a very successful program, and the transition into a Role Based Organization has been made possible in a relatively short time due to the fleet captains coaching on the job, checking normal operations. They consolidate training and assist captains to implement changes in order to verify that work is done properly and mobilize commitment.

(Capt. Hans Hederström)



EDUCATION AND TRAINING OF SEAFARERS: HOW TO IMPROVE THE ATTRACTIVENESS OF CAREERS IN THE MARITIME INDUSTRY

CESMA was invited to give a presentation at the Annual General Assembly of the European Maritime Pilot's Association (EMPA) in Antwerp, Belgium on 11th April 2018. CESMA president Captain Hubert Ardillon accepted the invitation and presented a paper on the important issue of attracting young people to the (EU) maritime industry.(part 2)

"Of course, I have not THE answer to the question, however I can say that it could be answered in two steps". The first step was explained in the previous issue of the CESMA NEWS. The second step is next.

– Now having attracted young people, we have to motivate them to remain in the maritime industry. To motivate, but also and, maybe more important, not to discourage.

Nowadays, young people are living in a permanent communication world. When I speak with them in the maritime school of Le Havre, the easy access to communication with friends and family, friends first, and to the internet, is one of the most important criteria before choosing a shipping company. Easy means easy but also cheap.

The dream has to be alive.

When I speak to those young people, they have always the sea in their eyes. For them, working on vessels is still synonymous of voyages and port calls. Adventure. But on one of these very big vessels such as VLCC, VLPC, VLGC, the adventure at sea is not so very funny. Far away from coasts, often in a TSS, followed by the office – you could even say hunted by the office. Young people can clearly see that the captain and the crew do not actually have the vessel in their hands. With this, a first part



GREAT EXPECTATIONS ?

of the dream has gone. When you call at a port on these very large

vessels, even if berthing is possible, it is very far from the normal world. Working is often on a 6/6 watch basis, plus inspections, bunkering, and so on. In most cases it is more than very difficult to go ashore. And there a second part of the dream disappears.

Now the qualifications required to be on a certain type of vessel. Young people want to be able to change the kind of trade and/or type of vessels on their own will. They do not expect to remain with the same company or on the same kind of vessel all their life at sea.

To change is the only one way in which they have the possibility to discover the world and the work. But to do this, they need to have a lot of qualifications. And qualifications are outdated after five years. And unfortunately, the regulation becomes more and more strict and it does not give them the opportunity to change that easy. And this is also a part of the reason why they become discouraged after a period at sea.

Another issue is the multicultural crew. At the beginning, this is very interesting for young people. They appreciate the different approaches to the profession. They learn. But sometimes there are too many nationalities. Sometimes, among 15 to 20 crew members, there are five, ten or even eleven different nationalities on board. There is a good possibility that one seafarer is the only one with whom he or she can speak in his mother language. And by the way, he is alone. When a young seafarer on board finds himself isolated from his nationality and his mother language, he or she finds it very difficult to live on the vessel. Also to keep the mind to continue his or her career.

Last, but probably not least, the motivation to remain in the shipping world and especially on vessels, is the attitude they could meet from elderly colleagues on board. I knew a lot of elderly seamen who were always criticizing their job, their environment, their vessel. How is it possible to think that this attitude could motivate a young person, coming on board a vessel for the first time ?



CAPT. H. ARDILLON

Few years ago, it happened that a cadet, boarding for his first employment on a tanker in Rotterdam, left the vessel before the end of the call. I was in the office at that time, and no one understood what had happened until we had a look at the crew list. He was the only one crew member on board less than 50 years old. He was alone with guys speaking of and waiting for their pension.

In a recent French shipping magazine, there was an interview with a sail race ship skipper, issued from a French merchant navy school. At the question: did you recommend this education to a young person? He said yes. But he added: you have to join this school with the idea to find how to leave merchant ships as soon as possible because it is more and more difficult today to be far from the family. Why today ? Not before ? Is this attracting and motivating a young person to plan for a career at sea ?

So, as I, and I expect every one in this audience, do not have the miraculous solution to attract young people in shipping or the maritime environment. But some things could be done:

To meet and to speak with young people. To show and to promote the maritime industry and not only the vessels. The maritime world is so big. But to say that ship experience is useful to be able to work in relation with the maritime industry. To tell the truth about the life and work conditions. To show the real chances they could have to learn a so specific education.

Also, even if it is totally contrary to what is advised since several years by the industry, to facilitate contracts on different kinds of vessels. And to give back to seamen a small part of the liberty they had many years ago.

But the most important is to speak with young people about a maritime career.

But please, always positively.

Capt. Hubert Ardillon (President CESMA, Vice President AFCAN)



IMO MARITIME AMBASSADORS BECAME IMO GOODWILL MARITIME AMBASSADORS ON WORLD MARITIME DAY 2018

WORLD MARITIME DAY 2018

OUR HERITAGE:

"BETTER SHIPPING FOR A BETTER FUTURE"

On September 27th 2018, the usual World Maritime Day was celebrated at the IMO headquarters in London. The celebration was a bit special, as in 2018 IMO celebrates 70 years since the Convention, establishing the Organization, was adopted. The World Maritime Day theme for the year is "IMO 70: Our Heritage – Better Shipping for a Better Future". The short information from IMO secretariat is self explanatory:

"IMO's heritage for 70 years has been to drive improvements in shipping to achieve a better world today. Our challenge for the years to come remains – to work in collaboration with all stakeholders to create better shipping – for a better future."
(IMO Secretary-General Kitack Lim)



MARITIME AMBASSADORS

The International Maritime Organization (IMO) has been celebrating its major anniversaries during 2018, with a focus on the achievements of the past decades as well as the challenges of the future, as it seeks to promote safe, secure, environmentally sound, efficient and sustainable shipping.

The Convention establishing IMO was adopted on 6 March 1948 and it entered into force 10 years later, on 17 March 1958, when the 21st State ratified the treaty. IMO's first meeting was held in London on 6 January 1959, at Church House in central London, United Kingdom.

"IMO's heritage for 70 years has been to drive improvements in shipping to achieve a better world today. Our challenge for the years to come remains – to work in collaboration with all stakeholders to create better shipping – for a better future," said IMO Secretary-General Kitack Lim in his annual World Maritime Day Message.

On 27 September, IMO and the global maritime community celebrated the annual World Maritime Day, under the theme: **IMO 70: Our Heritage – Better Shipping for a Better Future.**

Shipping transports more than 80 per cent of global trade to people and communities all over the world. IMO has adopted more than 50 international instruments, which cover all aspects of international shipping – including ship design, construction, equipment, crewing, navigation, operation and disposal.

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"Since its beginning, IMO has worked to ensure that people all over the world can continue to benefit from shipping in a manner that meets the needs of the global economy, and also changing expectations about safety, environmental protection, social responsibility and so on," said Secretary-General Lim. Individual governments are encouraged to mark the World Maritime Day, on a date of their



MT "TORREY CANYON" IN DISTRESS

choosing, but usually in the last week of September. World Maritime Day is an official United Nations day. Every year, it provides an opportunity to focus attention on the importance of shipping and other maritime activities and to emphasize a particular aspect of IMO's work. Each World Maritime Day has its own theme. A short animated film shows how IMO has developed mandatory international regulations covering almost every aspect of shipping. As a result, modern shipping conforms to the highest practicable standards and is the safest, cleanest and most efficient way to move goods around the world. The animation traces IMO's voyage from the 1948 United Nations conference in Geneva, which saw its founding convention adopted, through to the present day. It highlights key developments such as new rules for tanker safety following the infamous "Torrey Canyon" incident in 1967, the satellite-based Global Maritime Distress and Safety System and the designation of several vital environmentally sensitive areas around the world which today receive special protection from shipping.



IMO BUILDING, LONDON

For the fourth consecutive year, World Maritime Day began with meeting of IMO maritime ambassadors from all over the world. Those ambassadors who were not able to attend came to the meeting virtually via business skype connection. The Secretary General of the IMO, Mr. Kitack Lim, opened the meeting and discussed the IMO challenges with ambassadors. As the institute of maritime ambassador is quite new, it is still in process of clarification.

The name of maritime ambassadors was changed from “IMO maritime ambassador” to “IMO goodwill maritime ambassador” to stress the voluntary participation of ambassadors from different countries and international institutions. Then, the ambassadors under the mediation of the head of the IMO legal department, shared their activities and discussed future cooperation in promoting the maritime profession.

Especially interesting was the presentation of **Adopt a Ship** program by Captain George Hoyt, IMO goodwill maritime ambassador from the Nautical Institute. The promoters of **Adopt a Ship** program connected children from primary schools in Cyprus with ships via e-mail. The children used to follow the voyages of the ship by exchanging e-mails with the ship masters and crew. In that way the children got information about how the goods from around the world reach the surrounding shops. That creates interest among young generations about shipping. Maybe it is good idea to follow that example in our European countries where there is evident decrease in the interest to the maritime profession. Meeting of ambassadors was extended later to meeting in the conference room of the IMO together with the representatives of nongovernmental organizations from maritime sector around the world.

The Secretary General of IMO confirmed the strong position of IMO to keep the 2020 sulphur cap target, thus helping the world to decrease harmful emissions in the air. The hot topic was also autonomous ship legislation and development of autonomous ship projects. It seems that very soon we'll have autonomous ships sailing and the IMO, as executive body in the international maritime legislation, is doing its utmost to ensure that when these vessels appear on the seas and the oceans that proper rules are adopted and brought into force.

World Maritime Day finished with a warmest reception at IMO headquarters, where mr. Kitack Lim met personally with all his guests and then he opened the reception in traditional way and gave the floor to Polish traditional musicians who presented their amazing folk music.

Captain Dimitar Dimitrov, PHD, FNI
CESMA Deputy President and IMO Goodwill Maritime Ambassador for Bulgaria



SEAFARERS WILL NOT LOSE JOBS TO AUTIMATION, YET

The International Chamber of Shipping (ICS) The International Chamber of Shipping (ICS) has released a new study on the potential effects of autonomous ships on the role of seafarers, indicating that there will be no shortage of jobs for seafarers, especially officers, in the next two decades.

The report, conducted by the Hamburg School of Business Administration, states: “If by 2025 very optimistically some 1,000 ships will be fully autonomous and some further 2,000 vessels semi-autonomous. This may possibly reduce demand for seafarers by 30,000 – 50,000. However, at the same time, the need for highly skilled remote-operators, pilots of a new kind and riding gangs will be needed to keep ships operational.” With an overall increase of the world fleet, at least the number of officers on board will remain stable.

At the same time the number of “crew” on shore in supporting functions will increase, possibly significantly. This leaves valuable time to adapt training patterns and re-train experienced seafarers with digital competencies. Many seafarers from developing countries may find it difficult to get work ashore in their home countries, states the report. Ratings rely on the remuneration they receive to support both their immediate and also extended families and therefore are extremely concerned that their jobs may disappear with automation. Many ratings join the profession following in the footsteps of their parents and grandparents and are therefore concerned that this career path may not become available for their offspring in the future.

Labour unions have voiced their concern. The February issue of “The Nautilus Telegraph” reported on the feedback that it had received from a survey of over 1.000 members from 21 unions within the Nautilus Federation. The majority of feedback suggested that automation was seen a threat to maritime professional’s jobs and that unmanned vessels presented a safety threat at sea. The study argued that the rush by manufacturers and maritime nations into investing capital and time into researching autonomous systems and digitalization for ships has meant that important social and human issues, such as skills, are being neglected.



A paper published by the International Transport Federation and the International Federation of Shipmasters’ Associations (IFSMA) at MSC99 cited the risk of collision and unregulated activities. It indicated that over 80 percent of seafarers have voiced their anxiety about possible job losses. The ICS report notes that this shows that automation is likely to face opposition from seafarers and their unions, if introduced in a manner which focuses primarily on the rush to be first and cost cutting for the sake of cost cutting. It also highlights that gaining public acceptance may also be an issue which will influence the decisions made by lawmakers and regulators. The relationship between seafarers and digitalization is anticipated to be one of the main topics for discussion during an International Labour Organization sectorial meeting on “Recruitment and Retention of Seafarers and the Promotion of Opportunities for Women Seafarers” to be held in Geneva, Switzerland, in February 2019.

(Source ICS)



TWENTY YEARS OF ISM CODE

Director of Loss Prevention at the Standard P&I Club, addresses the ISM Code. 20 after the Code came into effect in 1998, Mr. Vandeborn examines the course of it and what needs to be done in order to become more effective.

The International Maritime Organization (IMO)'s Guidelines on Management for the Safe Operation of Ships and for Pollution Prevention (ISM code) first became mandatory in 1998. Twenty years and five amendments later, we reflect on how the code is doing and what still needs to be done.



"HERALD OF FREE ENTERPRISE"

The ISM code was born out of a series of serious shipping accidents in the 1980s, the worst of which was the ro-ro ferry "Herald of Free Enterprise" which capsized near Zeebrugge in March 1987, killing 193 of its 539 passengers and crew. The cause of these accidents was a combination of human error on board and management failings on shore. The "Herald of Free Enterprise" public enquiry report concluded that 'From top to bottom the body corporate was infected with the **disease of sloppiness**'.

What followed was a much needed change in maritime safety administration. In October 1989, the International Maritime Organization (IMO) adopted new Guidelines on Management for the Safe Operation of Ships and for Pollution Prevention, giving operators a "framework for the proper development, implementation and assessment of safety and pollution prevention management in accordance with good practice". Following industry feedback, the guidelines became the ISM code in November 1993 and were incorporated in a new chapter IX of the IMO's 1974 International Convention for the Safety of Life at Sea (SOLAS) in May 1994. It became mandatory for companies operating certain types of ships from 1 July 1998. Meeting the requirements of the code is evidenced by ships' flag states in five-year "documents of compliance" for ship operators and five-year "safety management certificates" for ships, both of which are subject to regular audits.



Industry impact

The ISM code requires nearly all the world's ship operators to write and implement on-board safety management systems (SMS) for their ships and make a "designated person ashore" (DPA) responsible for every ship's safe operation. For many ship owners and operators, ISM was simply a new legal framework for the safety systems they already had, but for others, it led to major and much-needed changes in operating culture and organisation. It forced companies with poor or weak management systems to create a formal, structured safety management process for the first time – even if they saw it as just more 'red tape'.

Certainly, the ISM code has made shipping safer and cleaner over the past two decades. In 2005, the IMO maritime safety committee (MSC) asked for a report on the impact of the code from an international group of experts. Based on the data collected, the group concluded that “where the code is embraced as a positive step toward efficiency through a safety culture, tangible positive benefits are evident”. “



CAPT. Y. VANDENBORN

The Standard Club has been assessing members’ management systems since 1993 through our member risk review programme. Linked to our ship risk review programme, the review was formerly based on our “minimum operating standards”, but since 1998, it has focused (among other things) on how ISM requirements are being met from the perspective of a liability insurer. As such, we have seen at first hand the many positive changes the ISM code has brought to the marine industry. Most of our members are now using ISM effectively to increase safety on

board their ships. This includes creating safe working practices and working environments, making suitable safeguards against potential risks and continuously improving the safety management skills of personnel, as well as the development of emergency response plans for both safety and environmental protection.

Room for improvement

But despite its success to date, we believe there is still scope for our members to improve the effectiveness of ISM.

Producing more effective SMS documentation

One issue we have noticed is the tendency for SMS documentation to be too long. Making it bulky and difficult to read, defeats its purpose – it should be short, simple and easily understood. In addressing this concern, we have witnessed a number of our larger members carrying out major reviews of their systems to reduce the volume of text and replace it with flow charts, diagrams and other visual signs to assist quick reference.

SMS documentation should also be unique to the ship, even if it starts life as a standard, “off-the shelf” manual. There is no point, for example, in having tanker procedures in an SMS for a dry bulk cargo ship or having pre-departure checks for bow thrusters where none exist. A key point to note in drafting SMS checklists is, that they should balance the need to remind crewmembers what to do and instruct them step-by-step on how to do it. This will help make ISM more than just a paper exercise. However, the longer the checklists, the less likely they are to be followed properly. Furthermore, new procedures and checklists should not be added to an existing SMS without properly reviewing older procedures – and removing or consolidating them as necessary. This will ensure there is no duplication or contradiction.

Finally, the SMS documentation needs to be readily accessible to both office staff and crewmembers on board. Crewmembers should know exactly where the documentation is on a ship and how they can quickly find the procedures and checklists they need.

Take a sensible approach to near-miss reporting

We are aware that ISM has prompted some ship owners to encourage an over-the-top approach to reporting near misses and non-conformities in the mistaken belief this alone will improve safety. This method has also been encouraged by major charterers in the wet and dry trades. There should be no minimum target set for the number of near miss reports. The focus should be on learning from genuine near misses and non-conformities. Creating paperwork for these incidents is of little value if the lessons learnt are not built into training programmes and new safety projects.

Near-miss reports should be analysed and categorised, so they can be combined with reports from other ships in the fleet. They should also be cross-referenced with similar statistics and categories from port state control (PSC) inspections, oil major inspections (SIRE) and right ship inspections.

Any category standing out in key performance indicators (KPIs) needs further analysis. Lessons learnt should be incorporated into the next quarterly or yearly training programme. A real incident is less likely if such steps are taken.

Value ISM review reports

We also believe ship owners and operators should pay more attention to their masters' SMS review reports. The 2008 update to the ISM code made masters responsible for "periodically reviewing the SMS and reporting deficiencies to shore-based management". In our experience, these vital reports are very often incomplete (or say everything is satisfactory) and certainly are not dealt with properly. Masters should be encouraged to discuss the SMS reviews with crewmembers as they are the key users of the documentation and should have the biggest input into any proposed changes. The reports should be a priority for senior management, as failure to act on what their masters tell them could lead to a major casualty or major ISM non-conformance. Senior management should give similar attention to ship safety committee meeting reports (SCMR), which are a requirement under the International Labour Convention. These too are often not filled in properly, particularly if the meetings focus on welfare issues rather than safety.

Conclusion

In summary, masters and crew need to be educated in what the SMS reviews and SCMR are for, and how best to conduct discussions and meetings prior to writing their reports. Equally, shore-based managers and staff need to know how to review the reports properly and, more importantly, how to improve the safety of their ships as a result.

By Capt. Yves Vandeborn, AFNI, Director of Loss Prevention, Charles Taylor Mutual Management (Asia) Pte. Limited, Managers of The Standard Club Asia Ltd.

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About Capt. Yves Vandeborn

Yves Vandeborn is a master mariner and sailed with Exmar Nv. Belgium on chemical/product, LNG and LPG tankers. Since coming ashore in 2003, Yves has worked as a marine superintendent with a Singapore/Indonesian ship owner. He set up the ISM system and assisted the company in obtaining TMSA level 2 rating and Oil Major approval for the fleet. Yves worked as an independent marine surveyor from 2006 until 2010 undertaking numerous P&I condition surveys, oil major SIRE pre-vettings, TMSA audits, pre-purchase surveys, bulk carrier hatch cover ultra-sonic tests, etc. Yves joined Charles Taylor in February 2010 as an in-house marine surveyor for the Singapore office of The Standard Club. In July 2013 he took over as Director of Loss Prevention for The Standard Club. As the director he is responsible for the risk assessment programme for the club's worldwide membership. He is further responsible for the loss prevention initiatives, the club's loss prevention publications and provision of technical advice to the membership, as well as to the underwriting and claims departments.



THE "ERIKA" DISASTER, 20 YEARS AGO NEXT YEAR

To refresh the memory. On 8th December 1999, the Malta flagged and Italian owned tanker "Erika" sailed out of Dunkirk bound for Livorno with a cargo of about 31.000 tons of heavy fuel oil destined for an electrical power plant.

As she entered the Bay of Biscay, the "Erika" ran into a heavy storm. It soon appeared that the construction of the vessel gave way and cracks became visible on the main deck. The situation worsened and the Indian master of the vessel, Captain Mathur, asked for assistance and an eventual call at a port of refuge. This was refused by the French authorities, being concerned that the leaking oil would pollute the port of Donges and the connecting inland river. After the crew was evacuated from the vessel by helicopters, she broke in two and sank, releasing thousands of tons of oil into the sea, killing marine life and polluting shores around Brittany in France. The accident reached the press all over the world and European citizens became suddenly aware that maritime safety in European waters was a very important issue.



MT "ERIKA" IN DISTRESS



CPT. MATHUR

At first the accident was attributed to the young and therefore presumably un-experienced master of the vessel. He was put in prison after arriving ashore, but released after a week. He immediately left France for India. In a statement he criticized the way that the French authorities had approached him, making him a scapegoat for what happened. At a later stage, it proved that the 24 years old "Erika" was in a very bad state, although all certificates were approved by the flag state Malta and classification society RINA (Italy).

As reaction to the environmental disaster, the European Safety Agency (EMSA) was initiated. At first with 20 people in a small office in Brussels. In the meantime EMSA has broadened her activities and the present office in Lisbon, Portugal, has a crew of more than hundred experts. Their main goal is monitoring and checking ships which enter European waters but present activities reaches as far as controlling the quality and certification of crews on board ships and coordinating marine accident investigation cases by EU member states. Statistics and tendencies concerning marine accidents are widely distributed.

As 2019 is the year that the accident happened 20 years ago, the French television company Discovery is preparing a documentary about the "Erika" disaster. At the initiative of AFCAN, (Capt. J. Loiseau), a French TV team visited the CESMA secretariat in Amsterdam to arrange an interview with the CESMA general secretary about the accident. The programme will be shown in France. There was no information whether other Discovery connected national TV stations would broadcast the documentary. **(FVW)**



CYBER SECURITY AND TRADITIONAL NAVIGATIONAL SKILLS

Cyber security and cyber security breaches are the latest threats on board commercial ships. There are already a lot of cases reported which caused interruption of communication between ships and shore, GPS failures, etc. And the industry made its traditional steps to prepare guidelines on cyber security, to include the problem in the contingency plans, in the safety management system and security plans for the ships and companies. There is just one thing missing in all the process – the mentality of the personnel.

We all used to stay in front of our computers, to wake up in the morning with our face book and twitter updates and to check our e-mails before doing anything else, any single day. In general we cannot progress if we do not follow recent technologies. The technology makes life easier and more effective and efficient. But, what if we lose connection to the network and/or the mail does not reach the recipient? Are we prepared how to proceed? I'll not repeat all the measures written in guidelines or various companies' procedures, but I'll try to stick on the human element. Nowadays we have more and more information and our problem is to find enough time and resource to get acquainted with it. And in a way, we started ignoring some of the traditional skills, used on board ships as they are no more in use. One simple example is more than indicative. There was mass spoofing attack involving over 20 vessels in the Black Sea in June 2017, as reported in the Maritime Executive by Dana Goward. Finally nothing serious happened. The operation of GPS had been restored and everything went back to normal.

But it could be worse. Imagine that the ship is approaching a port or she is going to pass a shallow water area and her position is not accurate. Do we really have an alternative to GPS and are the nowadays officers on the bridge and young shipmasters able to plot the ship's position in traditional ways and to take the right decision to avoid incidents? Electronic charts are already compulsory and even if the officers are able to take bearings and distances with the radar or visual bearings through the compass repeater and distances with any measuring device, could they plot the position and could they do it in ample time to take the proper decision and to navigate safely ? There is general and specific training for ECDIS, compulsory for all the deck officers, so in theory they should be able to do this. It comes to my mind how often officers are using the above said options for training in order to be ready to do that in case of a necessity. Even, if included in the safety management system, training in the modern busy shipping world, a lot of exercises are done automatically or even the ticks in the boxes are usually done with the explanation **“that's very easy to do, I do not need to train it in reality, and I'll do it when necessary.”**

In our modern world, we skip a lot of minor activities to save time and it becomes a habit to do it. Unfortunately there are enough emergencies and investigations are showing omission of such simple activities leading to groundings, collisions in clear weather and good visibility, simply because of loss of situational awareness. The only reason is absence of traditional skills to plot ship's position, to evaluate it immediately and to take the proper action or in general most modern seafarers do not have at hand the next step if there is failure in ship's electronics.

Going a bit further, we come to the change of style of life in our modern society. Usually we neglect the probable threats and dangerous situations with the simple explanation that “Will it happen now or to me in this moment?” And with all the modern equipment and facilities, fatalities still happen and the reasons are more trivial than years before. Typical cases are heavy collisions during 2017 involving a big navy ship and a large container carrier in the Far East with loss of lives of seamen and huge material losses, a lot of groundings and more collisions, etc.

How to improve the situation or to reduce the risk of incidents due to human error? Most probably we have to come to the basics starting from the education and training of seamen. How many of nowadays officers and seamen are able to splice a wire rope or fibre rope. The ropes come on board spliced. And how many seamen graduating on their basic qualification or officers from merchant academies at the time of graduation and completion of their apprenticeship, are able to do it?

Without making a representative research on that, I would answer “no more than ten percent of the entire number”, maybe less. The students in the merchant academies prepare their lessons, using internet and the web. It is more than normal to use those possibilities. The academies are saving money by reducing real practice and students are not obliged to go to the severe conditions in practice. They stay in front of computers, watch the screens and learn everything. And very often they forget it immediately afterwards. In my green years, there was no GPS system on board commercial ships and satellite systems, when available on board large ships, gave ship’s positions once during four hours watch. When sailing close to the shore, we had nothing to do but to take bearings, using radar or the compass repeater and to plot the ship’s position on a paper chart. It was routine and in case of an emergency, all of us were able to do it immediately without any doubt.

This is not the case today. Even if some of the old fashioned professors insist on the above mentioned knowledge, there is no time during the educational process and there is no time when young people go on board the ships, busy with daily routines and busy schedules of ships. Moreover, examinations are more and more simple tests, done on computers and there is no practical examination, done by qualified professionals ashore. The reliance on the experience of shipmasters on board ships is really very sketchy as masters are busy 25 hours out of 24. A comprehensive research on masters’ time use made from Danish non governmental organizations, showed that a shipmaster is occupied for 75 percent by administrative burdens while time spent for purely navigation is less than 20 percent. More and more young professionals consider navigation as a computer game, but unfortunately they do not realize that they have no more than one life on board the ship. Nowadays most shipmasters are already from the above mentioned generation and traditional skills disappear little by little. Further worsening of the situation comes from the fact that most of the companies are owned and managed in industrialized countries and crew is provided usually from third parties/countries and managers make everything good on paper but they do not care too much till an accident happens. Most nowadays managers are without maritime background or they have made one or a few voyages as junior officer. Without experiencing responsibility, they can hardly understand the need of traditional practical knowledge and skills in case of emergency.



CAPT. D.DIMITROV

What have to be done to change that evil trend? First of all, when discussing maritime safety or pollution matters, we do not have to look just and primarily at the financial aspect. In the period of prolonged crisis in the shipping industry, finances are important but in the long term, solving today’s problems cutting the educational, training and safety expenses is really killing the good practice and will create huge problems in the future. Future generations will not be able to understand where problems come

from. Deepening the gap between management and labour supplying countries is worsening the situation. Decision making and management people are going further away from the real problems of crew members on board ships. Thus safety culture and need of safeguarding traditional skills is becoming more important for the future of the industry. One could say that the autonomous ship concept will solve these problems. Automation is a really important tool to improve safety and new technologies should be used. But traditional skills still do not have an alternative. Moreover, developers of autonomous ships will need the knowledge of traditional skills to create necessary tools to navigate ships. And managers need to have knowledge of traditional skills to manage the entire process proper. **(Capt. D. Dimitrov, Dep. Pres. CESMA)**



IN MEMORIAN COMMANDANT MICHEL BOUGEARD

At the age of 75, Captain Michel Bougeard has died in Brest, France, on 11th September. He started his career with the French Navy. At a later stage he became involved in the cable laying industry.



He acted as master at French Telecom and was expert on sub marine cable laying projects in oceans all over the world. He was board member of AFCAN and regularly represented the French association at IFSMA meetings.

He was also important as author of articles on

maritime subjects which have been reproduced in the AFCAN INFORMATIONS, the CESMA NEWS and other publications. My own remembrance goes to the times I met him during IFSMA meetings and some other occasions. For me, Michel was a fine colleague, a keen observer and a gentleman. He will be greatly missed by many. (FVW)

FINAL CONFERENCE ON THE STM VALIDATION PROJECT

During the STM Validation Project Final Conference at the premises of the International Maritime Organization (IMO), in London, November 13-14, in which CESMA participated, IMO Secretary General Kitack Lim expressed his support of STM: “STM goes hand in hand with IMO goals.”



‘Newly appointed EU project coordinator for “Motorways of the Seas”, Professor Mr. Kurt Bodewig, and other EU officials said that STM is a pillar for the EU strategy and that the 20 million euro invested in the project is a good investment.

IMO SECRETARY MR. KITACK LIM

At the conference representatives for nine industry actors also expressed their intention to take responsibility for the technical governance of the digital Maritime Service Infrastructure, developed within STM.

“I give my full support to STM.” IMO Secretary General Mr. Kitack Lim was very explicit in his opening keynote speech at the STM Validation Project Final Conference. “STM goes hand in hand with the IMO objectives, and I encourage the STM Validation project to submit its results to IMO at the next possible committee meeting.”

Other keynote speeches were made by Professor Kurt Bodewig, the newly appointed EU coordinator for the Motorways of the Seas, the maritime dimension the EU transport corridors and by Jaroslav Kotowski, Senior Project Manager of INEA, the executive agency of the EU. Kotowski hailed the ideas and progress of the STM initiative and said: “Sea Traffic Management is a pillar in the European maritime strategy”. Professor Bodewig emphasized that Motorways of the Seas should improve Short Sea Shipping and integrate even more with the land-based corridors. Multi-modal integration where ports and information sharing, are important. This is a perfect fit with STM-enabled services and solutions. Professor Bodewig concluded “The EU has invested 20 million euro in the STM Validation project and it is a good investment.”



The conference attracted more than 350 people. High level project results were presented and discussed in panels focusing on safety, efficiency and environmental aspects. Ten demo stations spurred engaging discussions in hour-long networking breaks giving the participants a chance to get a full understanding of operational STM services, the underlying infrastructure, the benefits and possibilities. Seeing is believing.

The industry steps in – common maritime service infrastructure:

Nine industry actors launched a common initiative with the intention to take the responsibility of the technical governance of the underlying digital infrastructure from being project-driven to be long-term operational. This demonstrates clearly that important industry players see commercial opportunities based on STM and believe that it is time to take the concept another step towards full global interoperability. Until recently the STM concept was only practiced in the Baltic and the North Sea. The participation of the port of Valencia in Spain, shows that interest in the project is expanding, probably worldwide after results have indicated the value

The delegates were really engaged in how shipping can contribute to reduce greenhouse gas emissions in order to stop global warming. The STM results presented, indicated high saving potential for all ships based on operational efficiencies due to better information sharing between ships and ports. This would be a major contribution to reaching the IMO goal of reducing CO2 with 50% by 2050. **As one presenter phrased it: “If not STM – what? If not now – when?”**

(more on the STM VALIDATION PROJECT in the next CESMA NEWS)



CESMA LOGBOOK (2018 – 4)

We were represented at the following occasions:

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| 12 Sep Brussels | SAGMAS |
| 19 Sep London | Extraordinary Meeting IFSMA |
| 19 Sep London | Courtesy visit Nautical Institute |
| 24 Sep Antwerp | Preparation CESMA AGA 2019 |
| 26 Sep Brussels | ICF meeting (maritime security) |
| 03 Oct Athens | Safety4Sea Conference |
| 01 Nov Amsterdam | Interview French TV (“Erika”) |
| 07 Nov Brussels | SAGMAS |
| 13 Nov London | Final conference |
| 14 Nov London | STM Validation project |
| 28 Nov London | Maritime Security Expo |
| 29 Nov London | Maritime Security Conference |



IN 2019, THE CESMA ANNUAL GENERAL ASSEMBLY WILL BE ORGANIZED IN ANTWERP, BELGIUM AT THE INVITATION OF THE ROYAL BELGIUM SEAMEN’S COLLEGE (KBZ) ON 9TH and 10TH MAY.

**On the frontpage: GERMAN_CRUISE VESSEL BREMEN IN ICY WATERS
STENA LINE CHIEF OFFICER ANNIKA KORSBO
HILTON ANTWERP Premises of CESMA AGA 2019**



FROM THE EDITOR

- During the recent MEPC 73 meeting in London, the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship will be banned. The carriage prohibition does not apply to ships employing an alternative arrangement such as scrubbers. The ban will enter into force on 1 March 2020.
- European Maritime Day 2019 is scheduled to be organized in Lisbon, Portugal on 16th and/17th May. CESMA already contacted the organizers that it plans to be involved with the assistance of our sister organisation SINCOMAR and our individual member Captain Albuquerque. There are already contacts with the Lisbon Nautical Academy for a workshop or paper on maritime education and training of seafarers in Europe.
- Mr. de Falco, of the Italian Coastguard, who was in charge of the rescue operations during the accident with the "Costa Concordia" in 2012 and offended Captain Schettino in an unacceptable way, has been chosen or appointed as Senator in the Italian political arena. It is not so difficult to draw conclusions.
- CESMA was involved in a study by the French company ICF, concerning security on board of ro-ro passenger vessels. The final report will be presented during the next meeting of SAGMAS in Lisbon in March 2019.
- On 23rd November we were present in Rotterdam at the final farewell of Mr. Ir. Cees Glansdorp. Mr. Glansdorp, educated at the University of Delft (NL) was a EU expert and engineer in maritime affairs. He was involved as initiator in various EU projects such as MARNIS, in which CESMA participated. He served with the Netherlands Ministry of Transport. One of speakers at the funeral was Prof. Dr-Ing Knud Benedict, Dean of the Maritime University in Wismar, Germany.
- The Nigerian Navy on Monday said it had 52 vessels and no fewer than 40 persons currently in its custody, for various alleged piracy related offences, as cited by a Navy Flag Officer during a recent one day antipiracy seminar in Apapa, Nigeria.
- CESMA is invited to attend the important commemoration on 8th January 2019 in Bantry, Ireland, remembering the disaster with the French tanker "Betelgeuse" which exploded in 1979, taking the lives of 51 people, including the ship's crew of 43 and 7 workers of the oil terminal where the "Betelgeuse" was due to discharge her cargo of crude. At a later stage a salvage inspector of Dutch Salvage Company Smit-Tak lost his life during an accident.
- Prof. Kurt Bodewig (Germany) has been appointed co-ordinator of the European project "Motorways of the Seas" which aims at transferring cargo from road and rail to sea in order to prevent air pollution by trucks and traffic jams on the roads. It also looks at new routes and ports to be used by short sea shipping. He succeeds Mr. Brian Simpson (UK) who had to leave because of the foreseeable UK Brexit. CESMA takes part in the project as far as the human element is involved.
- CESMA was invited to visit the two day International Security exposition and conference in the Olympia Hall in London on 28 – 29 November 2018. Apart from the latest developments in the security industry (also for shipping), there was an interesting seminar on maritime security in general, followed up by a debate. Keynote speaker was Mr. Chris Trelawny of the International Maritime Organization (IMO). Title: "What are challenges for the international maritime security". A report in the next edition of the CESMA NEWS.



AIMS OF THE ORGANISATION (abridged)

- TO WORLDWIDE PROTECT THE PROFESSIONAL INTERESTS AND STATUS OF EUROPEAN SEAGOING SHIPMASTERS.
- TO PROMOTE MARITIME SAFETY AND PROTECT THE MARINE ENVIRONMENT.
- TO PROMOTE ESTABLISHMENT OF EFFECTIVE RULES WHICH PROVIDE HIGH PROFESSIONAL MARITIME STANDARDS AND PROPER MANNING SCALES FOR VESSELS UNDER AN EUROPEAN NATION FLAG.
- TO INFORM THE PUBLIC IN THE EU ABOUT DEVELOPMENTS IN THE EUROPEAN MARITIME INDUSTRY AND THOSE CONCERNING SHIPMASTERS IN PARTICULAR.
- TO CO-OPERATE WITH OTHER INTERNATIONAL MARITIME ORGANISATIONS.
- TO RETAIN AND DEVELOP THE HIGHEST MARITIME KNOWLEDGE AND EXPERIENCE IN EUROPE.
- TO BE INVOLVED IN RESEARCH CONCERNING MARITIME MATTERS IF APPLICABLE IN CO-OPERATION WITH OTHER EUROPEAN INSTITUTIONS AND/OR ORGANISATIONS.
- TO ASSIST MEMBER SHIPMASTERS WHO ENCOUNTER DIFFICULTIES IN PORTS WITHIN THE REACH OF NATIONS REPRESENTED BY CESMA MEMBER ASSOCIATIONS
- TO PROMOTE THE SEAFARING PROFESSION IN EU MEMBER STATES

ANNUAL SUBSCRIPTION: EURO 16,- PER SEAGOING MASTER (WITH A MINIMUM OF 25)
EURO 8,- PER SEAGOING MASTER FOR ASSOCIATED MEMBER
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