CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

CESMA NEWS

MARCH 2022

IN THIS ISSUE:

– CESMA BOARD MEETING
– MARINE – SHIPOWNERS MEETING, FRANCE
– EMPLOYMENT AND SKILLS IN THE EUROPEAN MARITIME SECTORS
– SKILLSEA SEMINARS

CESMA NEWS

MARCH 2022

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

SECRETARIAT: MUNTPLEIN 10
NL-1012WR AMSTERDAM
THE NETHERLANDS
Tel.: SEE LIST OF BOARD MEMBERS BELOW
e-mail: cesma-eu@introweb.nl
website: https://www.cesma-europe.org

PRESIDENT: CAPT. D. DIMITROV, BULGARIA
MOB : +359 888 340 160
e-mail: mitko652012@gmail.com;
mitko652012@yahoo.com

DEPUTY PRESIDENT: CAPT. G. RIBARIC, SLOVENIA
MOB: +386 31 375 823 Home: +386 56 772 642
e-mail: jrg.ribaric@gmail.com

VICE PRESIDENT: CAPT. M. BADELL, SPAIN
MOB: +34 680 321 138 Home: +34 934 089 288
e-mail: mariano.badell@gmail.com

GEN .SECRETARY: CAPT. H. ARDILLON, FRANCE
MOB: +33 609 450 057 Home: +33 235 801 505
e-mail: hubert.ardillon@gmail.com

ADMINISTRATOR: CAPT. H. AMMERLAAN, NETHERLAND
MOB: +31 646 260 098
e-mail: h.ammerlaan56@gmail.com

HON. VICE PRESIDENTS: CAPT. R. SERRA †
CAPT. W.VON PRESSENTIN

HON. MEMBERS: CAPT.F.J.V.WIJNEN † CAPT. H.B. BOER †
CAPT. J. CHENNEVIERE † CAPT. J-D. TROYAT
CAPT. G. KIEHNE CAPT. J. JUAN TORRES†

ADVISORS: PROF. J. SPAANS CAPT. W. MUELLER

Opinions expressed in articles are those of the sources and/or authors only

2022 same fight as 2021?

Difficulties in this beginning of 2022 are the same than the ones of beginning 2021. There are still a lot of difficulties for relieves, and for shore leaves. Of course, seafarers are now recognized as essential workers, but we should remember that it needs months before to be. 2022 started with Omicron variant which affects the life on board and in ports. The first action from the States was to close borders. That contributes a lot in difficulties for seafarers to join vessels and to go back home. It appears that it is as if no lesson was learned from the previous year. Why to declare seafarers as key workers and in the same time to require them to do one or several tests before to leave home, to board a plane, to land in a foreign country, and to board the vessel, and to stay in quarantine at home and after disembarking vessel? The answer is always the same: it is to protect the vessel. Vessel, crewmember? Or more probable, but not said, the cargoes shipped on the vessel, cargoes which should be delivered in a port, for the "well-being" of those who ordered the parts. And as a consequence, the well-being of seafarers comes after. And what about those States which recognize a particular vaccine and even a particular test. In some countries, when two persons arrive with negative test and vaccinated, the status is still not the same following you are a shore worker or a seafarer. Two crewmembers from the same vessel, vaccinated with the same vassin, but not vaccinated in the same country, can be allowed for a shore leave or a relief or not following where one received the vaccine. It is like one is recognized as essential worker, but not the second one.

And when we heard Officials, of different States and Unions, speaking, the same words are expressed. "We should de, we should regulate, etc." It is true that it is very difficult to make all Nations speaking the same voice, but it seems that nothing should move, even slowly. I am afraid that in near future, when we will be in front of a new sanitary crisis, the first actions and steps would be the same than the two last years. As if no lesson paid off.

Hope that 2022, with Covid virus still with us, will be at the omega variant. Let us hope that after omega there will be no letter, except of course if we open another alphabet.

In 2022, CESMA will try to discuss, participate to EU meetings, in order to bring the Captains' voice and thoughts. However due to again actual restrictions for travelling, and meetings, it will be again hard.

This year our Annual General Assembly will be held at Genoa, Italy, on 5th and 6th of May, upon the invitation of our members from USCLAC. No doubt that during those days, we will speak of the above mentioned virus of course, but also of the future needs for our profession – it is said that shipping will miss around 100 000 officers in 2026 – and of the challenges in education and training on cyber, safety, green shipping, decarbonation, etc.

May we meet face to face in Genoa.

Capt. Hubert ARDILLON
CESMA Secretary General

Confederation of European ShipsMasters' Association

Muntplein 10 - 1012 WR AMSTERDAM - THE NETHERLANDS

email : cesma-eu@introweb.nl

On 13 December 2021

To Mrs Adina VALEAN
EU Commissioner for Transport

To Mr Henrik HOLOLEI – Mr Matthew BALDWIN
Mrs Magda KOPCZYNSKA – Mr Sandro SANTAMATO
Mrs Fotini IOANNIDOU – Mrs Daniela ROSCA
DG MOVE

to Mrs Maja MARKKOVIC KOSTELAC
EMSA Executive Director

Subject : Covid-19 – Seafarers face the Omicron variant

Dear Madam, Dear Sir,

Faced with the emergence of the Omicron variant, many states have barricaded themselves in a reflex that has unfortunately become commonplace, against the advice of the WHO.

The first victims of these border closures will once again be the seafarers. Indeed, some countries which issued exemptions from quarantine to vaccinated seafarers have canceled them. Many countries (including European countries unilaterally) have closed their borders and suspended air links with Southern Africa, which will de facto increase the difficulties of crew relief.

Seafarers have been suffering for almost two years. They continue to run the economy by putting their health at risk (CESMA reminds you that the majority of seafarers around the world have yet not had access to the vaccine).

They deserve a little more consideration: that they finally be given access to vaccines and that the states follow the recommendations of the WHO: that the countries do not close borders in a reckless manner and that they recognize the vaccines validated by the WHO (indeed many countries only recognize their own vaccine, which do not facilitate the circulation of vaccinated seafarers).

As examples Russia (one of the biggest purveyors of seafarers) only recognizes their Sputnik V vaccine. South Korea also makes differences in treatment between people vaccinated in South Korea and those vaccinated elsewhere, even for those vaccinated with Pfizer vaccine which they use to vaccine nationals. The conditions of quarantine for seafarers arriving in South Korea are worst than prisoners. No box spring, no table, no chair, even no hot water in the shower (actually it is 2degC outside) and no towels. China is enforcing quarantines of up to 3 weeks for people who have been vaccinated. Singapore has a list of approved covid tests and does not accept others which had already put a strain on reliefs (of seafarers vaccinated with Pfizer).

Also, South Korea government already announced entry refusal for a total of eleven nations. The foreigners with a short term visa to embark a vessel coming from theses nations cannot enter in South Korea since several days. (South Africa / Botswana / Namibia / Lesotho / Eswatini / Mozambique / Malawi / Nigeria / Ghana & Zambia).

The seafarers being dispersed all around the world it is always difficult to obtain figures but it is certain that too many of them are still waiting to disembark or to embark, that too many of them are in psychological distress and that the appearance of the new variant will make matters even worse.

All above mentioned increases the stress on board ships. It makes life of seafarers and especially captains more diffcult and vulnerable to human errors. CESMA strongly recommends and urges EU institutions to take appropriate steps to keep EU borders open to seamen for crew changes and shore leaves and to raise the matter on international level.

Please let's not forget them.

Respectfull regards

Copy to European Parlementaries

Capt ; D. DIMITROV
CESMA President

Ref. Ares(2022)613028 - 26/01/2022

EUROPEAN COMMISSION

Cabinet of Commissioner Adina Vălean
Head of Cabinet

Brussels,26.01.2022
CA.23.CAB STAFF/WG

Captain Dimitar DIMITROV
President
Confederation of European
ShipsMasters' Association (CESMA)
Muntplein 10
1012 WR Amsterdam
The Netherlands

Sent by email to: Cesma-eu@introweb.nl

Dear Capitain Dimitrov,

Thank you for your letter of 13 December 2021. It has already been close to two years since the start of the COVID-19 pandemic, and I want to reassure you that, from the very first days, the European Commission has been doing its utmost to facilitate crew changes by eliminating or at least minimising travel restriction for seafarers.

Last year ended with the emergence of the Omicron variant. As you have rightly mentioned in your letter, the new variant caused strong initial reactions in many countries and immediately affected travelling.

To minimize the negative effect such restrictions on maritime transport and particularly on seafarers, the European Commission is in constant contact and actively cooperating with UN agencies, shipping industry and social partners at different levels to keep seafarers safe and free to travel.

Many EU Member States are rolling out vaccination campaigns dedicated to seafarers regardless of their nationality and sometimes even regardless of the flag the ship they are working for is flying. Even if the vaccination policy is the exclusive competence of Member States, the Commission has worked closely with Member States' governments to offer seafarers a priority for vaccination and to vaccinate also seafarers from outside the EU.

As regards third countries' restrictions, the Commission and the European External Action Service, in close cooperation with international organisations such as the IMO, ILO and

ICAO, are undertaking diplomatic efforts towards many countries including in Asia for seafarers to be recognised as essential workers. This should ensure seafarers' non-restricted travel and priority for vaccination, including the booster dose.

In the European Commission, we are fully aware of the impact of the pandemic on seafarers and are grateful for their efforts in keeping our economies running. We hope these difficult times will soon come to an end.

Yours sincerely,

(e-signed)
Walter GOETZ

MINUTES OF THE CESMA BOARD MEETING

Online on 17th February 2022,
Those present:

Captain D. Dimitrov	President (BSMA, Bulgaria)
Captain G. Ribaric	Deputy President (ZPU, Slovenia)
Captain M. Badel	Vice President (ACCMM, Spain)
Captain H. Ardillon	Secretary General (AFCAN, France)
Captain H. Ammerlaan	Administrator (NVKK, Netherlands)
Captain D. Lakos	For Website (UKPTM, Croatia)
Captain M. Gianelli	For next AGA (USCLAC, Italy)

The Board was welcomed on line by the President of CESMA, Captain Dimitrov.
Two main important items were discussed: website and next AGA

ITEM 1: CESMA WEBSITE

After some exchange with the previous webmaster, CESMA is now officially in possession of the domain. The domain was paid for 2022 before the change was done.

The last message from the provider was about the password, but unfortunately, it was not read by Capt. Lakos, our member who proposed to be in charge of website during our last AGA in Rijeka.

In the same time, Capt. Lakos made a proposal for a new website with a new provider, but still under creation.

Capt. Lakos should check for the change of password, and what can be done on the actual website, if possible.

The idea is as far as possible to not change the name of CEMA website.

Several checks shoud be made, then it is proposed that during next Council and AGA, a presentation of the website (old or new) be done to all members.

Capt. Lakos was waiting a train in a Paris railway station to join a vessel as deep sea pilot. Due to the weather forecast, it is possible that new actions be done after fews days only, depending on how he will have connection while on board the vessel.

ITEM 2: AGA 2022

Place and dates are confirmed to be Genoa, Italy the 5th May for the Council and the 6th May for the AGA. The registration letter and invitation to be send to all members by Secretary General after the meeting.

Concerning the seminar on the 6th morning, the subject proposed by USCLAC is "Unmanned vessels = Master ashore?". It is proposed to add a sequence on the responsibility in case of incident. USCLAC is confident to be able to find some speakers on the subjet.

However, it is proposed to ask EU Commission, while sending an invitation letter, to give the feeling of the Commission.

An invitation letter to come to the Seminar and AGA on 6th May will be send to EU Commission (as already said) and to EMSA, but as usual to IFSMA, EMPA and NI. Letter to be sent end of March, which should give enough time to have a better and more detailed program of the seminar.

Of course, all details for the organisation of Council/AGA will be send later on, but before 5th April – one month before the Council..

ITEM 3: Any other matters

Attendance to International Congress – 500 years Magellan – 17th to 19th May 2022. Co-organised by CESMA Members of AVCCMM

Secretary General had proposed a text titled "Changes for the captain of current merchant ship compared to a captain in the days of Magellan"

Same is accepted. Secretary General and Vice President will be present at the congress.

Closure by the President

The President, Captain Dimitar Dimitrov, thanked the attendants of the Board Meeting for their input and closed the meeting.

Captain D. Dimitrov
President

Captain H. Ardillon
Secretary General

MEETING MARINE – SHIPOWNERS

ENSM Le Havre November 17, 2021

Once or twice a year in France, there is a meeting between Military Navy and Shipowners. It is a good opportunity to consider the relations between Military and Merchant Navies. And of course to try to improve them. Such a meeting was hold in last November in Le Havre, where AFCAN was invited to participate. CESMA SG represented AFCAN at this meeting.

A few words of welcome from the Director General of the ENSM: «The sea separates the regions that it can also unite». This phrase may also apply to different Navies. There are identical skills, expertise to navigate on a merchant ship and on a warship.

Then the President of French Owners Association recalled the bond between the two Navies, focusing mainly on the 2008 «Ponant» crisis in the Gulf of Aden.

Finally, the Deputy Chief of Military Navy Staff recalled the activities of 2021, namely the permanent presence of 30 to 40 military ships at sea, the problems of migration, piracy in the Gulf of Guinea, tensions in the Pacific between China and the USA, and the AGENOR mission in the Arabo-Persian Gulf, CORYMBE mission in the Gulf of Guinea.

He also highlighted the MICA Center, based in Brest, and its work in the field of cyber security with several agreements made within the framework of ATALANTA or MSCHOA. Other

agreements with other states are under discussion (Singapore, India, Madagascar and European states).

In his words: «The key is the flow of information.»

To a question on the acts of piracy in the Gulf of Guinea, he answered that even if the response of the Nigerian state has improved a lot, the partnership with other countries in the area still needs to grow. This is pushing the pirates to go further now and there are more Navies off the coast (Italy among others) and this creates more difficulties in instigating acts of piracy. He regretted, however, that Great Britain and the United States were not very present in the area.

1st round table: Management of maritime flows and information

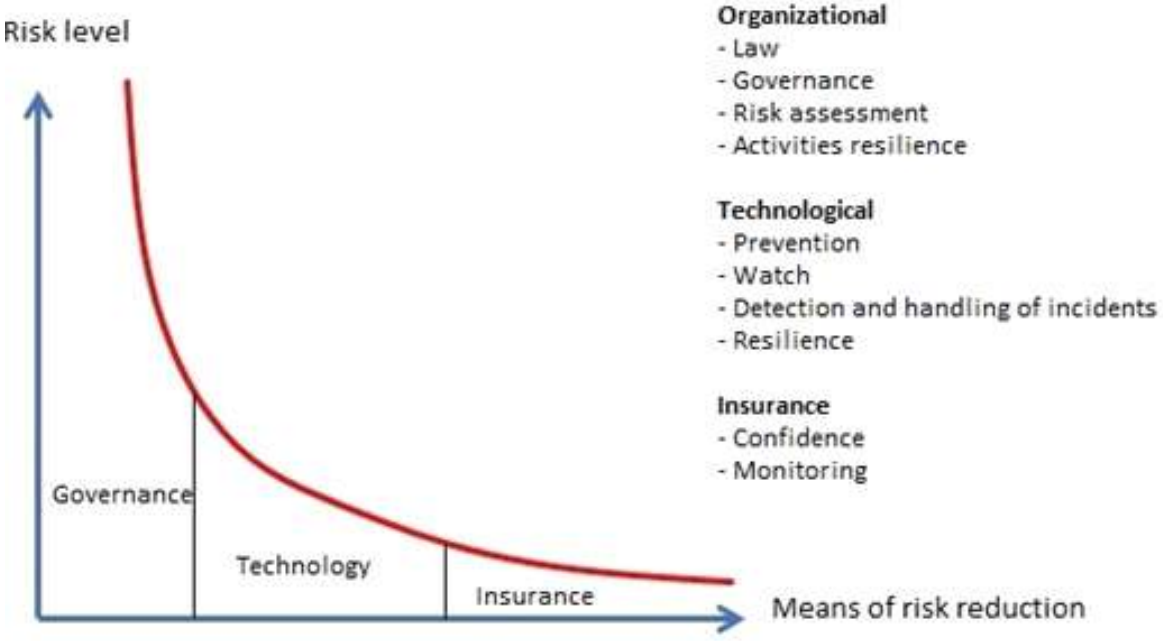
The MICA Center (created in 2016) has a global information vocation. All areas of maritime security are covered: piracy, robbery, illicit trafficking (including migration), illicit fishing and cybercrime. The objective of the MICA Center is to collect and feed back information after verification, wherever it comes from, to shipowners to secure maritime traffic. The confidential information already disseminated allowed confidence between the two Navies, merchant and military.

Cooperating with the MICA Center is a win / win system for shipowners and especially for captains who can reach it at any time and therefore find themselves less alone in the face of an incident.

The MICA Center should expand its cooperation with security companies and thus optimize Voluntary Naval Control.

A modern ship has around 3,000 sensors connected on board, 450 km of electrical cables, 2 TB of data generated every 100 days. And exchanged. It is more than necessary to reduce the risk of inappropriate dissemination. For this there are three levels to apply (organizational, technological and insurance):

Risk reduction strategy:



AIS is a gold mine for security, the information it contains, including the not easely accessible ones, helps to better understand the movements of ships.

The disturbances consist in making ships to appear in places where they are not (case of the HMS Defender appeared in Odessa for example), a ship can also be found in several places at the same time, which makes it possible to hide her true position (recurrent in the field of illegal fishing), it is also possible to fictitiously position a vessel in an authorized zone when she can actually be in a prohibited zone (mainly military vessel but also merchant vessel), same to fictitiously position a vessel in a area in which she does not comply with environmental regulations can have a strong and significant impact on a transport company, therefore a loss of influence on the market resulting in de facto significant economic losses in the long term.

Some threats on AIS and GNSS

Ship spoofing – AIS message is broadcast giving details of a non-existent ship. Scenarios where this could be used include spoofing a ship of one nation into the territorial waters of a hostile nation, leading that nation to take countermeasures. Alternatively, multiple versions of the details of a real ship can be broadcast, placing it in many different locations simultaneously to obscure its true location (e.g. illegal fishing).

Aid-to-navigation spoofing – Fake aid-to-navigation, such as a buoy warning of hidden shoals, are broadcast in order to force a ship to change its course. This might be done to force a vessel into a region where it can be hijacked.

Collision spoofing – Collision avoidance is one of the primary uses of AIS. By providing spoofed details of a vessel on a collision course, an attacker can force a ship to change course to avoid the anticipated collision. This could, for example, be used to steer the ship into a real collision

AIS-SART spoofing – Search & rescue is another of the primary uses of AIS. This attack generates a spoofed SAR-T transponder signal, which gives details of a distress. As ships are legally obliged to assist, SART spoofing can be used as a decoy to lure vessels to a location where they can be attacked.

Weather forecast spoofing – AIS can be used to relay information about prevailing weather conditions between marine craft. A fake forecast, particularly one that predicts fine conditions when a storm is incoming, could be used to lead vessels into difficulties.

AIS hijacking – It is also possible to override signals being sent by vessels, by broadcasting a higher-power signal at the same time and frequency. The attacker can then change some details of the original message, for example to suggest that the vessel has a nuclear cargo in an area where such cargoes are illegal.

The ANAIS project. Project in collaboration with EMSA (European Safety Maritime Agency) aims to analyze inconsistencies in the maritime situation. The data is provided by the secure stream of EMSA, confirmed by that of the satellite AIS. This makes it possible to detect AIS outages (for example in the event of illegal transshipment). We can go back on the usual trajectories of the ship, and thus detect inconsistencies. With satellite AIS, coverage is global. Other sources of data are being investigated: Common Information Shared Environment (CISE) and SPATIONAV. The ANAIS project is currently accessible only to the Ministry of the Armed Forces, but it could in the future be offered to shipowners.

The Bourbon security manager then discussed the problem of the Gulf of Guinea, perception of the threat and the information provided to captains according to their classifications: season cycles, areas of operation, methods of operation, locations. Some companies have knowledge accumulated through experience, others have much less, and it is therefore necessary to contract maritime security companies.

«The captain is alone in front of danger.» The most important answer from the MICA Center is that there is an immediate response, someone on the phone. And that's important for the captain.

There are more dangers in November / December because the local Navies have less fuel,

therefore less presence in areas. And since there is no unification of the regulations of the coastal countries, therefore a more or less significant presence of security vessels in areas, therefore attacks that vary depending on the information held by the pirates.

An improvement would be possible if it could be possible to know where the military ships are. But there is the secrecy surrounding military operations. Then there is access to an analysis bulletin, but these are trends, prospects.

In the question and answer session that followed the presentations, it was said that the envelope of the AIS signal is still on the work plan. BIMCO also requested exceptions on the commissioning of the AIS following the zone where is the vessel. However, it was again said that the AIS was an anti-collision aid (personal note: !!!).

AIS problems also affect the port organization. For example, there were AIS problems at the port of Le Havre, the AIS signals having been scrambled by the trucks, initially to have unattended truck drivers, but which led to random movements of cranes in the port.

2nd round table: Maritime training and common challenges

There are great needs in both Navies. With the same challenges: recruiting and training for increasingly shorter careers due to the evolution of professions through digitization, automation, knowledge and specific professions. Adapting to technology brings versatility indeed. The ships have changed too. As an example, there were 250 people on a frigate, now only one hundred.

The ENSM will double its promotions at the start of the 2025 school year, but that will not be enough (!!!).

It becomes necessary to streamline the National / Merchant bridges.

Personal note: it will always be in the same direction of course. Because it is considered that special knowledge is required to navigate a military vessel, while special knowledge is completely ignored to navigate and operate a merchant ship. When we think that it is not even possible, for lack of adequate certificates of qualification, for a merchant seaman to change the type of navigation (from Container carrier to LNG for example), how can we seriously consider that a sailor trained for example to be a gunner on a military vessel has in advance all the skills and qualifications necessary to embark on an oil tanker. It would be good to start by making the merchant / merchant bridges more fluid, but STCW has unfortunately decided otherwise.

Conference: Evolution of drug trafficking by sea

2021 is a record year for seizures, 43 tonnes in November, twice the amount seized in 2018, a record year at the time. Three reasons to explain this quantity. First, the pandemic which considerably slowed down, or even stopped air traffic for a few months, and therefore a decline in maritime traffic. Then international cooperation has improved considerably. Finally, and this is certainly the most important point, world production continues to increase.

Shipping companies obviously participate in seizures by informing the authorities during calls of vessels of the presence of narcotics on board. 92% of seizures are made in containers, but there are many other hiding places both on the ship's hull and on board.

It is also fairly easy to target employees to make it easier to get the narcotics on board.

Employees may be sailors, hence the need not to leave sailors on the same ship or line for too long time or contracts. But they can also be port workers. With damaging consequences for workers and their families because it is an environment where you cannot accept to do this type of trafficking once or twice, just to round off at the end of the month, and then stop. Sudden deaths, kidnappings, assaults are becoming frequent in port areas, the resulting financial volumes are accompanied by a radicalization of the methods used by traffickers.

Capt. H. Ardillon – Secretary General

COLLOQUIUM ON EMPLOYMENT AND SKILLS IN THE EUROPEAN MARITIME TRANSPORT AND SERVICES SECTOR

February 9, 2022 on video.

This symposium was to be held in La Rochelle, France, but following health restrictions was organized as a webinar. However, a few people were present on the spot, including: the Minister of the Sea, Mrs. Annick GIRARDIN and young Europeans (under the aegis of the Surfrider Foundation) who could thus ask their questions directly. As usual, the video link also offered the possibility, via the chat space, to ask a question and/or post comments.

The Minister of the Sea opens the symposium by recalling that if France has the 2nd maritime space behind the United States, the European Union has the first maritime space. This gives a certain responsibility to the European Union in this area.

Four personalities from the maritime world then took the floor.

Mrs GIRARDIN, French Minister of the Sea

Mr Kittack LIM, IMO Secretary General

First of all, Mr. Kitack LIM, Secretary General of the IMO who insisted on the fact that «whatever people say» maritime transport is the most sustainable and ecological transport. Returning to the covid pandemic, he recalled that the price paid by seafarers was very high, that the problems of relieves and vaccinations are not yet completely over. «In maritime transport, the most important element is the human element, and it is the one that must be protected. Because without seafarers, maritime transport will not work». It is therefore necessary to develop skills, and therefore training (hence the planned revision of STCW), to protect the future of seafarers. Maritime transport represents a large number of professions, and therefore major challenges for the employment of young people. Training on new technologies, new fuels, to access a high level of skill. On the condition of not forgetting the «strategic element of maritime transport, which is the human element».

Then the European Commissioner for Transport, Mrs. Adina VĂLEAN continued the previous statement. Ships are more and more sophisticated and require crews that are more and more proficient in new technologies. For her too, there is no maritime transport without seafarers. Finally, she recalled that the EU had worked on the relief and vaccination of seafarers during the pandemic. She ended by indicating that the most important project that remained concerned the attractiveness of these seafaring professions.

In turn, Mr. Virginijus SINKEVICIUS, European Commissioner for Maritime Affairs, took the floor. Take advantage of the pandemic to improve the current system. Move towards new technologies, through new training methods, including video. It provides for the creation of a fleet for offshore installations with unmanned vessels, hence the need to develop new scientific fields, have skills in shipbuilding, offshore, diving. This also requires new teachers and trainers.

Finally, Mr. Jean-Emmanuel SAUVÉE, President of French Owners Association, wished him that the fight against social dumping would take place within a European framework, to have social standards at European level. Harmonize, from above, the training standards to facilitate the mobility of European seafarers within the framework of the EU.

Workshop n°1: Improving working conditions for seafarers in the context of the health crisis.

With the participation of the President of CLIA-France, the President of ECSA, a representative of ITF-France, the Head of the RIF (French international flag) Single Window, and a professor and researcher at the WMU, also member of AFCAN. The moderator being a journalist from French newspaper Le Marin.

We still talked about the problem of shifts (CLIA and ECSA), even if the Head of the RIF pointed out what had been done in France, including La Reunion Island, to facilitate relievess. ITF requested that the maximum boarding time be reduced to six months, and that the manning certificates be systematically increased by 25%, which would have the immediate effect, in addition to the employment of seafarers, to considerably reduce fatigue on board, the cause of a large number of navigation and bodily accidents.

Research on fatigue shows that rest times are very short, and that officers in charge of navigation have the shortest rest times. Which is an aberration, because you have to be watchful on the bridge. Working times have increased sharply because there are more and more administrative tasks dedicated to the vessels. Ships are also increasingly automated with more and more complicated and sophisticated systems that require greater attention and skills to be acquired during rest times, on board and on shore on leave. Less rest resulting in de facto more fatigue.

Workshop n°2: Promoting employment and maritime skills on a European scale.

With the participation of the CEO of LDA-France, a lawyer from ETF-Norway, the director of the Work Institut (Institut du Travail) of Bordeaux, France, and the Vice-President of DFDS-England. The moderator being Mr. TOURET, ISEMAR (Higher Institute of Maritime Economy), France.

The decline of the Merchant Navy in Europe also affects employment ashore. This is also a consequence of intra-European competition, with two opposite extremes in terms of European social law. Social standards should be applied at European level. For example, for cabotage, the reference is the law of the flag. There are then three elements to work on: the social rules of the host State (international or national coastal traffic), the extent of the recognized rights (which rights the States can apply to workers on coasters), the posting of these workers to international then national return.

However, according to some, competition is good. A common European base will bring the opposite of what is desired. It would be better to continue working on the MLC. Equalizing social status at European level, therefore upwards, will make the European maritime sector more expensive, therefore fewer jobs, and consequently the opposite of what is sought. Hence a loss of skills. Maritime world is fully international, not just in Europe.

The EU must “repair” its relationship with the seafarer. We are talking about the cost of the seafarer, only the cost, not about what the seafarer brings. Hence a social reduction. ETF recommends the adoption of a European standard, the EU must improve the rights of seafarers who should not be excluded from ships under European flags. This will result in the creation of jobs and an attraction effect on European youth.

However, there is no response from European shipowners on the boarding of students. If the students have more than difficulties to find boarding places, how to finalize their training, and how to attract them?

The floor during workshop nb2

The floor during workshop nb3

Workshop n°3: Promote the fluidity of professional careers for seafarers within the EU.

With the participation of the General Director of ENSM (French maritime University), the Head of the Maritime Department of ETF, the General Director of CMA SHIPS, a Deputy Director of EMSA, and a representative of VSHIPS. The moderator being the editor-in-chief of French newspaper Le Marin.

Recognition by EU countries of licences, titles and certificates obtained in an European country exists. But if a specific training (thus most of the certificates of competence) took place in a country with regard to its first part (basic certificate), the second part (advanced certificate) can only be done in the same country. This implies that there is no harmonization between the different European countries for the same training. And we are at the same point for the training equivalences given by simulator compared to the real time at sea for training.

To all these words and remarks, the answer is: we must regulate

Round table with young Europeans: Objective 2050: how to reinvent yourself?

Round table opened by Mrs. GIRARDIN, some young Europeans were able to express or report on their internal exchanges on subjects that are important to them.

We have therefore heard of “green port”, “green ship”, “autonomous ship with no one on board”, which as a consequence will bring less pollution to the oceans and more safety at sea. The solutions requested are more controls, among other things to avoid overfishing, but also a new distribution of port charges and other taxes in order to encourage virtuous shipowners and compel others to improve their environmental performance. All this having been noted by the Minister. We still forgot to say that the oceans are polluted by maritime transport of course, but on a scale of 15% to 20% according to the calculations made by environmental organizations. This nevertheless shows that the pollution of the oceans is therefore due to 80% or more of terrestrial activity (agricultural pollution, discharges of nutrients and untreated waste water, coastal tourism, the development of ports, the construction of dams on rivers, urban sprawl, mining, aquaculture and industrial fisheries, manufacturing industry). It can also be noted that no seafarer (young officer of the Merchant Navy) was able to speak, since he was not one of the young people invited to reflect. While it is necessary to attract young people to the sea and its professions, including as seafarers. The following interlocutors almost all recalled that by 2026, let us say tomorrow, there would be a shortage of 100,000 officers on merchant ships. We could have asked them to come “to advertise”.

To close this day, European Ministers in charge of maritime transport (from Sweden, Spain, Cyprus, Greece, Malta, Bulgaria, Germany, Portugal) spoke (on video), before the last word by the Minister of the Sea.

As a conclusion:

Everyone agrees: we must regulate and harmonize the statutes of European sailors, whether socially or with regard to their training. But, because there is a but, these are fine words that will have difficulty being followed by action. Each country has its own rules, considered as the best of course, and it is therefore up to European partners to move more than itself. This symposium, a good idea, was organized by France, currently President of the European Union. But we know that the EU presidency rotates every six months. So six months to organize and begin to get things moving within the European administration and parlementiaries, should we be optimistic?

Capt. H. Ardillon – Secretary General

SKILLSEA SEMINARS

A– 14th December 2021 – online

Skills gaps – future developments of the Maritime Transporty Sector and educational needs of maritme professionals.

How can maritime education and training institutes adjust their education to the needs of the industry and future work environment of their students? And, what are the skills needs of current maritime professionals and how can they be up– or reskilled?

A survey, done by the Norwegian University of Science and Technology, amongst shipboard personnel (for 70% seagoing and 30% shore-based) shows:

– 40% agree with the sentence «overburned with obsolete knowledge»

– 55% agree with the sentence «important topics are missing»

– 30% agree with the sentence «satisfactory in all respect».

What is needed?

Maritime economy, Maritime law, Ships technologies, Green skills, Digital skills, Transversal skills, Measures and recommendations.

Future skills need

Key trends shaping the future :

– Shipping volume is growing and Shipping Industry is growing as an employer.

– UN/IMO reducing emissions by at least 50 per cent by 2050

- More competence in renewable energy systems.
- The IMO GHG Strategy significantly impact design and operations of all ships
- Commercial pressure push all shipowners towards decarbonization

– More training is necessary to improve safety and operation

- Training will become more digital and on-line
- Automation & autonomy

– Port cities will compete to become leading logistics hubs.

– The expected growth of maritime satellite communication could be 400% in the next decade (2020s).

Yara Birkeland ashore control room: Maritime officers are necessary in shore side roles when ships become remote controlled or autonomous

Advices from some maritime experts

Improved connectivity open for new opportunities in shipping. Control centres will have continually access to data onboard. Fleet managers will be able to analyse and advice the crew on navigation weather patterns, fuel consumptions, port arrival, need for service, and so on.

However, the users of the autonomous technology will for a large part be seafarers. *Seafarers should know how to interact with the computer systems to respond to challenges in the operation of autonomous ships, such as when routes are changed, or ships are in hazardous waters.*

Despite introducing more digital technologies the human element of the business is needed. It is vital importance to maintain skilled seafarers that have their proud expertise also in a world getting more digital.

Seafarers are expected to be able to analyse data, enabling them to advise the captain and crew on navigation, weather paterns, fuel consumption, and port arrival.

Seafarers should know how to interact with the computer systems to respond to challenges in the operation of autonomous ships, such as knowing specific cultures and laws in specific areas.

Seafarers are expected to be able to help banks and insurance companies to prevent loss, to estimate energy use, to improve pollution and reduce fuel emissions.

It is important to use digital approach to enable lifelong learning programmes that enable seafarers to work across industries and services in the maritime shipping sector.

Seafarers need a flexible, scalable training system, and it is important that maritime training institutions encourage specialisation.

The interface between seagoing and shore-based jobs should be improved to help seafarers building up transversal competences and skills in the maritime sectors (software development, technology-based sales, marketing).

Recommendations for future education and training

Green shipping

- Measurement, calculation and documentation of emissions, EU and international legislation
- Operation of complex hybrid and zero emission machineries
- Environmental economics, performance management systems
- logistics and optimisation methods to achieve high vessel utilisation
- Advanced routeing, considering factors such as wind, current, and waves
- How to handle a variety of fuels (toxic content, explosion etc.)

Digital technologies

- Basic digital technology skills (such as Sensors, Networks, Connectivity and Cyber security)
- Advanced analytics and use of data in optimisation of the fleet
- Deep understanding of the complex systems onboard and systems connected to the ship to be able to serve the needed redundancy of all systems
- To update, service and repair digital systems

Innovation

- Understanding of business development taking advantage of digital technology (such as cargo tracking, cargo and machinery condition monitoring, logistics in digital connected value chains, smart port operation, fleet management, e-brokerage)
- Good maritime education and training located in strong industrial clusters will have a precondition to develop new competencies
- Close links between education institutions and industrial clusters can foster innovation as knowledge creation and strength of R&D

Sea-land mobility and talent attractiveness

- Tranversal skills needed to enable them to move from one value chain to another and thereby
- It is a need to establish suitable lifelong learning programmes that enable seafarers to work across industries and services in the maritime shipping sector
- Maritime clusters with a variety of job opportunities and career paths are a key to talent attractiveness
- Improved interface between seagoing and shore-based jobs can help with building up transversal competences and skills in the maritime sectors

Operations in a digital world

- The fleet of the future will be continually communicating with its managers that is continually monitoring vessel positions, manoeuvres and speeds. Fleet managers will be able to analyse this data, enabling them to advise the captain and crew on navigation, weather patterns, fuel consumption, and port arrival.
- Seafarers should know how to interact with the computer systems to respond to challenges in the operation of autonomous ships, such as when routes are changed, or ships are in hazardous waters.
- Operation by dispersed crew and digital connected teams
- New roles due to shore-based control centres supporting ships with optimisation services, remote control and autonomy

Toolbox Design Guide for adaptable education

SkillSea project developed a Toolbox Design Guide to enable education providers to develop, adapt and adjust courses to arising or unmet needs in a transparent, practical and complete manner.

A better match between the industry's skills needs and he education and training of maritime professionals, the SkillSea project offers seven educational packages.

Because there are a great variety of local, regional and national practices, the SkillSea Toolbox Design Guide was created as a common reference.

It contains:

- Learning objectives, target group, entry requirements and assessments
- Learning outcome, teaching methods, teaching material and assessment method
- Evaluation of the course

SkillSea proposes already – or to come soon – some Educational Packages (EP)

– Digital Skills I: Digital Seafarer

– Digital Skills II ;Maritime Cybersecurity

– Green Skills I: Environmentally Friendly Ship Operation

– Green Skills II: Using Performance Data

– STEM: Preblem Solving

– Leadership

– Entrepreneurship & Innovation: PersFor anal and Corporate

– Train-the-Trainer Manual

Digital Seafarer Overview

Intended learning outcome: information infrastructure on board modern ship; assess data and act upon it

Mode of delivery: e-learning; directed study in a classroom / blended learning; suitable for on board learning

Duration: 21 guided learning hours

Targets group: STCW operational level or in training; national equivalent of EQF level 4 –5 (EQF: European Qualifications Framework)

Environmentally Friendly Ship Operation

Intended learning outcome: environmentally friendly operations; current decarbonisation measures

Mode of delivery: face-to-face

Duration: 36 guided learning hours

Targets group: STCW operational level or in training; seagoing experience; national equivalent of EQF level 5

B– 16th Février 2022 – online

Educational Package, Green skills I'

The Educational Package ‚Green Skills I, environmentally friendly and sustainable ship operation' aims to provide the knowledge and competence necessary to operate vessels in an environmentally friendly and sustainable way. Feedback from Fleetwood Nautical Campus which was involved in piloting this EP.

The problem

- For a lot of seafarers, to think about a career at sea is not to think about the «Environmental Protection» and the «Digital Transformation». But those subjects are the skills that industry now is looking for.
- Shipping is the cleanest mode of transport. But shipping is the biggest source of pollution.
- The EP was aimed at seafarers with around 6 months of maritime education or sea experience or equivalent shore-based experience.

Which measures are explained?

IMO Measures

- Target: by 2050 50% reduction in GHG and 70% reductions in CO2
- Research: GHG emission studies
- Data Collection: from ships on fuel oil consumption
- EEDI, SEEMP: in 7 years, reduced carbon intensity by 20% for new ships, even 50% for certain types
- EEXI, CII: measures for existing vessels to reduce carbon intensity by 40% by 2030 compared to 2008

Operational Measures

- Improved fleet planning / logistic-based measures – weather planning and voyage optimization (just in time, slow steaming)

Technical Measures

- Energy Efficiency by design
- Hull shape, Propelles, Efficient Engines
- Low-carbon Fuels
- Energy Storage, Biofuels, Sails
- Renewables: Solar, Wind, Tidal Energy
- Cold Ironing

Market-based Measures

- Make pollution too expensive

Experience with the Educational Package

- The team that piloted the EP were not specialists in the field, however they were specialists in maritime area
- The students did not precisely match the specified audience
- The EP gave structure and highlighted key areas to address
- The EP signposted latest up-to-date ressources and materials

Experience of the Students

- The students had a range of backgrounds and experiences
- Attendance was mandatiry for most of the candidates
- The course was delivered as real-time online lessons
- The students were engaged throughout
- The students reported that the course had opened their eyes to aspects of the maritime industry they hadn’t previously considered

Benefits

- The EP is an education and industry collaboration
- It is freely available to anyone
- You can use it in educational context
- You can also use it in the workplace
- It is flexible for your needs

Educational Package ‚Digital Skills II‘

The Educational Package Digital Skills Maritime Cybersecurity course aims to provide maritime professionals with the knowledge and skills required to minimise ships' vulnerability, prevent main cyber risks and respond effectively to cyber incidents and attacks. The course is intended for maritime professionals who hold responsibility positions onboard and also for ashore personnel to make them aware of the safety and security management related to cyber threats on board. Feedback from TalTech Estonian Maritime Academy.

The problem

- No mandatory cyber awareness and cyber hygiene educational programmes for seafarers
- Lack of knowledge and no experience to handle cyber incidents onboard ships
- No IT person onboard ships
- Inability to detect anomalies or possible incidents onboard
- Lack of knowledge how to rpeserve digital evidence for further digital forensic investigation

The result is the Dunning-Kruger Effect. In psychology, the Dunning-Kruger effect is a cognitive bias whereby people with limited knowledge or competence in a given intellectual or social domain greatly overestimate their own knowledge or competence in that domain relative to objective criteria or to the performance of their peers or of people in general.

Subject areas covered by the EP

- Cybersecurity in general (essential elements, actual context and scenarios, main threats, actors, techniques and tactics)
- Maritime cybersecurity (risks and threats for shipping industry and vessels instigated by onboard IT and OT systems vulnerabilities, digital transformation for the shipping industry and on-board ships)
- Legislation and guidelines (EU framework on cybersecurity, IMO references and industry guidelines)
- Maritime cyber risk management process (key elements and best practices for maritime professionals)
- Cyberattacks in the shipping industry (analysis and case studies)

Target group

Maritime professionals who hold responsibility positions onboard and also for ashore personnel to make them aware of the safety and security management related to cyber threats on board.

- Onboard: Master, Navigating Officers, Engineers, SSO, Ship Safety Officer
- Ashore: CSO, Data Protection Officer, DPA, IT manager

Duration of the course

24 hours contact hours delivered in 3 working days, distributed over 4 weeks
Also at least 21 hours are suggested for independant learning and research

Learning outcomes

Knowledge and understanding

- Understand essential cybersecurity terms and concepts
- Identify main cyber risks and threats, threat actor and their objectives
- Recognise and assess potential cyber risks and threats on board (IT and OT systems)
- Indicate and summarise the EU legal framework and guidelines, and IMO guidance on maritime cybersecurity
- Summarise the Cyber Risk Management process according to the relevant maritime-related guidelines

Skills and competences

- Interpret the data integrity and recognise alerts
- Use digital devices onboard to ensure required security levels for digital networks, servers and applications
- Detect and prevent cyber attacks and decide on actions to be taken (preventive ans reactive measures)
- Be familiar with cybersecurity risk management and assessment

Example Assessment Case: OT Case – ECDIS infected with ransomware

Set up ECDIS station with charts and sensors connected (real equipment or emulated) and infect it with ransomware.

The participant should:

- Understand what happened with the system ;
- Know what are the following actions (from killcard) ;
- Know where to get the system configuration backup files, operating system DVD, etc.;
- Reinstall the operating system, ECDIS software and get the charts back.

Conclusion

- Maritime industry needs more holistic approach towards better cybersecurity
- Cybersecurity education and training is very important for maritime specialists
- Increasing the level of cyber security awareness among senior management
- Increased collaboration between the academia and industry
- Competetnt lecturers needed for cybersecurity awareness training
- The EP is a first step.

Capt. H. Ardillon – Secretary General

FROM THE EDITOR

1. Masters

Chef Murders Captain Aboard Bulker in Indian Ocean

Published Nov 25, 2021 by **The Maritime Executive**

Police in Mauritius are detaining a bulker while they investigate the murder of the captain of the vessel. According to newspaper reports in Port Louis, the bulker's chef confessed to murdering the captain last week while the vessel was sailing in the Indian Ocean.

The 55,900 dwt Meghna Liberty, registered in Bangladesh, departed South Africa on November 14 bound for India. According to information from the chef and other crew members the captain of the vessel, Rolly Baquillos Solante, age 44, had an ongoing dispute with the chef. On November 21, Calopez Alfred Kenneth Bonghanoy, a 33-year-old Filipino working as the chef confessed to his messman that he had murdered the captain.

The third officer of the bulker alerted other officers and they began to search the ship. They reportedly found the chef in a hallway and he repeated the statement that he had murdered the captain. The officers broke down the door to the captain's cabin and found him lying in a pool of blood. They attempted to revive him but determined that he had already bled to death.

The chief officer of the Meghna Liberty was in contact with the owners of the vessel and they determined that the ship should divert to the nearest port. The vessel arrived in Mauritius on November 22 where the chef was handed over to the police.

During the interrogation, the chef admitted to stabbing the captain multiple times He reportedly told the police that the captain had frequently insulted him often in front of other crew members. The chef said he could no longer stand the insults and an argument led to him stabbing the captain.

Mauritius authorities have taken the passports for all the crew and are conducting an ongoing investigation. They boarded the vessel and also took control of the logbook but reported that a search failed to turn up the murder weapon. They suspect the chef might have tossed the weapon overboard. The chef has been brought up on interim charges of murder while the investigation continues.

Wakashio's Captain and First Officer Sentenced to 20 Months in Jail

Published Dec 27, 2021 by **The Maritime Executive**

A court in Mauritius sentenced both the captain and first officer of the Japanese bulker *Wakashio* to 20 months in prison after they pleaded guilty on the charges of endangering safe navigation. While the magistrate hearing the case refused to limit the sentences to time served, the two men are expected to go free shortly after having been in jail for nearly 16 months.

The magistrate said that the court believed the sentences were fully warranted and hoped that

they would serve as a lesson for the officers and a deterrent for the future.

”The court took into consideration the fact that both defendants pleaded guilty and apologized,” said magistrate Ida Dookhy Rambarrun, reports AFP which had a reporter in the courtroom for the sentencing hearing on December 27. «The captain and his second in command were irresponsible and did not deliver as they should on their navigational duties.»

Sunil Kumar Nandeshwar, captain of the *Wakashio*, was taken into custody shortly after the vessel went aground on July 25, 2020. He reportedly attempted to break out of the prison last summer. In court, he admitted to drinking on the day of the accident and accepted responsibility for the grounding, which later caused the 203,000 dwt bulker to split in two and release 1,000 tons of fuel into the environmentally sensitive waters.

The magistrate rejected calls for remission of the sentence, which would have reduced it to the time served. She reported that she had considered the guilty pleas as well as the otherwise clean record of the two defendants and personal circumstances. The first officer of the *Wakashio*, Hitihanillage Subhoda Janendra Tilakaratna, had appealed to the court last week for clemency saying that he had not seen his family in nearly 18 months.

Under Mauritian law, however, the prison authorities also have the power to reduce the sentences and the lawyer for the captain noted that the combination of the time spent in prison and the power of remission meant that he believed both individuals should be released. The BBC is reporting the captain might go free as early as tomorrow, while the first officer was likely to be released in mid-January.

No one else was charged with any crimes related to the accident. The *Wakashio*’s crew however had remained in Mauritius to serve as possible witnesses in the trial and there were calls for additional charges related to the sinking of a tugboat that was being used during the salvage operation.

Removal of the *Wakashio* has largely been completed. The forward section was towed out to sea and sunk in the weeks following the grounding while removal of the stern section was undertaken by a salvage company. The last pictures from the site showed the vessel reduced to a small keel section and her motor that they were in the process of removing.

Mitsui O.S.K. Lines, which was the charterer of the vessel at the time of the accident, continues to fulfill the commitments it made to the island in addition to revising its shipboard and supervision process after the incident. On December 10, the MOL Charitable Trust, which was established in Mauritius in June 2021, announced its intent to fund 26 projects led by NGOs and other local organizations. MOL reported that it received more than 100 proposals during the first call for grant applications. It will award up to approximately $23,000 per project as part of its efforts to contribute to restoring and protecting the natural environment of Mauritius and supporting the nation. Separately, the vessel’s insurers recently agreed to fund payments for the fishing industry that was damaged by the oil spill.

Master of APL England Charged with Operating an Unseaworthy Vessel

Published Jan 24, 2022 by **The Maritime Executive**

Twenty months after the containership *APL England* lost containers overboard in a storm, a court in Brisbane, Australia has entered formal charges against the captain clearing the way for a trial to proceed. The prosecutor failed to make the case for one set of charges against the

captain for pollution but the court agreed the captain should face charges of operating the ship in an unseaworthy condition. The charges were filed against the captain while the Australian Transportation Safety Bureau continues its investigation and is yet to release a final report on the incident.

The charges were brought by the Australian Maritime Safety Authority against Mohd Zulkhaili Bin Alias, a Malaysian citizen age 44 who was in command of the *APL England*, a 67,000 dwt containership with a capacity of 5,700 dwt. The vessel was sailing from Ningbo, China to Melbourne, Australia when it encountered gale-force winds and heavy seas about 46 nautical south-east of Sydney, Australia on May 24, 2020. At daylight, the officers determined that the ship had lost 50 boxes overboard while a further 63 were damaged, some hanging over the side of the vessel, but remains aboard. They later determined that 23 of the containers lost overboard were empty, while one contained a dangerous cargo, dry powder fire extinguishers, and the others had furniture, medical face masks, shields, and various other goods.

During the hearing in Brisbane Magistrates Court on January 24, prosecutors had sought to confirm charges of operating the ship in such a manner to cause pollution or environmental damage and a second charge of dumping garbage into the ocean. Prosecutors argued under the law any plastic put into the sea was garbage while the defense said that it was loaded as cargo and that the ship had not discharged waste into the ocean. The court agreed with the defense dropping the charges of pollution.

The prosecution, however, substituted a charge that the vessel was unseaworthy when it put to sea and the court agreed with that charge. The captain remains free on bail in Malaysia awaiting a trial date.

Supporting the prosecution's case, the preliminary report from the ATSB highlighted heavily rusted lashings on the vessel that failed due to wastage, wasted container guides and deck structure, failing lashing eyes, and failed container foundations. ATSB transport safety investigators boarded the vessel to survey the damaged container stacks, inspect the container lashing equipment, download the vessel data recorder and video recording system, and interview the crew when it docked in Brisbane after the incident.

"Generally, the ship's lashing equipment appeared in good condition. However, many of the ship fittings including lashing eyes, lashing bridges and deck structures were found to be heavily corroded and wasted," said ATSB Chief Commissioner Greg Hood.

In addition, ATSB's examination of the container stowage arrangement showed several potential issues. They found missing twistlocks and the use of "high cube" as opposed to standard height containers in the ship's aft-most container bay, which they believe affected the security of the stow above the container cell guides. They also reported that the loading computer's lashing and forces checks did not show any conflicts for this arrangement.

The ATSB preliminary report said that the vessel had slowed during the storm but that morning underwent a series of very heavy rolls, to about 25 degrees either side of upright. A steering system alarm sounded, followed by an engine room alarm that showed main engine piston cooling oil low inlet pressure, prompting an automatic shutdown. The crew recovered quickly and restarted the engine with the ship underway sailing with the weather about 10 minutes after the incident.

Prosecutor believe that the ship was «not safely loaded» in China. The charges of unseaworthiness related to the load not being securely and properly tied down to meet the «ordinary perils of a voyage.»

Captain Convicted of Causing Grounding of Black Sea Cargo Ship

Published Jan 24, 2022 by **The Maritime Executive**

The captain of a cargo ship registered in Panama that grounded off Bulgaria last September pleaded guilty to criminal charges for his role in the incident and has been ordered to partially reimburse the state for expenses related to his prosecution. In announcing the agreement, Bulgarian prosecutors declared their intent to also file charges against the first mate while an investigation into pollution and damage to the marine environment continues, and they seek to sell the ship.

During the bizarre case of the 3,200 dwt cargo ship *Vera Su*, Bulgarian authorities have accused the captain of possibly intentionally running his ship aground or failing to maintain a proper watch. They also accused the Turkish ship management company of having an irresponsible attitude during the recovery operation, having little regard from human health, and ultimately of abandoning the ship.

The 33-year-old cargo ship was fully loaded with 3,300 tons of nitrogen fertilizer when it veered off course on a calm night and went aground on Bulgaria's Black Sea Coast in a resort area near the village of Kamen Bryag. The vessel remained firmly aground, and it was ultimately decided that they would have to remove a portion of the cargo to free the vessel.

"In the course of the investigation, it was established that the captain allowed his vessel to sail with an inoperative bridge watch control system, and the navigational watch on the bridge overnight included only a watch captain without an observer," said the prosecutor's office. They charged the captain, Haidar Ergun, with causing damage to property and endangering lives. The captain was sentenced to three years in jail, but the sentence was suspended. He however will have to pay approximately $4,100 in fees.

Prosecutors are waiting for the court to return the case against the first mate and then an official indictment will be prepared and filed. They plan to charge this officer with negligence related to the same charges of causing damage and endangering lives.

The *Vera Su* remained aground and ultimately breached her hull on the rocks partially sinking. Cranes were brought in along with equipment to offload the portion of the cargo. Once the vessel had been lightened, two tugs were able to pull it free of the rocks and it was moved to a Bulgarian shipyard in the port of Varna. During the operation, the Bulgarian authorities believed a portion of the cargo was lost into the sea.

Bulgaria's Minister of Transport, Information Technology and Communications, Hristo Alexiev, also accused the shipowner of "deliberately not taking any adequate action to save the ship and its cargo," which he said led to the sinking. The Minister told the media that the shipowner's lack of action was "with the idea of receiving the revenues from the insurance."

Bulgaria presented a bill for $1.16 million to the insurers for costs incurred during the 36-day salvage operation. In the meantime, reports indicate the shipowner abandoned the vessel with the media saying it was not being covered by the insurance company.

The authorities are now moving to have the ship auctioned off. They said either the insurance company could sell it to reimburse the state or they would start an auction. The goal is to raise approximately $1.7 million from the sale.

2. Incidents

Vessel Ran Aground After Master Fell Asleep in His Cabin

Published Jan 24, 2022 by **The Maritime Executive**

The Danish Maritime Accident Investigation Board (DMAIB) has published its report on the grounding of the coastal freighter *Beaumaiden* just off the Baltic Sea island of Bornholm last year. The vessel missed a waypoint and headed straight into harm's way because the captain left the bridge and fell asleep in his cabin, DMAIB concluded.

On October 15, 2021, *Beaumaiden* got under way from Antwerp with a load of fertilizer and navigated to the Elbe and the Kiel Canal to the Baltic, exiting the canal on the morning of the 17th. From Kiel, she headed east, bound for Tallinn.

At about 1700 on the 17th, the master of the *Beaumaiden* awoke for dinner and returned to his cabin afterwards for a glass of wine and a movie. (Beer and alcohol were permitted on board under company policy.) Just before 2000 hours, the master went up to the bridge to relieve his chief officer. After a short conversation, he took the watch. He was alone, as was the general practice on board, without an AB on lookout duty.

The ship was on a long, straight run on a steady northeasterly course, and her next turn was in about four hours. The watch was uneventful, with little traffic, and the master made some phone calls while the ship motored along. After a while, he went down to his cabin and poured another glass of wine, returning with it to the bridge, DMAIB said.

A few hours later, he had to use the head, and since the one on the bridge deck level did not work properly, he went below to use the head in his cabin. «Whilst in his cabin he felt tired and laid down on the bed to rest. He then fell asleep,» DMAIB wrote.

Meanwhile, the *Beaumaiden* carried on at the same course and speed. She went past the waypoint for her turn and made straight for shore on the island of Bornholm, Denmark. At about 0255, Danish maritime traffic control authorities noticed the developing situation and attempted to contact the *Beaumaiden* by VHF and by her listed satcom phone, but no one responded.

At 0325, *Beaumaiden's* chief engineer was awakened by violent vibrations. He went aft to the fantail and saw that the lights on shore were stationary, though the prop was still spinning and generating ample wash. He realized that the vessel must be aground, and he ran up to the bridge to investigate. Alarms were sounding and loud music was playing. He throttled back the CPP prop to zero and left to find the chief officer. Together with the rest of the crew, they checked for flooding fore and aft, and luckily they found none.

The chief officer woke the master, and together they went to the bridge and silenced the alarms. After discussing the situation, they decided to try to back down and float off; however, the maneuver did not work, and the chief engineer shut down the main engine.

Shortly after, Danish authorities told the master that the vessel was detained and should not be refloated without an approved salvage plan. Police arrived on board at 0525, and they took the master in custody on suspicion of intoxication. After testing at the station, they determined that his blood-alcohol level was above the legal limit.

«It is likely that the influence of alcohol impaired his judgement and contributed to the decision to leave the bridge and to rest on the bed whilst in his cabin,» DMAIB concluded.

The vessel was successfully refloated by a single tug on October 20 and brought into the Port of Roenne, Bornholm. Since she had run aground on a soft bottom, she suffered relatively little

damage beyond some minor cracks and indentations.

After the grounding, investigators with DMAIB went aboard to inspect the ship. They found that the vessel's bridge navigational watch alarm system (BNWAS) was functional, but it had been turned off. The master was in the habit of leaving it off because its reset button was located in an inconvenient place, and he found it «annoying to constantly move from the navigational chair to reset the alarm» every 3-12 minutes, according to DMAIB. If it had been activated, the BNWAS system would have sounded an alarm in the chief officer's cabin to alert him there was no movement on the bridge.

After the investigation, the vessel's operator decided to change its policy and will now «uphold a zero tolerance policy to drugs and alcohol on board its ships.»

Mumbai Maersk Grounded Off Germany

Published Feb 3, 2022 by **GCaptain**

The Danish shipping giant has confirmed that its M/V Mumbai Maersk grounded outside Bremerhaven and efforts are underway to refloat the vessel.

All crew are reported safe, there is no pollution, and no sign of hull breach.

The entrance to the Port of Bremerhaven, one of the largest ports in Europe, is not impacted.

A flotilla of tugs will try to refloat the vessel at the next high tide around midnight, which is expected to be about a half meter above normal. A first attempt to refloat the ship was aborted.

Mumbai Maersk was on its way from Rotterdam to Bremerhaven when it grounded during its approach to Germany's Weser River at around 23:05 LT Wednesday night, according to Germany's maritime emergency agency Havariekommando.

Built in 2018, MV Mumbai Maersk is one of the largest ships in the world, coming in at 399 meters long and 19,630 TEU capacity. The ship is registered in Denmark.

Maersk's statement on the incident is below:

We can confirm that on 2 February at around 23:00 CET, Mumbai Maersk was grounded outside Bremerhaven, Germany. All crew are safe, there is no pollution and no sign of hull breach. The vessel is on ground on a shallow patch and as such the entrance to the port is not obstructed and port operations is running as normal. Sailing from Asia, the vessel had its last stop in the port of Rotterdam before grounding outside of Bremerhaven. The vessel was on its way to discharge and consequently the cargo meant for Bremerhaven is still onboard, along with cargo destined for the Scandinavian countries.

A first attempt to free the vessel has been performed unsuccessfully. Extra tugs are being deployed and a new attempt is expected at the coming high tide around midnight on 3 February.

Mumbai Maersk is reportedly carrying 7,380 containers, according to source familiar with the situation.

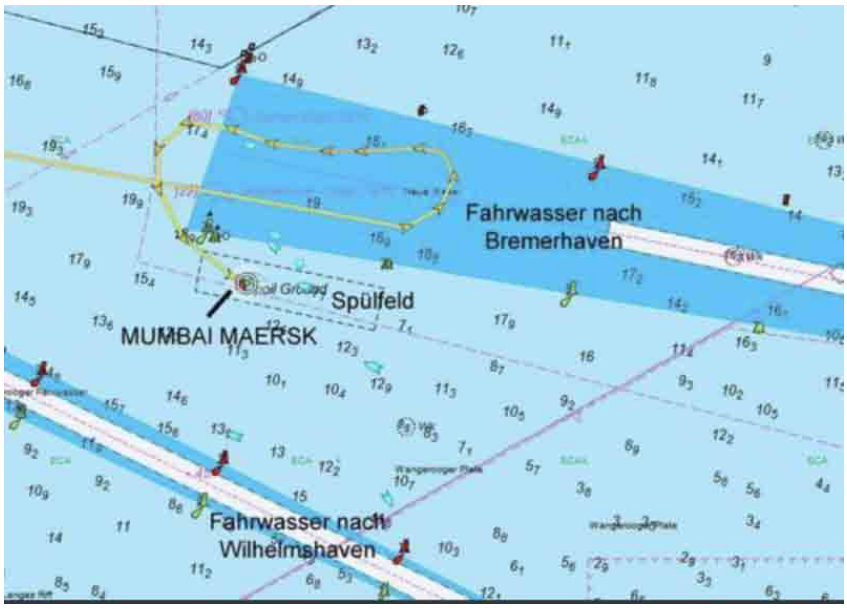
An update from Havariekommando said two specialized salvage tugs, Union Sovereign and Union Manta, are en route the scene. You may recall, earlier this week the Sovereign was the primary tug involved in the rescue of the Juliette D bulk carrier which broke free from its anchor off IJmuiden, Netherlands and came within only a few miles of grounding.

AIS shows the ship was going about 10 knots before the groundin.

The incident with the Mumbai Maersk is taking place near the German island of Wangerooge, part of the Frisian Islands archipelago (aka Wadden Islands), worrying residents there and

rekindling memories of the MSC Zoe, which lost some 342 containers overboard in heavy weather off the Netherlands, not far from the location in January 2019. That incident created an environmental disaster for the tourism-reliant island chain as containers and debris washed ashore. An investigation into the incident also prompted Dutch authorities to warn of the risks to large, wide-beam containerships taking shallow southern shipping routes near the islands especially during periods of heavy weather.

We don't want to speculate on the cause of the grounding, but at first glance it doesn't appear that the ship's route was the issue. A closer inspection of Mumbai Maersk's track, which has been circulating on social media shows, an interesting maneuver right as it was entering the shipping channel leading to the port (we should note that we haven't been able to independently verify the chart below).



3. Crew

Improving the Experience and Accessibility for Simulation Training

Published Jan 17, 2022 by **VSTEP**

A growing understanding of the value of simulation-based training together with new legislative initiatives and education standards is helping the maritime industry to improve the safety and sustainability of operations. New technologies are playing a key role in making simulation-based training more accessible, as well as enhancing the educational experience and developing the skills of current and future seafarers.

"We are all about enabling learning by simulation," says Fabian van den Berg, Chief Executive Officer of VSTEP, as the company marks its twentieth anniversary in 2022 as a leading developer of a broad range of simulation-based training systems. "Historically, we have done it by educating students or as professional development for active mariners at centers set up by shipping companies. Now we are expanding the accessibility of training with mobile and at home products for our NAUTIS Maritime Simulators."

According to van den Berg, leading shipping companies such as Chevron, which partners with VSTEP, understand the value of professional development and investing in their officers' skills. Chevron recently launched a new simulation center that includes multiple NAUTIS Class A

simulators with separate bridge wings, instructor stations, a classroom with six premium desktops, and a debriefing station. In total, the new training center has 48 consoles and 36 displays walls for 85-inch displays to provide the most realistic simulation experience. Chevron uses the center both to invest in the development of its officers as well as to validate the skills of captains.

"Chevron is at the cutting edge," says van den Berg. He notes that the shipping operation is keen to incorporate new technologies and has continued to invest in training through all the cycles in the oil market.

Advancements in technology are playing a key role in the quality of the experience offered during the training sessions. VSTEP has a team of software developers, project managers, designers, testers, engineers, and master mariners to create tailored, specific training systems. According to van den Berg today the systems can provide greater flexibility to integrate different types of controls and systems such as radar while integrating hydrodynamic models to provide a highly realistic environment without the risk, cost, and time associated with traditional training.

"We want to make the ship behave like a ship needs to do," says van den Berg. "Technology is helping us to provide the most realistic experience from the NAUTIS platform, which is helping to lead a paradigm shift in the training landscape. The maritime industry can still gain a lot in the use of simulation-based training."

Simulation training is not as widely used in the maritime sector as in other industries. Aviation, for example, has widely adopted simulators with commercial pilots being required to receive 30 hours of simulation training per year as well as before they are certified to operate new models of aircraft. In the maritime industry, it is currently not even one hour of simulation training per year, but VSTEP's vision is to ensure that at least one-third of the maritime industry has obtained its skills through simulation technology.

Simulation training can fill a vital role to assist with the implementation of advancements in ship design and systems. The human factor contributes to 86 percent of causalities in the maritime industry. Simulation training can help officers understand how their vessels will behave before entering ports, maneuvering, or in other situations.

"When seafarers go from conventional controls to azimuth, for example, simulation training can help them to learn the new controls before they ever go aboard their ship," says van den Berg. "We have seen examples in the training where they are all over the place the first time they touch the new controls, but quickly with the simulations they learn the skills needed to control their ships. They can also test operating scenarios to address issues of sustainability, reducing fuel consumption in their operations."

Damen Shipyards Group, for example, is working with VSTEP to develop training programs available to customers as a module with orders for their new ships. Customers can select customized simulation training before getting their ships to experience the operational characteristics and how best to operate the new vessels.

There has also been a strong effort in the educational sector to enhance the capabilities of their simulators in part in response to new standards from the organization that set standards for training. ROC Friese Poort, one of the leading training institutes in the Netherlands that offers vocational training to around 15,000 students each year, recently developed a new training center with VSTEP. It includes a new professional sea-going full mission bridge simulator, along with an upgrade of three console simulators with the latest software and a replacement of older hardware.

ROC Friese Poort also introduced a new training program focused on inland shipping. The inland sector is leading the industry with new regulatory requirements for training and is one of the areas where simulation-based training is greatly enhancing operations. For the first time, a set of rules was introduced for simulation training for inland shipping. To be compliant with CESNI standards, ROC Friese Poort added a new larger vessel handling simulator along with upgrading its Inland Bride Simulator and new handling simulations with advanced software.

"The shipping industry is facing a serious challenge," explains van den Berg. "Currently there is a 25 percent shortage of officers with experts forecasting it will only get more challenging in the years ahead. Making training more accessible can help to prepare new seafarers."

In November 2021, VSTEP introduced a new mobile system, Portable Simulator, that permits it to bring the training to customers either in their offices or even aboard ships. The system is fully contained and can be set up in just five minutes to provide training up to a Class C level. The simulator is equipped with radar, ECDIS, outside views, conning panel, and azimuth controls along with haptic feedback that makes it possible for the instructor to be in a different location and give input to the individual at the controls.

The next advancement coming in 2022 is NAUTIS Home. With nothing more than a serious gaming computer, the learning can begin at home and aboard ships or even true enthusiasts can experience a professional simulation. VSTEP in 2006 introduced a Ship Simulator targeted for maritime enthusiasts which became the basis for the professional NAUTIS maritime simulator and now with advancements in technology and graphics the new home product will provide a realistic experience as the first step in training mariners.

"Technology is helping us to make the maritime industry more accessible," says van den Berg. Simulation-based training is playing an increasing role in improving the safety and sustainability of the maritime industry helping to prepare for future advancements."

Denied Access to the Pier, Officer Dies in Attempt to Read Draft Marks

Published Feb 1, 2022 by **The Maritime Executive**

COVID-19 restrictions on movement contributed to the death of a ship's officer at the port of Tianjin on Saturday, according to a Turkish maritime industry association.

Last weekend, the bulker *Mathilde Oldendorff* was moored alongside the Yuanhang Ore Terminal in Tianjin. The first officer, identified as Turkish national Selçuk Elibol, went to read the draft marks on the stern. He was not allowed to come down the gangway and read the marks from the pier - the preferred method - because China's stiff restrictions on COVID-19 quarantine forbid it. Instead, he rigged a pilot ladder from the rail and climbed over the side to read the marks. He slipped in the process and fell 30 feet on to the concrete pier, according to Hurriyet. Despite medical attention, he did not survive. His body will be repatriated to Turkey once official procedures have been completed, the outlet reported.

In a statement, the Turkish Maritime Federation (Türkiye Denizcilik Federasyonu) said that Elibol's death has deeply saddened the nation's maritime community. «Because the port authorities would not allowed him to go on shore, he fell from the [ladder] and has died,» the federation said.

The organization said that the restrictions at Tianjin were just the latest example of a pattern of tightening limits on the movements of seafarers – starting with the post-9/11 security measures of 2001 and culminating in the near-total suspension of shore leave experienced by many mariners in today's COVID-conscious world.

«Seafarers working on ships that stay in the port for a short time after long voyages [have been] deprived of even the right to access health services, which is one of the human rights,» the organization noted. «With the travel restrictions, crewmembers have difficulty returning to their loved ones. At the same time, as can be seen in the latest tragic incident, seafarers are exposed to inhumane treatment.»

The federation said that it would work with international institutions to create binding rules to «put an end to the inhumane practices» of preventing seafarers from coming ashore.

4. Environment

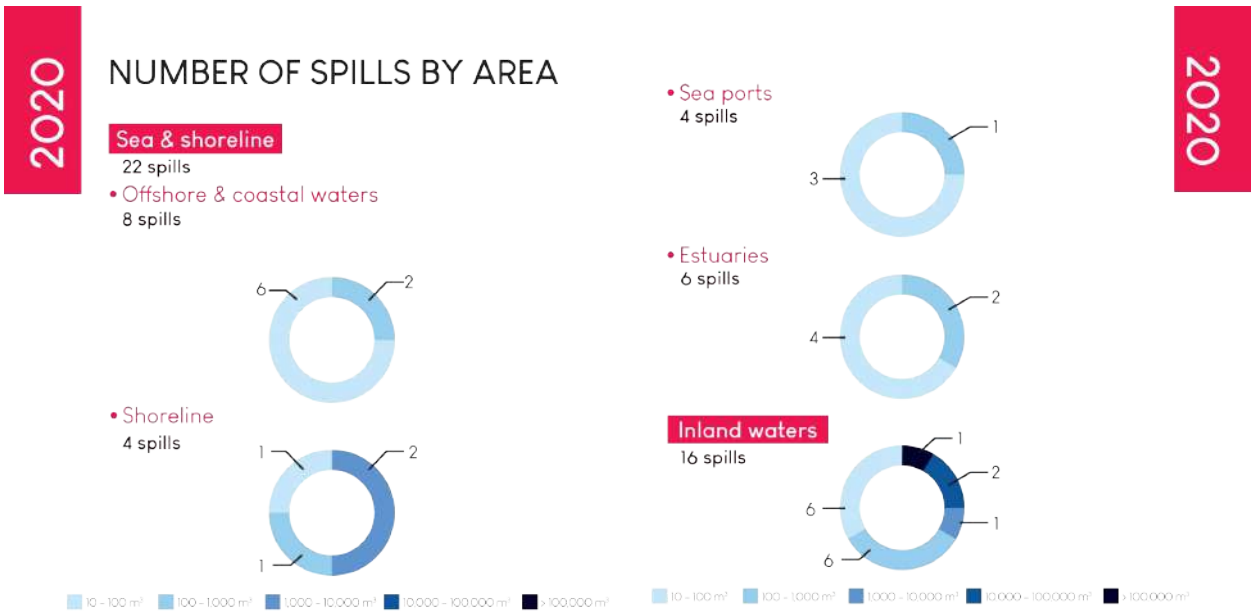
POLLUSTATS 2020

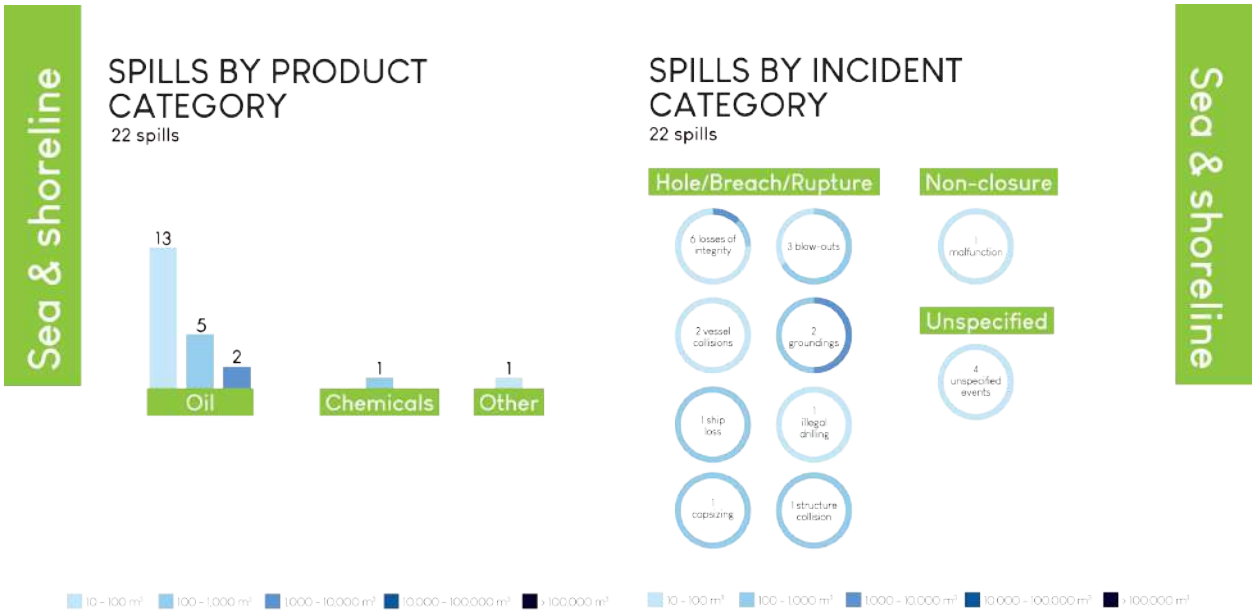
Published by **CEDRE (Center for Documentation, Research and Experimentation on Accidental Water Pollution) – Brest, France**

The data presented here has been obtained from an inventory of incidents around the world made known to Cedre and having resulted in an oil or HNS spill surface waters.

This inventory is by no means exhaustive.

The incidents selected for analysis are those for which sufficient information is available to be entered into a database and which involved a spill (or spills) in excess of 10 tonnes.

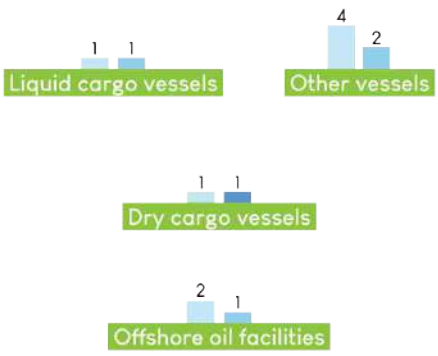


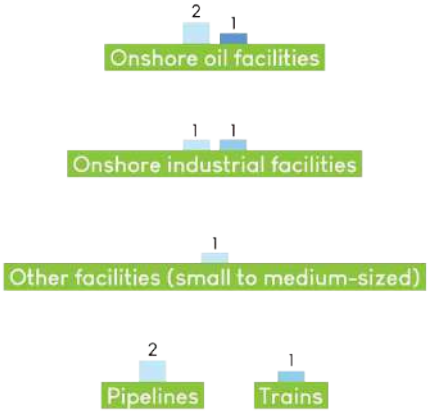


Sea & shoreline

SPILLS BY STRUCTURE CATEGORY

22 spills



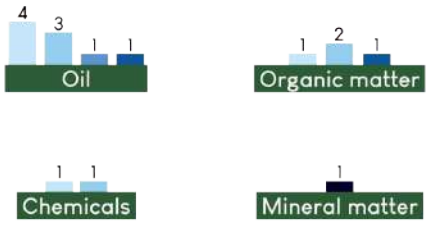


Sea & shoreline

Inland waters

SPILLS BY PRODUCT CATEGORY

16 spills



SPILLS BY INCIDENT CATEGORY

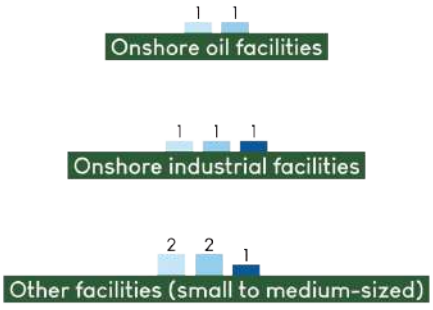
16 spills

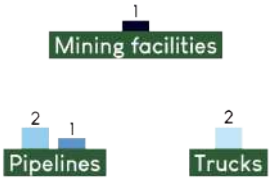
Inland waters

Inland waters

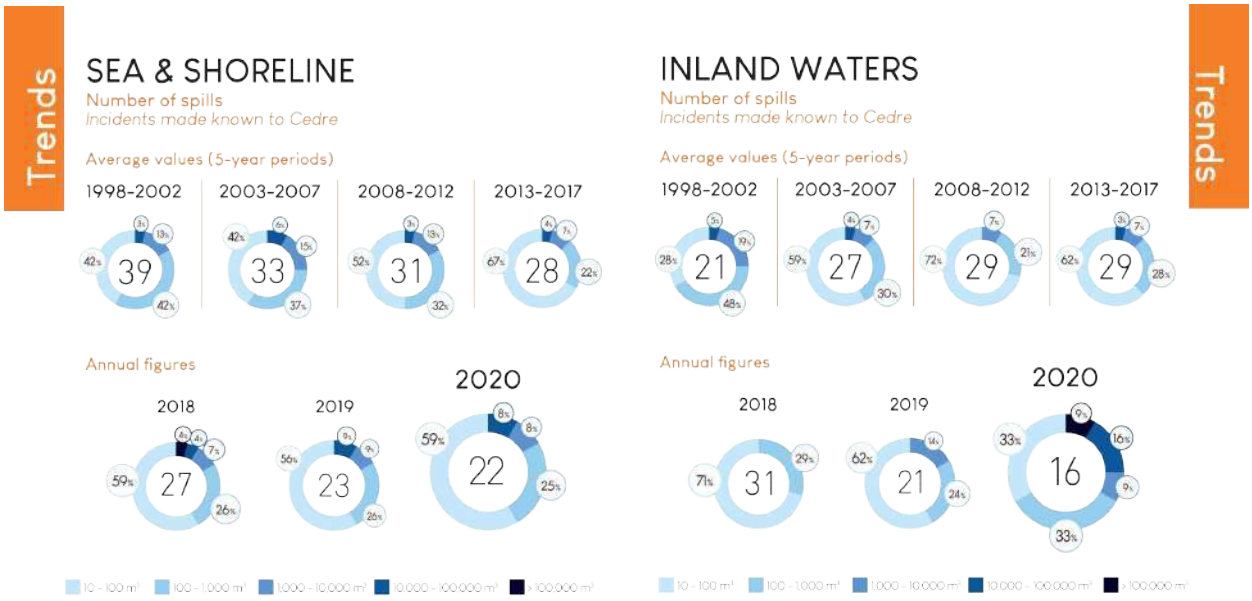
SPILLS BY STRUCTURE CATEGORY

16 spills





Inland waters



France Prohibits the Discharge of Washing Water from Scrubbers in its Coastal Strip

Published Jan 6, 2022 by **Mer et marine**

Many countries have already taken similar measures. At the start of the year, France announced a ban on the discharge of washing water from "scrubbers" in the 3 nautical mile coastal strip and in port waters. As a reminder, scrubbers are filters placed on the exhausts of ships to capture the sulfur oxides emitted by the combustion of fuels such as heavy fuel oil. They have been installed in large numbers following the implementation of new regulations limiting these pollutants to 0.5% in all world waters and 0.1% in particularly fragile areas, such as the English Channel, the North Sea or even the Baltic Sea. Some shipowners have, following this regulation, chosen to change their type of fuel, for example by using diesel or by installing engines running on liquefied natural gas (LNG). Others have installed these famous scrubbers which come in two different configurations: either open-loop, i.e. an open circuit with discharge of sulfur residues from filtration into the sea, or close-loop, a closed loop with storage of these residues on board. This last solution being, obviously, more expensive since it involves a reprocessing service. Many major world ports have quickly imposed the use of close-loop scrubbers in their waters. This will therefore now also be the case in France for all French and foreign ships calling or navigating in the immediate approaches, where the shallow depth limits the dilution of pollutants. This obligation, appended to the obligations resulting from the international Marpol convention, should therefore be able to be logically controlled within the framework of the inspection of the State of the port.

5. Safety/Security

What's Going Wrong with Lifeboats?

Published Dec 17, 2021 by **Michael Grey**

Photo-Daniel-van-den-Berg-Unsplash

Seafarers really shouldn't be afraid of equipment that is supposed to save them, but this is all too often the case, as news of accidents involving lifeboats filters around the seagoing workforce.

Lifeboat drills, which are mandated by regulation, ought to be routine, but all too often are an ordeal for those taking part and a source of some apprehension. And while it is too easy to blame the seamanship of those involved in accidents, it is not too hard to suggest that there are other factors at play.

There is a lack of any form of standardisation of lifeboat equipment, while many shipbuilders are guilty of sourcing any components on the sole basis of its cost, with the owner not always involved in the specification. Experts who have looked closely at the equipment often discover components that are incorporated into the launching and recovery equipment that have been installed without any apparent comprehension that they will exist in a corrosive atmosphere, or are difficult to maintain.

Related: The human and technology crossroads in focus at Safety@Sea Week

Then there is plain awful design, with recovery of enclosed boats notoriously difficult after a drill, with crew typically trying to re-attach the suspension links and reset the hook-release gear through a small access hatch at the ends of the boat, while the boat might be moving about in a swell. Free-fall boats are frightening enough to launch, but even more of a nightmare to recover.

"Why are we still producing sub-standard equipment that kills people?"– asks InterManager's Secretary General Captain Kuba Szymanski, who has been campaigning on this scandal for some years and gathering data on lifeboat accidents. It was the lack of any comprehensive picture into the frequency of these accidents which first drove the ship manager's organisation to undertake its own research into the problem.

Related: Shipowners urged to take 'holistic' approach on safety

It is a requirement for members of the International Maritime Organization that they report serious accidents to IMO, but this tends to be honoured in the breach. Captain Szymanski suggests that only some 35% of actual accidents are to be found in the IMO database, which leaves 65% unreported. The consequence is that the full measure of a tragedy which has caused death and injury to some 500 people since enclosed boats were widely introduced in the 1980s, fails to properly register.

The InterManager data on lifeboat accidents goes back to 1980, is international and has been properly verified to discover what really happened in tragedies which seriously injured some 325 people and killed 117. Now the organisation has taken their aggregated data to Lloyd's Register, which has used machine learning technology to identify the main causes, hazards and trends and produced a number of important insights. It has concluded that human beings were not the primary cause of these accidents, with almost a quarter directly caused by issues relating to equipment, such as release mechanism, davits and wire rope failure.

Most accidents involved enclosed boats or free-fall equipment, with fewer of the older open-boat type. As to when accidents happen, by far the greatest number took place in drills, although a substantial number involved incidents during inspection or survey. Few were found to have occurred during operational use. The data also reveals that one in every five accidents involved the boat and crew falling into the water and one in every 13 took place with the boat stowed. Cruise ships (which use their boats more often) record the most accidents.

There are often problems with port authorities prohibiting ships from conducting drills and putting boats in the water as regulations require, and InterManager has taken the matter up with the International Association of Ports & Harbors to find some resolution. It appears that those operating ports are equally as apprehensive of the difficulties of recovering free-fall boats, once they have been launched onto their water in a drill.

The data has also made it possible to assess the effects of the various attempts to improve safety through regulations, some of which appear to have made matters worse. However, since a peak around 2009, there has been something of an improvement, although hook release problems, wire and brake failures still take place. The accident to a lifeboat on the brand-new research ship

Sir David Attenborough was a recent example. These sad, eminently preventable accidents still frighten seafarers, which itself is a scandal that needs to be resolved.

EMSA Reports a Decline in Marine Casualties in Europe

Published Dec 21, 2021 by **The Maritime Executive**

Europe's maritime industry experienced a welcome decline in casualties in 2020, according to newly-released statistics from the European Maritime Safety Agency (EMSA).

In its *Annual Overview of Marine Casualties and Incidents 2021* report, EMSA says that last year appeared to have been a positive year, considering the decrease or stabilization in most indicators like number of occurrences, ships lost, fatalities or injuries. The report covers incidents involving vessels in EU waters, EU-flagged vessels abroad, and vessels of substantial interest to European countries.

During the year, a total of 2,837 casualties were reported, representing a decline of 466 compared to 2019, when the industry experienced a total of 3,303 occurrences. By comparison, the five-year average betweeon 2014-19 was 3,282 casualties per year.

Though the decline in casualties last year was a positive trend, EMSA attributes the fall to the COVID-19 pandemic, which impacted the industry in terms of decline in traffic, suspension of cruise ship operations and disruption of ferry schedules.

"Consequences of the COVID-19 pandemic are very likely to have affected marine casualties and incidents, taking into consideration its significant impact on shipping in 2020," said EMSA.

Human action continues to be the main contributing factor to marine incidents and accidents, accounting for 89.5 percent of all occurrences.

The 2021 report shows that after a peak of 110 very serious casualties reported in 2018 and a total of 81 in 2019, the number in this category fell to just 46 in 2020, a reduction of 43 percent.

A similar change in the number of ships lost was recorded. After an increase of 35 in 2018, a decrease in 2019 was recorded, with 22 ships lost. Only nine losses of ships were recorded in 2020.

Fatalities also declined last year. During the 2014-2020 period, 367 casualties resulted in a total of 550 lives lost. In 2020, 38 fatalities were recorded with 89 percent of the victims being crew members. "The main event resulting in fatalities was collision, when it related to a ship, and slipping/falls when it related to a person," said EMSA.

Over the period 2014-2020, 6,921 injuries were recorded, corresponding to 6,211 occurrences. Again, crew members represent the main category of persons injured at sea with 81 percent of the victims.

In 2020, apart from fishing vessels, the number of all other types of ships involved in casualties and incidents indicated a reduction. Excluding individual variations, such as passenger ships in 2019 or service ships in 2018, such general descending trends were noted over the period 2014-2020, except for fishing vessels, where an overall increase was noted.

"The number of fishing vessels involved in a marine casualty has continuously increased since 2015 despite a limited decrease in 2018 while the continued increase of the fishing vessel occurrence indicator provided a negative view on fishing vessel safety," observed EMSA.

With a total of 106, fishing vessels remain the category of ships with the highest number of ships lost over 2014-2020. In 2020, the number of occurrences involving fishing vessels continued increasing with the number of ships lost reducing to six (in comparison with 15 in 2019) and the number of injuries remained stable at around 220.

Almost half of the casualties that occurred on board a passenger ship involved ro/pax ferries. No passenger ship was lost in 2020 with the number of fatalities and injuries maintaining a decreasing trend.

In 2020, 1,386 cargo ships were involved in marine casualties or incidents resulting in 21 fatalities. During the year only one cargo ship was lost.

6. Technical

‘World First’ Autonomous Containership Tested in Japan

Published Jan 26, 2022 by **Mike Schuler**

Japanese shipping company Mitsui O.S.K. Lines (MOL) is claiming to have conducted the world’s first sea trial of an unmanned autonomous containership.

The trial took place using the 2015-built feeder containership M/V Mikage, operated by Imoto Lines, from January 24-25th. The ship departed on a pre-formulated route from Tsuruga Port in Japan’s Fukui Prefecture, arriving in Sakai Port in Tottori Prefecture – a distance covering a few hundred miles.

The voyage utilized Mitsui E&S Shipbuilding’s autonomous ship operation control system, taking into account a number of variables including ship location, external elements such as wind, tides, and current, ship handling elements, and navigational rules and regulations.

Information on other ships and obstacles on the set route was gathered by a Furuno Electric-developed autonomous surrounding information integration system, which measures and displays positions, speed, types of nearby ships, and position of obstacles/debris using radar, AIS, and camera images.

The ship also performed autonomous berthing and unberthing using Furuno Electric-developed berthing/unberthing support sensor, which includes equipment that calculates and visually displays accurate relative distances and relative angles between the pier and hull from information gathered by LiDAR/camera/satellite compass. “Automated mooring” was another element of the project. During the sea trial, a drone was actually used to carry the heaving line to the pier, as opposed to being tossed by a crewmember.

Bei Dou and eLoran: China is Besting the U.S. in Navigation Warfare

Published Feb 3, 2022 by **Dana Goward**

Here is the first sentence in a Chinese research paper on eLoran we saw the other day:

“The eLoran system is an international standardized positioning, navigation, and timing service system, which can complement global navigation satellite systems to cope with navigation and timing warfare.”

China has been very active developing its eLoran capability over the last few years. This has included making it more precise by adding differential capability and expanding coverage to the west so the entire nation has service. The expansion effort was specifically to protect against disruption of space-based signals from CMEs [solar storms] and hostile action.

At the same time, Bei Dou, China’s answer to GPS, has many features to serve both military and civilian users that are not found in the American system. A quick comparison of the two systems shows the result of harmful U.S. budget and leadership policies that try to separate GPS military and civil utility and fund them separately. This harmful artifice has directly caused the U.S. to slip into second or third place as a global navigation satellite system (GNSS) provider.

It has also made the U.S. highly vulnerable to GNSS disruption by stymieing civil agency efforts to comply with the law and establish a terrestrial national positioning, navigation and timing (PNT) capability.

According to analysts, this invites disruptions to GPS, especially from our adversaries China, Russia, and Iran, who have terrestrial systems in place for use when GPS and other space assets are not available.

It is no surprise then that threats to GPS continue to grow. China and Russia have both demonstrated the ability to deny or deceive signals over very wide areas, as well as to directly attack and destroy the satellites. Russia has even explicitly threatened to destroy GPS satellites, seemingly as part of their ambitions in Ukraine.

Even if the U.S. is able to avoid overt PNT-related conflict with one or more of its adversaries, this all plays into China's narrative of besting the U.S. and replacing it as the world's leading power writ large.

Unlike the U.S.'s backward, stovepiped, and reluctant approach to PNT, China has taken a "comprehensive" approach." PNT is available from satellites at GEO, MEO, and LEO, eLoran, and precisely measured fiber networks. Reports indicate that 5G telecom networks will also be used, and research into better CSAC, inertial systems and other PNT systems is on-going.

China clearly understands that PNT is essential tech infrastructure that all citizens need to make a nation great. And it also understands how important PNT is to other nations and its leadership in the world. China is actively promoting Bei Dou's advantages and GPS's weaknesses, especially with its neighbors in Asia and frenemies in Africa.

If the U.S. is to even begin addressing this leadership gap, we must have focused PNT leadership. The good news is this should be a politically neutral issue. One on which the nation might be able to stop bickering and come together.

The bad news is we see no sign of this. Just a continuation of short sighted and counter-productive budget and bureaucratic rules that erode American leadership and make it more vulnerable

CESMA LOGBOOK (2022-1)

We were represented at the following occasions :

17 NOVEMBER –	**MEETING MARINE / OWNERS, LE HAVRE, FRANCE**
14 DECEMBER –	**WEBINAR SKILLSEA 1ST PART, FUTURE SKILLS**
8 FEBRUARY –	**WEBINAR FRENCH PRESIDENCY EU ON EMPLOYMENT & SKILLS IN EUROPEAN MARITIME TRANSPORT**
16 FEBRUARY –	**WEBINAR SKILLSEAS 2ND PART, GREEN SKILLS**
17 FEBRUARY –	**CESMA BOARD MEETING, ON LINE**

On the front page:

Wakashio – APL England – Mumbay Maersk – Portable Simulator

(abridged)

AIMS OF THE ORGANISATION

- **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**

<u>ANNUAL SUBSCRIPTION</u>:

EURO 16, – PER SEAGOING MASTER (WITH A MINIMUM OF 25)

EURO 8, – PER SEAGOING MASTER FOR ASSOCIATED MEMBER ASSOCIATIONS (WITH A MINIMUM OF 25)

LIST OF CESMA MEMBERS AND REPRESENTATIVES

MEMBER REPR	**CAPT. W. MERTENS**	**Tel.: +49 40 384981**
VDKS	**PALMAILLE 29**	**Fax: +49 40 3892114**
GERMANY	**22767 HAMBURG**	**e-mail: vdks.office@t-online.de**
MEMBER REPR	**CAPT. B. DERENNES**	**Tel.: +33 2 98463760**
AFCAN	**RUE DE BASSAM**	
FRANCE	**29200 BREST**	**e-mail: courrier@afcan.org**
MEMBER REPR	**CAPT. F. VANOOSTEN**	
HYDROS	**201 RUE RENE CASTELIN**	
FRANCE	**59240 DUNKERQUE**	**e-mail: vanoosten.francis@wanadoo.fr**
MEMBER REPR	**CAPT. L.J.H. GEENEVASEN**	**Tel.: +31 512 510528**
NVKK	**WASSENAARSEWEG 2**	
NETHERLANDS	**2596 CH THE HAGUE**	**e-mail: nvkk@introweb.nl**
MEMBER REPR	**CAPT. M. CAROBOLANTE**	**Tel.: +39 040 362364**
CTPC	**VIA MAZZINI 30**	**MOB.: +39 334 7400488**
ITALY	**34121 TRIESTE**	**e-mail: collegio69@collegioditrieste.191.it**
MEMBER REPR	**CAPT. G. LETTICH**	**Tel.: +39 010 2472746**
CNPC	**VICO DELL' AGNELLO 2/28**	
ITALY	**16124 GENOA**	**e-mail: info@collegionazionalecapitani.it**
MEMBER REPR	**CAPT. C. TOMEI**	**Tel.: +39 010 5761424**
USCLAC	**VIA XX SETTEMBRE 21/10**	**Fax: +39 010 5535129**
ITALY	**16121 GENOA**	**e-mail: segreteria@usclac.it**
MEMBER REPR	**CAPT. L. TRIGGIANI**	**Tel.: +393479603893**
IYM	**MOLO CENTRALE BANCHINA PORTO**	
ITALY	**17025 LOANO (SV)**	**e-mail: triggiani@italianyachtmasters.com**
MEMBER REPR	**CAOT. M. BADELL SERRA**	**Tel.: +34 934 089 288**
ACCMM SPAIN	**CARRER DE SARDENYA 259 1-4**	**MOB: +34 680 321 138**
SPAIN	**08013 BARCELONA**	**e-mail: info@capitansmercants.com**
MEMBER REPR	**CAPT.J. ZARRAGOIKOETXEA**	**Tel.: +34 944 166 506**
AVCCMM	**C/BAILEN, 5 PLANTA – 1**	**MOB: +34636 44 90 54**
SPAIN	**48003 BILBAO**	**e-mail: avccmm@avccmm.org**
MEMBER REPR	**CAPT.B. BAERT**	**Tel.: +32 475 435 942**
KBZ	**BROUWERSVLIET 19**	
BELGIUM	**B-2000 ANTWERPEN**	**e-mail: secretary-general@kbz-crmb.be**
MEMBER REPR	**CAPT. B. KAVANAGH**	**Tel.: +353 214 335 637**
IIMM	**NATIONAL MARITIME COLLEGE**	
IRELAND	**RINGASKIDDY / CORK**	**e-mail: bill.kavanagh@nmci.ie**

MEMBER REPR	**CAPT. G. RIBARIC**	**Tel. (GSM): +386 31 375 823**
ZPU	**OBALA 55**	
SLOVENIA	**SI – 6320 PORTOROZ**	**e-mail: zpu.slo@siol.net**
MEMBER REPR	**CAPT. I. CONEV**	**Tel.: +359 888 435 977**
BSMA	**49B CHATALDZHA BUL**	
BULGARIA	**9000 VARNA**	**e-mail: chairman@bsma-bg.org**
MEMBER REPR	**CAPT. J. SPRIDZANS**	**Tel.: +371 67 099 400**
LKKA	**TRIJADIBAS STREET 5**	**Fax: + 371 67 323 100**
LATVIA	**RIGA, LV-10 48**	**e-mail: jazeps.spridzans@lja.lv**
MEMBER REPR	**CAPT. D. LAKOS**	**Tel.: +385 98 433 685**
UPKTM	**TRG PAPE ALEKSANDRA III, 3**	
CROATIA	**23000 ZADAR – HRVATSKA**	**e-mail: udruga.kapetana@zd.t-com.hr**
MEMBER REPR	**CAPT. J. MILUTIN**	**Tel.: +382 32 304 672**
UPKCG	**PELUZICA b.b**	**Fax: +382 325 107**
MONTENEGRO	**85330 KOTOR**	**e-mail: captain@t-com.me**
MEMBER REPR	**CAPT. J.LIEPUONIUS**	**Tel.: +370 698 75704**
LCC	**KANTO 7**	
LITHUANIA	**KLAIPEDA/ LT– 92123**	**e-mail: jurukapitonuklubas@gmail.com**
MEMBER REPR	**CAPT. J. TEIXEIRA**	**Tel.: +351 213918180**
SINCOMAR	**CAIA DE ROCHA**	
Portugal	**CONDE D OBIDA**	**e-mail: sincomar.fesmar@net.vodafone.pt**
	ARMAZEM 113	
	1350 352 LISBON	
MEMBER REPR	**CAPT. S. SUNDBERG**	**Tel.: +358 40 5944954**
HELSINKI	**VEHNAKUJA 4**	
SHIPMASTERS	**06400 PORVOO**	**e-mail: stig.sundberg@pp1.inet.fi**
SF-FINLAND		
MEMBER REPR	**CAPT. M. TUTUIANU**	**Tel.: +40 722 727 123**
ROMANIA	**STR. AL.STEFLEA NR. 8A**	
SHIPMASTERS	**CONSTANTA**	**e-mail: office@acnr.ro**