

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

# CESMA NEWS



**JUNE 2022**



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JUNE 2022

## CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

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PROF. J. SPAANS                            CAPT. W. MUELLER

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

# MINUTES OF THE 27<sup>th</sup> CESMA COUNCIL MEETING ON 5TH MAY 2022, GENOA, ITALY

## Those present:

Captain D. Dimitrov	President, BSMA, Bulgaria
Captain G. Ribaric	Deputy President, ZPU, Slovenia
Captain M. Badell Serra	Vice President, ACCMM, Spain
Captain H. Ardillon	Secretary General, AFCAN, France
Captain H. Ammerlaan	Administrator, NVKK, Netherlands
Captain D. Lakos	Webmaster, UKPTM, Croatia
Captain M. Giannelli	USCLAC, Italy
Captain C. Tomei	USCLAC, Italy
Captain W. Martens	VDKS, Germany
Captain W. Wittig	VDKS, Germany
Captain B. Kavanagh	IIMM, Ireland
Captain A. Badiul	IIMM, Ireland
Captain T. Crawley	IIMM, Ireland
Captain B. Baert	KBZ, Belgium
Captain J. Karnincic	UKPTM, Croatia
Captain G. Lettich	CNPC, Italy
Captain M. Carobolante	CTPC, Italy
Captain I. Conev	BSMA, Bulgaria



**The Council is welcomed by the President of CESMA, Captain Dimitar Dimitrov.**

## ITEM 1: OPENING BY THE PRESIDENT

The President, Captain Dimitar DIMITROV opened the 27<sup>th</sup> CESMA Council Meeting in the very nice Maritime Museum of Genoa. He firstly expressed his thanks for the previous Council and AGA hold at Rijeka in last September 2021, especially to Capt Juraj KARNINCIC who made the entire organization. He expressed also his thanks to USCLAC president Claudio TOMEI and its CESMA representative Marco GIANNELLI for this year Council and AGA.

Despite the two actual facts which could affect this meeting, Covid 19 pandemic which is not ended and the war in Ukraine, it is a pleasure to meet some CESMA members again. No doubt that the discussions these two days will be on that important subjects for seafarers and captains.

## ITEM 2: APOLOGIES

At first members were informed that Captain Francois de MEULDER, independent member, passed away last 10<sup>th</sup> April. CESMA was represented at his funeral ceremony by Capt. AMMERLAAN and Capt. BAERT on 22<sup>nd</sup> April.

Apologies are received from Members not able to come, due to work or difficulties to travel in connection with pandemic (Spain-AVCCMM, Finland-HSF, Latvia-LKKA, France-Hydros), or being on board vessels (Romania-ACNR).

## ITEM 3: PRESENTATION OF COUNCIL MEMBERS

As usual, each council member presents himself and mentions the shipmasters' association and which country he represents.

## ITEM 4: ADOPTION OF THE AGENDA

The agenda was adopted with a modification. Item 12, presentation of the new CESMA website was moved to item 5.

## **ITEM 12: CESMA NEW WEBSITE.**

Capt. ARDILLON and Capt LAKOS related the history of the change of host company. First it was necessary to require the property of the name (cesma-europe.org) from the previous webmaster. That was done, and paid of course. Then it became possible to change host company to a new one situated in Croatia, country of Capt. LAKOS, the webmaster. Then Capt. LAKOS opened the site directly, and explained how the website is running, for the public and the member area.

In the same time, it was distributed to each member the user name and password for their association in order to be able to enter in the member area.

It should be noted that the site is also valid on portable phone with access to internet.

Then there was a discussion about the documents which would be available to public or to members only.

As an example, documents for Council and AGA would be divided to public (minutes and resolutions) and to member area (agendas, lists, finance, others which should not be accessible to the public).

Following a question from Capt. BAERT (KBZ, Belgium), it is confirmed that it would be possible to renew the password of the member area, after asking webmaster.

Future improvement: addresses emails par function which will enable to remove the private e-mails addresses from the website, and also to have continuity in addresses when another member would be elected in the board.

## **ITEM 5: ADOPTION OF THE MINUTES OF THE 26<sup>TH</sup> COUNCIL MEETING, RIJEKA ON 16<sup>TH</sup> SEPTEMBER, 2021.**

Captain DIMITROV, CESMA President informed the floor that the minutes of 26<sup>th</sup> Council Meeting had been agreed after the event and published in CESMA News September 2021. It was sent also by Secretary General a week before actual Council. No remark had been reported and the minutes had been adopted unanimously.

## **ITEM 6: ORGANIZATION AND RUNNING OF CESMA BOARD**

As 3 of the 4 Board members were elected last year, capt. ARDILLON asked members their opinion on how to renew Board members. First solution is to renew Board members one by one, which means a vote each year and the administrative procedure with Netherland Chamber of Commerce to be done each year too. Second solution is to renew Board members at the normal end of their 3 years time, which means less contact and administrative work with Netherland Chamber of Commerce. Solution 2 is approved in majority by the members. Concerning the bank administrative procedure, it is reminded that actually Secretary General and Administrator are registered to the bank, which means that when Secretary General will be renewed, the Administrator cannot be changed the same year, in order to keep bank access all the time. Of course in case there is a change for the Administrator, the Secretary General cannot be renewed at the same Council.

## **ITEM 7: RENDERING OF THE 2021 FINANCIAL PAPERS.**

The financial papers were presented by Secretary General. Two associations (LCC, Lithuania and UKPCG, Montenegro) did not pay their subscriptions for 2021. There is communication with them. As per 2020, and also due to the pandemic which avoided during months the possibility of travelling, the 2021 budget ended with a positive balance.

For 2022, the budget is kept at the same level than previous year, in the hope that travelling conditions will be upgraded. Out of the travel expenses for the Council and AGA, it is already scheduled to participate to the congress organised by AVCCMM mid May on the 500<sup>th</sup> Year of the Magellan's expedition where Vice President and Secretary General will go.

To conclude the financial papers had been adopted as proposed.

## **ITEM 8: SECRETARY GENERAL'S REPORT**

Captain ARDILLON presented the Secretary General's Report which gives the activities of CESMA in the year 2021. With the notable exception of our September Council and AGA at Rijeka, the almost full part of meetings was held on internet which is good for the finances, but less for the contacts we could have face to face with authorities and shipping deciders.

As per the Logbook for 2021, there were a lot of conferences with discussions on change of technologies, digitalization, cyber security, air pollution and new fuels, but also and this is something quite new, but probably due to the virus, on the wellbeing of seafarers. Also it can be noted the physical meeting in Saint Nazaire, France whose subject was the medico-psychological problems for seafarers.

When it is impossible to meet physically the people, the other possibility to join them is to send a letter. This is what we did in 2021 with the European Commission by sending letters on different subjects (with copy to the European Parliamentarians) such as the vaccination for seafarers, the piracy in Gulf of Guinea (and thanks to NVKK, The Netherlands who were at the origin of the letter), the repatriation of dead seafarers (after being informed by ACNR, Romania) and the omicron variant.

During the internet webinars we participate, one of the important questions was "how to attract youth to become seafarer".

There are no remarks on the report and as such it was adopted by the Council.

## **ITEM 9: STATUTES AND BY-LAWS**

There were no proposals of modifications.

## **ITEM 10: MEMBERSHIP**

Capt. LAKOS is in contact with a Polish Association of Shipmasters to which Capt. ARDILLON sent the CESMA statutes as required by one of their member. Same should be discussed during their last GA, but it was unfortunately not done as per information received few days ago. Contact is to be done again by Secretary General.

## **ITEM 11: COOPERATION WITH OTHER ORGANISATIONS.**

Capt. DIMITROV, President, informed on his participation to EMPA meeting days ago. Unfortunately, the EMPA President who was invited to come to our AGA was not allowed to travel due to health.

Speaking about pilotage, Capt. MAERTENS, VDKS, gave some words about VDKS concerns on German pilotage system (see item 13 – Resolutions).

For the AGA, here at Genoa, a Director from EMSA will come to speak. Intention is given by the board to meet EMSA in the year, probably in autumn, which could also give the opportunity to meet our members from SINCOMAR, Portugal at the same time.

There are e-mailed contacts time to time with IFSMA. Capt. ARDILLON informed that each letter sent to European Union is also copied to IFSMA.

## **ITEM 13: EVALUATION OF RESOLUTIONS FROM 26<sup>TH</sup> AGA, RIJEKA.**

## **ITEM 14: NEW RESOLUTIONS PROPOSALS.**

Capt. ARDILLON, Secretary General, proposed new resolution subject Ukrainian seafarers. After discussions, this new resolution was divided into two new resolutions – on STCW certifications: expiration and recognition of courses followed in EU, wording proposed from IIMM representatives. Capt. KAVANAGH informed that actually there are several Ukrainian officers who are following the courses at Cork National Maritime College of Ireland

The preamble was also changed in order to underline the changes in the requirements for sea and port pilots as required by Capt. MAERTENS, VDKS.

Resolution on Covid was also rewritten to take into account of the changes, mainly for vaccination of seafarers, in the situation since last AGA, RIJEKA.

Ex resolution 2 (Implementation of sulphur cap and ballast water management) and ex resolution 4 (fatigue and safe manning) were removed, but kept in memory of course.

### **ITEM 15: ANY OTHER MATERS**

JOLLY NERO: Capt. LETTICH, CNPC, informed that the Jolly Nero case should be given by tomorrow, (in fact it was postponed to 15<sup>th</sup> September), following the appeal with proposal to reduce the sentences for the Captain, the Chief Engineer, the Chief Officer and the Watchkeeping Officer. Capt. LETTICH made a short return on the story of the case.

All is recorded on the bridge, and warnings should be given to all captains to be cautious with internal discussion on bridge, all being recorded. It is also noted that VDR is mandatory on merchant vessels, but not on tugs, and so that the good execution of orders from pilots to tugs cannot be witnessed electronically contrary to the merchant vessel bridge. But on the Jolly Nero, all is based only on the VDR and AIS recording, no human witness is recorded.

Capt. GIANNELLI, USCLAC, introduced a Stella Maris representative from Genoa who related the actions during the pandemic in favour of seafarers.

### **INVITATION FOR THE NEXT AGA.**

Capt. CONEV from BSMA, Bulgaria, proposed next Council meeting and AGA to be held in Varna, Bulgaria on May 2023, probably in the Nikola Vaptsarov Naval Academy. The proposed dates are 18<sup>th</sup> and 19<sup>th</sup> May, subject to further confirmation from the host organization. Information to the members will be sent in due time at last by end of 2022. Varna, Bulgaria was adopted as the place for the next CESMA Council Meeting and AGA.

**Captain D. Dimitrov**  
**President**

**Captain H. Ardillon**  
**Secretary General**

### **SEMINAR HOLD BEFORE 27<sup>TH</sup> ANNUAL GENERAL ASSEMBLY ON 6<sup>TH</sup> MAY 2022, AT THE NH COLLECTION HOTEL IN GENOA, ITALY**

The day of AGA commenced with a seminar opened in the morning by Capt. Claudio TOMEI, President of USCLAC. He welcomed and thanked all speakers and assistance for their coming, being sure that the two parts will be very useful for all captains.

Then Capt. Dimitar DIMITROV, President of CESMA, addressed also some words, mentioned the most important problems of captains in these challenging times we are living. The pandemic and now the war in Ukraine changed our world entirely. Travel restrictions and dangerous situation in the Black Sea and Eastern Europe are affecting the world safety and security and world economy. Our maritime world bore the worst circumstances of the pandemic as the seafarers should travel to join their working place and back to their homes. Delays in contracts created fatigue and worsen social atmosphere on board the ships. Together with the increasing administrative burden on shipmasters all above mentioned made life of seafarers and especially captains more stressed and busy. The war in Ukraine additionally complicated maritime transport. As Ukraine is one of the biggest labor supplying countries in the world many Ukrainian seafarers were forced to stay on board the ships more than usual as they could not return home. Thanks to the international institutions and manning companies, many families of seafarers had been evacuated from the war area and now they are in exile all over Europe. Capt. DIMITROV also pointed out the problems in the shipping world like digitalization, cyber security, decarbonization and automation which will be discussed during the first part of this seminar.

Then there were some welcome words from Mr. Marco BUCCI, Mayor of Genoa, Mr. Paolo Emilio SIGNORINI, President of Port Authority System of Ports of Genoa, Mr. Sergio LIARDO, Coast Guard – Liguria Maritime Director.

At first, Mrs. Paola STRATA, representing Mr. Eugenio MASSOLO, President of the Italian Shipping Academy based at Genoa, made a presentation titled “The Academy’s role and its offer for students”. The Italian Shipping Academy was established in 2005, then became an ITS public foundation, recognized by Italian Ministry of Education and Italian Ministry of Transports in 2010. It, of course, provides educational and training services in full compliance with ISO 9001 and STCW 2010. The Academy is also seat of one of the three IMO’s education and training agency (International Maritime Safety Security and Environment Academy – IMSSEA) which represents a reference body worldwide for maritime education and training.

### **Seminar 1<sup>st</sup> part “Unmanned vessels: master ashore? The masters’ responsibility”**

First speaker Mr. Michele MARTELLI from University of Genoa spoke about the current research on autonomous vessels. After some definitions on MASS, he spoke on the ShIL (Ship-In-the-Loop) Research Infrastructure. ShIL is a project started in 2020 developed by some departments of the University of Genoa and cofounded by Regione Liguria. It is a co-simulation environment in which ship board micro grid, port, cyber range and ship dynamic behavior and autonomous capabilities can be driven simultaneously. Steps are Ship simulator, Remote Control Stations, Model Scale Ships and Sensors. He gave examples on dynamic position and auto berthing (low speed motion control), target tracking and collision avoidance (high speed motion control). Areas for test of autonomous ships: Great Lakes and Fjords.

Second speaker was Mr. Andrea LEBOFFE, RINA, on regulatory framework, master role and responsibility. Operation from shore: one e-shipmaster to command several vessels. It should be defined the minimum standard for shore based personnel. Future is 2025 for coastal autonomous ships and 2035 for ocean going MASS. The benefits of MASS: reduced operational costs (no or very limited crew on board, fleet optimization, less maintenance cost), smaller ships, self-diagnostic and remote support, on-board energy optimization (maintenance and green vessels).

There are international rules (IMO Circulars), national and jurisdictional rules (flag and port authorities’ circulars) and technical rules (class requirements). Then he came back on the Circular MSC.1/1638 dated 3<sup>rd</sup> June 2021. For MASS 1 & 2, master on board is still responsible. For MASS 3 the role and responsibility of master are to be changed / amended. For MASS 4, the role and responsibility of master are to be defined. The role of master is moving from sea (ship operation by master decision making, eventually supported by shore management) to shore (ship operation by shore-based decision making). The challenges are to define a juridical status of autonomous ship, to develop training and qualification standards and to identify the technological issues and hazards (approved general arrangements, emergency scenarios, cyber security, safe operation in sheltered areas and interaction with other units and shore facilities).

Then Mr. Leendert BAL, Head of safety, security and surveillance department of EMSA came to the floor for “Recent discussion in IMO on unmanned vessels and EMSAs involvement in MASS”. He came back on the outcome approved by MSC 103 and the four degrees of autonomy. About EMSA’s activities on MASS, he mentioned the SAFEMASS study which was a study of risks and regulatory issues of specific cases of MASS, which can be downloaded at EMSA’s website. EMSA is currently also working on appropriate digital services, on the necessary competencies for seafarers on remote control centres, cybersecurity issues and obviously regulatory issues. He focused on the Risk Based Assessment Tool (RBAT) study. RBAT is conducted by DNV and its objective is to create a tool, meaning a software tool able to risk assess whether introduction of increased or new way of automation is at least as safe as conventional shipping. There are three parts for this study: to develop the framework for the tool (till mid 2021), to develop the first version of the tool with limited functionality (mid 2021 till mid 2022), and to develop the complete version of the tool (for mid 2023). The second part of the study is to test the tool on specific use

cases and functions for some vessels (see figure below).

	Short Sea Cargo	Small passenger ferry	Ropax ferry
Length	80 m	15 m	120 m
RCC	- Vessel Operator - Chief Engineer	- Vessel Operator	Vessel Operator
Vessel Manning	Unmanned	Unmanned (with passengers)	Reduced Manning - Bridge crew - Deck crew
Fleet size	3 sister vessels	10 sister vessels	5 sister vessels
Area of operation	Enclosed and open waters	Enclosed/sheltered waters	Short route in narrow waters (fjord)
Concept-function combination #1	Arrival in port – perform harbour manoeuvring	Transit to location – navigate through sheltered waters in high traffic	Arrival in port – perform docking
Concept-function combination #2	Transit to location – perform collision and grounding avoidance	Transit to location – perform collision and grounding avoidance	Activities in port – maintain position & charge
Concept-function combination #3	Activities in port – perform loading & unloading	Transit to location – maintain communication	Depart from port – Embark/disembark, operate ramp and manoeuvre
Concept-function combination #4	Transit to location – handle loss of communication link	Emergency response in transit – perform evacuation	Transit to location – handle blackout

His conclusion was to not go too fast, and step by step as a lot of conventions would be affected.

The last speaker of this 1<sup>st</sup> part of the seminar was Mr. Giacomo GAVARONE, Confederazione Italiana Armatori) on “the role of human factor” for unmanned vessels. He spoke about the case of the Maju 510, an autonomous tug in Singapore. This tug was the first vessel of the world to received Autonomous and Remote-Control Navigation Notations from ABB, also the first Singapore-flagged vessel to receive the Smart (Autonomous) Notation from MPA, and the first tug in South Asia that can be operated by joystick control. It is a retrofitted tug with the installation of autonomous sensor suite, the cabin room being transformed to an autonomous control room and of course a bridge with remote and autonomous control (see picture below).



Some questions arose at the end of this 1<sup>st</sup> part of the seminar.

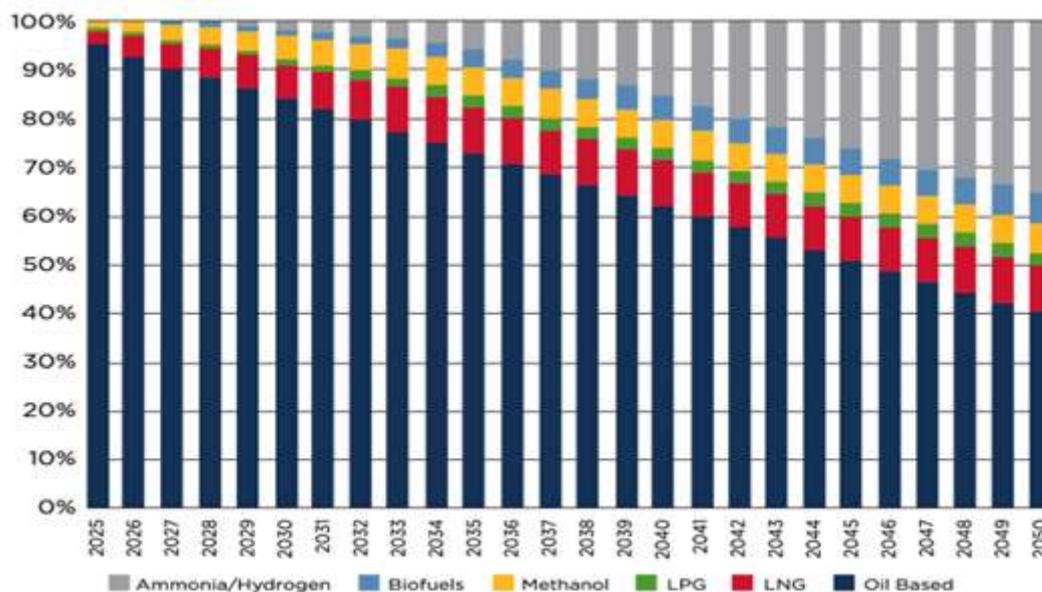
First was “who make fast the tug?”

Then the communications between the cargo vessel and the tug was direct communications, with of course the possibility of misunderstanding of communications. With this solution, communications are multiplied by two, one by voice from the cargo vessel to the shore control room, then electronically from shore control room to the autonomous tug. Are two ways of communications creating less misunderstandings or errors than only one?

Also the question is the responsibility in case of incident. Master of the cargo vessel? Shore control room operator?

### Seminar 2<sup>nd</sup> part “LNG powered ships, what future and safety?”

First speaker was Mr. Stefano MASSINA, President Assarmatori for “The LNG solution: from transition tool to strategic fuel”. Looking to the future, the time lines for expected availability of alternative fuel technologies are at best for 2030 for onboard use. Already ships in operation using LNG, methanol or battery represent 0.50% of the world fleet, but ships on order represent already 11.84% with Ammonia, Hydrogen and LPG added to LNG, methanol and battery. Solutions are electrification of ships in short sea shipping and biofuel for ocean ships.



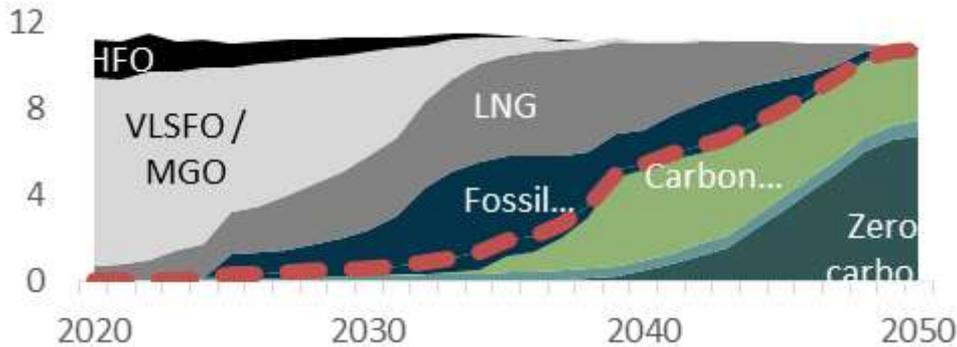
Second speaker, Mr. Alberto BOTTAREL, from Coast Guard, Genoa Harbour Master Office, presented “The use of LNG as a fuel on board – The international rules in force”. For LNG fuel, the ship has to comply with IGC Code, and basic and advanced qualification courses for crew in operation as per STCW Convention. The advanced training contains at least one month of seagoing service (with a minimum of three bunkering operations) on board ships subject to the IGF Code. The certificate of qualification / proficiency is valid for five years and can be renewed after appropriate refresher training or the evidence of having achieved the required standard of competence within the previous five years.

The third speaker was Capt. Massimo GARBARINO, shipmaster in Costa, having being in command of Aida Prima. He followed a specific training before to use LNG as fuel for ship generator. The first bunkering operation took 10 hours of which only 2.5 hours of pumping. The rest of the time was dedicated to tests of equipments and safety and administration documents filling in. He noted also that operations passing, the pumping time percentage in a complete fuel operation was decreasing, due to crew being more trained and ready for such operations.

Then was Mr. Giampiero De CUBELLIS, Wartsila, “From LNG ships to future fuels and autonomous ships”. Transition to green fuels will be slow yet relentless. 2050 is a single vessel’s lifespan away – customers need to invest in fuel flexibility to avoid risk of stranded assets. Fuel

conversions will play a vital role in the fuel transition for both existing and new vessels built during this and next decade.

Move from a single-fuel industry to a multi-fuel one:



About the fuels of the future, it is important to stress that one is talking about Green Fuels. Green meaning they are synthetically made, based on hydrogen, and produced by using renewable energy.

Green Hydrogen: not referring to hydrogen produced from methane as this would only increase GHG emissions. It is an essential element in most synthetic fuels. In short-sea shipping with strict emissions legislation and frequent bunker opportunities it can offer offset low energy density.

Green Ammonia: due to its relatively low energy density by volume, it will be most suited to vessels that don't have space limitations. Toxicity may be a challenge for passenger vessels. It will be one of the main fuels that we will see in the future. Technologies for vessels that are capable of using Ammonia already exist.

Green Methanol: is also of interest for the future, mainly due to the ease-of-storage on board. It doesn't have any specific requirements, doesn't need to be stored at low temperatures or under pressure. But fuel prices may be higher due to higher production energy requirements.

Last speaker for this 2<sup>nd</sup> part of the seminar was Mr. Massimo FIGARI, University of Genoa for "Regulations and human factor". At University of Genoa, it is delivered STCW courses on Maritime Sciences and Technology. Courses are in English during 5 semesters lectures plus 1 semester training onboard, with professional support from Carnival Maritime and CNPC, on basic and advanced LNG training, with a LNG process simulator (see below). Technical challenges as well as human factors are considered in these courses.



Of course this second part of the seminar was ended with some questions. Human factors and the habits which could eventually lower the safety of operations. Also this part was focused on LNG, but there are also other new fuels such as wind and battery.

**Captain Hubert Ardillon**  
**Secretary General**

## **MINUTES OF THE 27<sup>TH</sup> ANNUAL GENERAL ASSEMBLY ON 6<sup>TH</sup> MAY 2022, AT THE NH COLLECTION HOTEL IN GENOA, ITALY**

### **ITEM 1: OPENING BY THE PRESIDENT –PRESENTATION OF BOARDMEMBERS. AIMS OF CESMA**

The President Captain Dimitar DIMITROV welcomed those present, thanked to the host organization for the excellent atmosphere and introduced the Board. Aims of CESMA were read by President.

### **ITEM 2: ADOPTION OF THE AGENDA**

The Agenda was presented by the President of CESMA capt. Dimitar DIMITROV and adopted.

### **ITEM 3: ADOPTION OF THE MINUTES OF THE 26<sup>TH</sup> AGA (RIJEKA)**

Capt. DIMITROV reminded the audience that the Minutes of 26<sup>th</sup> AGA had been published in CESMA News September 2021 and agreed by the member associations via e-mail. He asked for any amendments or corrections. A minor one was done directly and the Minutes were adopted.

### **ITEM 4: WAR IN UKRAINE – CONSEQUENCES FOR SHIPMASTERS**

Capt. ARDILLON reminded what was discussed during the Council and therefore written on the resolutions. It was said that the masters are facing problems with Ukrainian but also Russian seafarers while onboard. Not to say that the conflict is present onboard, which is not the case, but problems which are generated for masters such as the payment of the wages which is not easily feasible for these crew members. It is also noted that some countries near Ukraine are becoming exile countries for Ukrainian seafarers and their families. Ukrainian and Russian seafarers represent some 14% of world seafarer and relieves are quite difficult. As an example, to embark a Russian seafarer is impossible due to diplomatic problems when this crew member has to travel through several countries before to join the vessel. For Ukrainian seafarers, when still leaving in Ukraine, it is more than difficult for them to leave their country, being enrolled in the army, and for off signers, some prefer to not go back in Ukraine for same reason. It is noted that some manning agencies have organised the exile of families in adjacent countries in order to be able to relief their seafarers and to keep them ready for a next contract. Several members shared their knowledge on same subject. The two first resolutions for 2022 were read again and adopted.

### **ITEM 5: COVID 19 PANDEMIC – EVOLUTION SINCE 2021**

Capt. ARDILLON reminded the mails sent to European Commission. Two main points arose. First is the vaccination of seafarers which is well underway now. However the problem is with the “booster” (3<sup>rd</sup> shot) which cannot be given too early, and deadline time is over when the seafarer sign off the vessel, which makes different tests for seafarer in that case mandatory.

The second point is that seafarers are still very often not allowed for shore leave during calls. Capt. LAKOS, being deep sea pilot in North Sea, related the case is quite frequent, and also that he sometime forbids himself to go ashore while in port due to obligation of tests before to come back on board.

Capt. WITTIG said that Covid will probably never disappear and he is afraid that the solution which will be taken in future will be first to prohibit shore leaves for crew members.

After discussion, it was decided to write to EU Commission to express CESMA’s fears that in that case it would demonstrate that nothing was learnt from the pandemic.

### **ITEM 6: PRESSURE ON SHIPMASTERS**

Capt. BADELL pointed out the pressure on captains. All of us have had a responsibility on board ships as a Master. All of us know what the “Commercial pressure” is: pressure to reach destination on time, pressure to take more cargo, pressure to cross the Suez Canal despite the poor visibility and strong winds, pressure to anchor in not special wide places, pressure to go inside the

port with heavy weather without the Pilot, and all kind of imaginable pressures. Behind almost of accidents there is a Commercial pressure, Ever Given, Costa Concordia, Lose of Containers in the Pacific Ocean East bound, and for sure that all of us recognize this.

During the following discussion, it was underlined that the fatigue also increases the commercial pressure, and also that some time the captain put himself a pressure in order to demonstrate to owner or manager his competence as captain.

The question is what CESMA can do to help captains to rely with this commercial pressure.

#### **ITEM 7: CRIMINALIZATION OF SEAFARERS – PRESENT SITUATION**

Capt. DIMITROV and CONEV related the case of the captain of Panama flagged MV Vera Su to whom was given a 3-year probation sentence. BSMA attempted to approach the captain.

No other new cases were reported by the attendees.

#### **ITEM 8: DIGITALIZATION OF SHIPPING – CHALLENGES FOR SHIPMASTERS**

The focus is put on the fact that all data are kept onboard, which could be good in order to find back info, but captains have to keep in mind that all these data can be sent or taken by shore during a connection. There is a need of assessment of cyber security on board.

#### **ITEM 9: DECARBONIZATION – RESPONSIBILITY FOR SHIPMASTERS**

The item was discussed during the part two of the seminar.

#### **ITEM 10: ANY OTHER MATTER**

Capt. LETTICH came back with the sentence for the trial of JOLLY NERO which should be delivered that day. However the sentence is postponed till 15<sup>th</sup> September.

#### **ITEM 11: RESOLUTIONS 27<sup>th</sup> AGA, GENOA**

Resolutions were shown and read as discussed during the Council. No remarks or changes came during the AGA, resolutions were approved.

#### **ITEM 12: NEXT AGA INVITATION**

Capt. CONEV presented again the invitation from BSMA, Bulgaria for the next CESMA AGA to be held in Varna, Bulgaria in May 2023. Proposed dates, still to be confirmed are 18<sup>th</sup> and 19<sup>th</sup> of May. The confirmation will be sent via e-mail to CESMA secretariat and then CESMA members will be advised in due time.

#### **ITEM 13: CLOSURE BY THE PRESIDENT**

President Dimitar DIMITROV closed the 27<sup>th</sup> CESMA Annual General Assembly and thanks the Italian USCLAC, especially capt TOMEI and GIANNELLI for the organisation and the hospitality.

**Captain Dimitar Dimitrov**  
**President**

**Captain Hubert Ardillon**  
**Secretary General**

### **RESOLUTIONS FROM 27<sup>th</sup> CESMA AGA –6<sup>th</sup> MAY 2022 – GENOA, ITALIA**

**CESMA members attending CESMA 27<sup>th</sup>AGA noted with concern the following seafarers' problems: seafarers who are blocked in the Black sea and the sea of Azov ports, COVID 19 pandemic and its consequences, piracy,safety of ro-ro, ropax and cruise ships, refugees in the Mediterranean, mooring accidents involving approved equipment, continued problem with commercial pressure on shipmasters and safety departments, different practices in simulator training in EU countries, excessive paperwork on board commercial ships and related problems with fatigue and minimum safe manning requirements, decrease of traditional navigational skills, decreased employment of EU seafarers, recent changes in**

**the minimum requirements for sea and port pilots in some European countries and continued accidents with Very Large Vessels. CESMA draws the following resolutions as being of primary importance for shipmasters.**

**New resolution1:Ukrainian STCW certification**

The Assembly notes the dates of validity of Ukrainian STCW certification. CESMA encourages the European Union (EU) Commission to address the expiration of such certification.

**New resolution2:Ukrainian seafarers**

The Assembly notes that Ukrainian seafarers want to attend maritime courses in European Union (EU) countries. CESMA encourages the EU Commission to address the recognition of Ukrainian STCW qualifications to allow for EU course attendances.

**Resolution 3: Covid19 pandemic consequences on crew members and shipmasters**

The Assembly noted with concern the serious problems generated by the Covid19 pandemic regards to seafarers and shipmasters in particulars. The situation created new rules in different countries and ports. Crew changes are still delayed due to difficulties to travel for seafarers, despite calls from UN and IMO General Secretaries, despite also the fact that seafarers are in great majority vaccinated.

This could lead to exceptional mental and physical fatigue for seafarers, with possible effects on safety, security and environment and crew management difficulties for shipmasters and the global supply chain.

Even if some European ports already offer the possibility for seafarers to be vaccinated irrespective of nationality, the Assembly strongly requires EU Administration to encourage the EU Countries and EU ship-owners to facilitate the vaccination of seafarers during calls in their ports. The Assembly urges Port Authorities to accept all the vaccines recognised by WHO and to treat vaccinated seafarers the same way as the vaccinated local citizen.

Too often, even fully vaccinated crew members are not granted shore leave. This can come from Port Authorities under a national law, but it could come also from the pressure put by ship-owners on Captains, by considering them responsible in case the virus come on board after a shore leave.

**Resolution 4: Criminalisation of shipmasters.**

The Assembly again noted that the problem of criminalisation of seafarers and of shipmasters in particular, continues to be a matter of great concern. CESMA requests ship owners and/or operators to always provide legal assistance and adequate insurance for masters, serving on their ships, in case of an incident as a consequence of which they are detained by local authorities, until, at least, a final verdict has been pronounced. The Assembly was also informed of increasing commercial pressure on shipmasters.

**Resolution 5: Shipmasters key role in navigating the ship in VTS control areas.**

The Assembly discussed the safety of ships when navigating in VTS surveillance areas and the current trend to restrict the shipmasters' decisions in favour of more authority by VTS operators. CESMA urges European institutions and national legislative bodies to respect the shipmaster's overriding authority as per ISM Code in saving life at sea, the ship and marine environment.

**Resolution 6: MASS (Maritime Autonomous Surface Ship).**

The Assembly noted the development of autonomous ships and the consequences on seafarers' employability. It noted also that the responsibilities in case of incident are not yet clearly defined. CESMA will remain vigilant on all aspects of autonomous ships and related International Maritime Laws.

**Captain D. Dimitrov**  
President

6<sup>th</sup> May 2022

**Captain H. Ardillon**  
Secretary General



## Confederation of European Shipmasters' Association

Muntplein 10 - 1012 WR AMSTERDAM - THE NETHERLANDS

email : [cesma-eu@introweb.nl](mailto:cesma-eu@introweb.nl)

March, 25<sup>th</sup> 2022

To: EU Commission for Transports  
EU Parliament Groups  
EMSA  
French Ministry of the Sea  
(France being president of EU)

**Subject :** Situation in the Black Sea and Sea of Azov

The situation in the Black Sea and Sea of Azov is becoming more complicated with the developments of the military operations in the area. There are a lot of seafarers on more than 100 foreign-flagged cargo vessels stranded in Ukrainian waters in the Black Sea and Sea of Azov "in the middle of the line of fire". The International Chamber of Shipping and unions have already called for the immediate creation of safe "blue corridors" to enable the ships and their crews to leave without risk of missile or mine strikes. The IMO, which held an emergency meeting last week to address the situation, estimates that up to 2,000 seafarers could be affected. Among them there are a lot of European shipmasters and seafarers. Their families are extremely upset for their life as well as their physical well-being. The food on board stranded ships is decreasing daily and so far there are no possibilities for the shipowners to supply provisions on board the ships and to arrange safe crew changes.

Bearing in mind the existing situation CESMA as well as all the maritime community in our european countries require EU Institutions and Representatives to urge IMO as specialized agency of the United Nations and global standard-setting authority for the safety, security and environmental performance of international shipping to raise the matter in the UN and it's Security Council and to make diplomatic steps to arrange blue corridors to supply provisions and ensure safe repatriation of seafarers on board ships stranded in the Sea of Azov and Black Sea ports in the area with military operations. The ships are flying flags of countries not engaged in the conflict and that's why they should have the right of safe passage as per the UNCLOS.

With that letter CESMA intends once again to express our hope that all International Institutions will ensure safe withdrawal of all the commercial ships from the dangerous area of Sea of Azov and Northern Black Sea and merchant seafarers will continue their work on board ships and will return safely at home upon completion of their contracts.

Yours Very Truly:

Capt. Dimitar Dimitrov  
CESMA President  
IMO Goodwill Maritime Ambassador for Bulgaria,



EUROPEAN COMMISSION  
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate D - Waterborne  
The Director

Brussels  
MOVE.DDG2.D.2/JB

Capt. Dimitar Dimitrov CESMA  
President  
Confederation of European  
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Dear Captain Dimitrov,

I would like to thank you for your letter of 25 March 2022, which you addressed to this Directorate General within the Commission. Let me assure you that the European Commission has been actively engaged in closely monitoring the situation from the beginning of the Russian aggression on Ukraine. As regards maritime transport, we are closely cooperating with the EU Member States, UN agencies as well as seafarers' and shipowners' organizations in order to ensure the safety, security and wellbeing for seafarers affected by the war.

The European Commission and all Member States strongly supported the IMO initiative to establish the so-called blue safety corridors on the Black Sea and the Sea of Azov for the safe evacuation of merchant vessels and of their crews. However, since the military activities are only increasing, any movement of ships in the War Risk Area is strongly discouraged by NATO, also due to the risk of mines as well as overall uncertain security status.

Being fully aware of the gravity of the situation of seafarers stranded on vessels in ports within the War Risk Area and suffering from the lack of essential provisions, the Commission is cooperating with seafarers' charity organizations to order to improve the situation.

I would like to assure you that, just like in the COVID-19 hardest pandemic times, we are doing our utmost to ensure seafarers safe, secure and decent working and living conditions.

Yours sincerely,

*Electronically signed*

Magda KOPCZYNSKA

## 56th EMPA General Meeting, Antwerpen, Belgium 27-28th of April, 2022

In the beautiful city of Antwerp on April 27-28<sup>th</sup> European Maritime Pilots Association (EMPA) made its 56<sup>th</sup> General Meeting. That was the first meeting after the pandemic of COVID 19 of the organization. As one of the organizations with which CESMA keeps close ties from years in these difficult times it's important to mention that at present it's even more necessary all organizations with common interests to work as a team to reach their common goals. During the two days there were more than 80 delegates and presenters of papers and stand exhibition presenters who took part in the event.

CESMA got a special invitation to participate in the meeting from the President of EMPA capt. Erik Dalege. As a special guest I attended all the sessions and meetings during those two days. Following the friendly welcome reception on 26<sup>th</sup> in the evening the meeting started with DeepSea Pilots' Committee meeting in the morning. With the decrease of crew on board ships more and more companies are eager to employ deep sea pilots to reduce the stress and fatigue on their shipmasters and bridge team. Although there is almost everywhere that deep sea pilotage is available in many countries it's still just an exotic. Most popular places to pick up deep sea pilotas are Baltic Sea, Danish Streaths, Norht Sea and English Chaneel. The pilots from Finland advised that deep sea pilotage is regulatory out of scope of their company and is done on voluntary basis from pilots during their free time or retired pilots or masters. Deep Sea pilots from the Norht Sea said that the present level of tariffs is not encouraging employment of deep sea pilots and is an explanation of the shortage of such. There is not yet arrangement for education and training of deep sea pilots and sailing along the ice is not an easy task. Further problems to the service are the disturbances and changes to the system of operation of Danish pilots and difficulties in functioning of Baltic Pilotage Authorities Commission.

During the opening speech of the General Meeting by Capt. Erik Dalege, EMPA President he mentioned Corona pandemic and its influence on pilotage, the crisis in Ukraine and the support of EMPA to our Ukraininan colleagues, member organization of EMPA. The floor was given to Ukraininan seafarer Dimitrii from Odessa working in the past with Ukraininan pilots who told the audience sad stories about the present difficult situation in Ukraine and asked for minute of silence in memory of those who lost their life in the war. Capt. Dalege informed the participants that there are no news from more than 20 pilots from Mariupol since the beginning of war. EMPA members made a campaing and assited with accomodation to several families of Ukraininan pilots. Finally he mentioned the present challenges to the pilots as climate change, cyber security and said that the hot topics will be discussed during the next two days stressing on climate change in the last decades, European Green Deal and the targets of EU institutions to zero emissions in 2050. For the pilots cyber security means the pilots to guarantee availability of data saying that the back up of every pilot is in his head and that's why the industry needs pilots nevertheless the automation.



The opening session continued with a speech of prof. Kurt Bodewig, European Coordinator Motorways of the Sea. He informed the participants about the Sustainable and Smart Mobility Strategy of EU and Ten-T program with the purpose of development and implementation of infrastructure to ensure mobility in Europe. He mentioned the disturbance of world supply chain due to closure of Suez Canal and pandemic situation and the future threat of climate change which need sustainable energy and alternative supplies. There is a

pilot project in Malta Free Port for shore supply of power to ships at berth which is the intention of EU authorities to ensure that in all ports around Europe. The other project is Connecting Europe facility working on reduction of GHG emissions.



The final speech of Ms Maja Markovčić Kostelac, Executive Director EMSA started with safety, security and sustainability of the maritime transport, the goal of Europe to reduce emissions in 2030 with 55 percent stimulating use of alternative fuels. The measures in short time are on shore power supply (OPS) and efficient operation of all the stakeholders in maritime industry. All the changes in the industry require systematic change of training, different knowledge either on shore or on board the ships. The future stem will be Mediterranean to be designated as SECA area. Ms Kostelac mentioned the use of SAFESEANET as powerful tool in the area of digitalisation and automation. The pilot organizations could contribute in the processes by using pilot boats powered by electricity or methanol. She said that coming 20th anniversary of EMSA will be marked with the above mentioned activities.

Capt. Dalege declared the general meeting opened and the first open session began with the presentation of Prof. Stefan Rahmstorf, Professor of Physics of the Oceans, University of Potsdam on climate change. He commenced that far ago in time in 1843 prof. A. V. Humbolt stated that people were changing the climate. Then he presented interesting information about his research in global warming exacerbated in the last decades dangerously to 1.2 degrees C in 2022 and the loss of ice cover which creates drying on Earth. Damien Meadows, Head of Unit, DG CLIMA, European Commission, spoke on the transformation towards zero-emission in Europe. He mentioned the intention of institutions to enforce compulsory OPS for passenger and container ships in ports after 2030 with stay more than two hours alongside. The exemption will be for ports with no infrastructure available.

The afternoon session topic was “Actions Pilots can take in reaching the goals set by the European Green Deal”. Dr. Simon Berrow, Marine Biologist, University College Galway, spoke on what Pilots can do to protect the Marine Environment. His research confirms that noise is considered marine pollutant and asked the audience to send him pictures with dolphins as he is working on monitoring dolphins movement.

The session continued with the more practical presentation of capt. Hywel Pugh, Chairman UKMPA, on the project of the pilots in London for hybrid pilot cutter to work along Thames. He informed that in their pilotage area there are 135 PES covering half of the trade. The exemptions are for small size ships. The diesel hybrid pilot boat Sea Work developed to them is able to do 15 to 19 knots and is carrying batteries of 3 tons. Other measure for reducing the emissions is 10 percent

discount in the tariff to green ships.

On the same topic capt. Henry Caubriere spoke on their project of 100 % electric pilot boat. At FFPM (Federation Francaise des Pilotes Maritimes) they establish Eco Energetic Transition Commission with the target to assist all pilot stations in France on that matter. The commission estimated that emissions from all pilot stations in France are 110768 tons or equal to the work of 81 road trucks per year. In order to achieve the goals for reduction of emissions they refitted 12 m old pilot boat with 6 batteries (1.8 tons weight) able to maintain speed of 12 knots and able to work 1.5 hour and charging of the batteries same duration. At the moment the boat is tested only in good weather and the running cost of the boat are 50 % less than regular pilot boat.

Carsten Wibel from Abeking & Rasmussen delivered presentation on alter-native fuels. He explained so called efuels – hydrogen, methane, methanol, amonia and fuels made from synthetic oil.

The delegates heard the opinion of shipowners and tug owners on that subject via Katalin Dobranszky, the Acting Secretary General of European Community Shipowners' Associations and Anna Maria Darmanin, Secretary General of European Tugowners' Association. The shipowners are fit for 55 Climate Package (55% reduction of GHG emissions from 2030) and they insist on market based measures and energy tax directives. Among the tug owners there is reluctance of implementation of new fuels as the fuel of the future is not known and the investments in the sector are with economic life of 25 years or more which means that if they invest now in new tugs they have to be able to use them after 2050. Wrong investment could create financial difficulties or bankruptcies to the owners. As per their members the smartest way to proceed now is retrofit of existing tugs to be compliant with new emission requirements and proper planning of mooring operations to avoid unnecessary use of tugs.

Capr. Miguel Vieira de Castro, moderator of the afternoon session and Chairman of Technical & Training Committee of EMPA made an overview on measures taken by Member Associations to reduce emissions and conserve energy. He informed the delegates about the survey EMPA made about the optimisation of the energy efficiency of pilot stations – the buildings, use of hybrid or electric cars, speed monitoring of pilot boats, use of bicycles and logistic measures as well.

The first day of EMPA general meeting ended with networking drink and gala dinner at the amazing Fiera restaurant, former Antwerp bourse in medieval ages.

The second day of the meeting began with closed session for pilots only of the Technical and Training Committee of EMPA. The chairman of the committee capt. Migel Castro made short introduction concerning the need for EMPA pilots to have access to European SAFESEANET. EMPA board negotiated with EU institutions the access to be required and granted via national authorities. He advised the participants if any EMPA member has difficulties with access to come directly to the person in EU Commission and he gave the contacts of that person. He continued with EMPA recommendations for ETA information exchange between pilot stations, ships and other stakeholders in the process in connection with energy efficiency.

Another concern for pilots are inspections of pilot ladders during PSC inspections and discussed measures during Paris MOU meeting. For the moment there are differences during inspections in different member states in EU and that requires harmonization of the rules and stricter control during the next safety campaign on VTS. There will be further discussion on safety awareness among pilots, bridge alarm requirement in the ports where alarm in every 2 minutes is distracting the bridge team during maneuvers. The meeting continued with the presentation of our Dutch colleague Arie Palmers on Pilot Transfer Arrangements. He is involved with safety of pilot ladders many years and presented the latest case of incorrect pilot ladder arrangement and rigging. He made several publications on social media and he was immediately contacted by ship owners to settle the problems and in that manner he succeeded in changing platforms for combination ladders (trapdoor arrangement) on board Maersk ships. He mentioned the black market on pilot ladders where the owners buy cheaper ladders with excellent certificate but not compliant. During

discussions on IMO poster on pilot ladder arrangement with Nautical Institute, CHIRP and IMPA 16 errors had been found in the poster and there is on going process of revision of the poster. Our colleague Ewan Rattray after accident lost the possibility to work as pilot and he made excellent article on pilot ladder transfers and problems arising in his article “Snakes or ladders” (<https://www.impahq.org/news/ewan-rattray-snakes-or-ladders>). Another dangerous point is that there is no requirement on minimum requirement for SWL on ladders. Training of young pilots on climbing on pilot ladders is important to create safety culture as in average between 5 and 6 pilots die per year because of improper ladder arrangement. A short video on Dutch pilot training showed example of real training, jump in the water and further retrieval. The analysis of ladder arrangements in the Netherlands shows 50 percent non compliance. Another problem with the safety of ladders is that 30 months validity of the certificate is just a recommendation and usually owners recertificate the ladders. At the moment the only solution is exchange of information between pilots and pilot stations about dangerous ladders. Another detailed analysis on the matter was presented from the French pilot associations by their Secretary General Andre Gaillard. For 20 years period 2001-2021 160 accident with pilots happened in France, 1 pilot lost his life, 3 pilots remained on permanent sick leave, one with amputated leg, 30 cases of pilots falling from the ladder and 4500 total sick leave days. In France non compliant ladder cases are on average 10 percent, quite less than the figure mentioned by the previous presenter. Worldwide on average 1.8 pilots die per year due to fall from pilot ladder. An interesting statement had been made about the practice the pilot boat to stay alongside when the pilot is climbing the ladder. If the ladder is high it's better the boat to be away as it's less dangerous the pilot to fall in the water than on deck.

The open session Digitalisation and Cyber Threats in Pilotage and the Maritime Sector was opened by Capt. Erik Dalege, EMPA President. Erwin Verstraelen, Chief Digital Information & Innovation Officer in Port of Antwerp presented digital nervous system APICA & Port of Antwerp Digital Twin. It consists of drone smart cameras for detection of litter and spills in the port. The digital twin is of assistance to pilots as there is chart application with real time monitoring of port territory and equipment. If there is damage to the quay, bollards, fenders, lock doors, bridges signal is generated from the system and pilots are able to get immediate information and at the same time the maintenance team to plan rectification of the problem. The system gives pilots important information on wind and fog condition thus allowing better planning for the use of tugs. Edward Banks, Policy Officer in DG MOVE spoke on cyber threats with important issues on the dangers from cyber attacks in the industry affecting charts, communication systems, surveillance and monitoring tools. EU institutions are working on Network and Information Security directive to solve the problems arisen in cyber security. Luca Gargano, Project Officer for Maritime Security in EMSA informed the participants on regulatory framework on cyber security in ISM Code and necessity all access point on board the ship to be controlled. For the pilots the most important is to report problems found when they join a ship. Dr. Kimberly Tam, Lecturer in Cyber Security in University of Plymouth presented created in the university risk assessment tool Macra@ in assistance to ships and ports on cyber security in maritime transport. Pierre-Antoine Rochas, Marine Advisor (Safety, Security & Ports) in Armateurs de France spoke on cyber threats to the shipping industry and pointed out the necessity of recovery plan for any situation. To mitigate the risk in France they are doing training, controlled access to the networks with passwords altogether in business sustainability plan. Real measures from the industry were presented by Joost Mathôt, Director Products in Damen Shipyards group.

The afternoon closed session of 56<sup>th</sup> EMPA General meeting continued with internal matters with the stress on the fundamental that pilotage is not commercial service but it is safety service ensuring smooth operation in ports.

**Captain Dimitar Dimitrov  
President**

# FROM THE EDITOR

## 1. Masters



### Captain Prosecuted for Providing False Covid Declaration

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

Hong Kong authorities are proceeding with the prosecution of a ship captain that they charge provided false information about the COVID-19 status of his crew when requesting permission to enter the port. The captain is facing two years in jail if convicted of committing fraud by allegedly deceiving health officials.

The magistrate hearing the case on Tuesday in Hong Kong ruled that the prosecution had provided sufficient evidence of the fraud. In the second phase of the hearing, scheduled for March 15, both sides will submit their closing arguments after which the magistrate will announce the court's verdict.

The captain, Ekarat Timwattana, age 53 and a citizen of Thailand was in command of a 56,000 dwt bulker named Thor Monadic owned by Thorsen Shipping of Singapore. The vessel arrived in Hong Kong on August 24, 2021, during an outbreak of the COVID-19 virus. The captain submitted a health statement to the authorities declaring that none of the 23 crew members aboard the vessel had fallen ill during the three-week voyage from Indonesia.

The vessel was granted a health clearance but the prosecution contends that two crewmembers were already displaying severe symptoms of COVID-19. In the midst of a surge in cases, Hong Kong identified a cluster of cases linked to the Thor Monadic. Fifteen of the 23 crewmembers, including the captain, tested positive for COVID-19. Health authorities told the magistrate that they conducted a screening of the crew and provided inpatient treatment for crewmembers that became severely ill. They said the efforts cost \$140,778, although admitted that the Singapore shipping company paid most of the expenses.

Prosecutors argued that the captain was in contact with the ship's agent in Hong Kong before arriving inquiring about the cost of COVID-19 testing. They allege that the captain knowingly was concealing the health of the crew because he wanted to get onshore medical care and not to be quarantined aboard the bulker. After the cases were identified, health authorities moved the 15 crewmembers who tested positive to a hospital while the eight remaining crewmembers were quarantined on the vessel.

The defense argues that the captain had no intention to defraud the authorities. They admitted that he applied for a "free pass" while saying that the language of the regulations was unclear regarding "pandemic-free passes."

The captain was taken off the ship and arrested by the Hong Kong authorities in September 2021. He was released on bail but ordered to remain in the city to await trial. The case was originally scheduled to be heard in November. The charges of fraud normally are punishable by up to 14 years but because the case is being heard by the magistrate, the maximum penalty is capped at two years.

## 2. Incidents



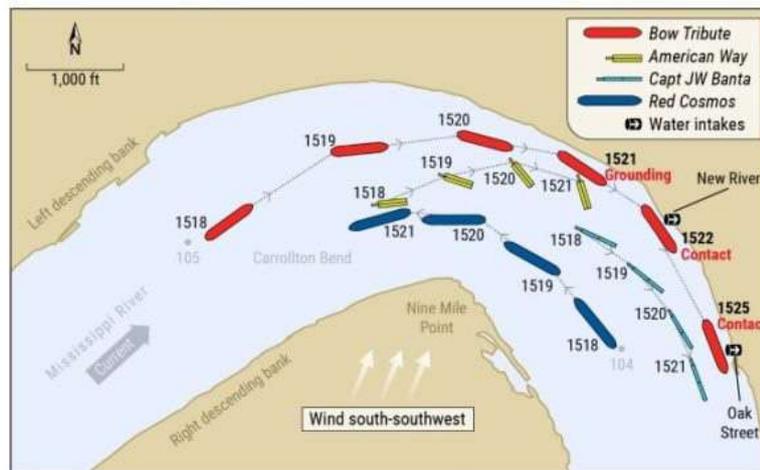
### Grounding of Tanker Overtaking Tow In Mississippi

Published Apr 15, 2022 by **GCaptain**

A tanker pilot's decision to overtake a tow in a large bend on the Mississippi River with multiple nearby vessels and during high-water conditions led to the tanker's grounding, the National Transportation Safety Board (NTSB) said Thursday.

The NTSB issued Marine Investigation Report 22/11 detailing its investigation and findings into the March 16, 2021 grounding of the tanker Bow Tribute and subsequent contact with the fender systems protecting two river intakes owned by the city's sewerage and water board.

The Bow Tribute was transiting downbound in the Lower Mississippi River when the vessel grounded while attempting to overtake a two-barge tow in a river bend. No injuries or pollution were reported, but damages totaled over \$1.9 million, including \$986,400 in damages to the vessel and \$926,100 in damages to the fender systems.



The tanker was being piloted by a New Orleans-Baton Rouge Steamship Pilots Association (NOBRA) pilot and had a 27-person crew on board at the time of the accident. Ahead of the tanker, also traveling downbound, was the towing vessel American Way pushing two empty barges with a crew of four.

The NTSB investigation revealed the two pilots agreed the tanker would overtake the tow at Nine Mile Point, within the Carrollton Bend. There was also additional traffic in the area of the American Way, including the downbound towboat Capt JW Banta pushing two barges and the upbound bulk carrier Red Cosmos.

While rounding Nine Mile Point ahead of the Bow Tribute, the American Way tow began to slide in the bend and into the path of the overtaking tanker. The American Way's pilot could not maintain the tow's position in the center of the river, nor power or steer it out of the slide in sufficient time to allow space for the Bow Tribute, which was traveling at double the speed of the tow. As the distance between the vessels continued narrowing, the pilot steered the tanker clear of the American Way.

Shortly after the grounding, the Bow Tribute struck sequentially two spud barges that were part of a fender system protecting the river intake pipes.

The pilot on the Bow Tribute told investigators that he kept the vessel near the shoreline because he could no longer see the American Way under the tanker's starboard bow.

The NTSB determined the probable cause was the pilot's decision to overtake a tow in a

large river bend occupied by multiple vessels during high-river conditions with a strong following current. Contributing to the grounding was the ineffective communication between the pilot of the Bow Tribute and the pilot of the towing vessel American Way regarding where the overtaking maneuver would occur.

“Clear, effective, and unambiguous radio communications should be used, especially during high traffic and dynamic conditions such as overtaking in a bend,” the report said.

Marine Investigation Report 22/11 is available on the NTSB’s website.

### 3. Crew



#### **Singapore Allows Shore Leave for Vaccinated Seafarers**

Published Apr 1, 2022 by **Seatrade Maritime**

With Singapore dropping quarantine requirements for all vaccinated travellers, shore leave will now also be granted for seafarers in vessels calling at one of the world’s busiest ports.

The Maritime & Port Authority of Singapore MPA circular said that fully vaccinated ship’s crew visiting the port would be granted shore leave from 1 April 2022. Proof of full vaccination and negative Antigen Rapid Test (ART) within the previous 48 hours will be required.

With the good news for seafarers, who have unable to take shore leave in Singapore during the least two years of the pandemic, drop-in centres will also be re-opening. The Mission to Seafarers Singapore (MtSS) run centre at Jurong Port will be re-opening on 15 April.

“We’re delighted that things are opening up for seafarers,” said Toh Soon Kok, Port Chaplain for MtSS. “It is the accessibility for shore leave that would affect the re-opening of our drop-in centres. MPA has approved seafarers to come to our drop-in centres with the conditions they possessed an Allow To Land pass.



#### **Seafarer Job Satisfaction Falls to Eight Year Low**

Published Apr 28, 2022 by **The Maritime Executive**

While the crew change crisis has fallen out of public view as the COVID-19 pandemic stabilized and recede, many of the same issues continue to weigh heavily on seafarers. The latest Seafarer Happiness Index revealed that job satisfaction and overall happiness among seafarers have declined to an eight-year low.

“It’s hugely concerning to see seafarer satisfaction decline quite significantly in our latest Seafarers Happiness Index report, though unsurprising,” said Revd Canon Andrew Wright, Secretary-General of The Mission to Seafarers, organizers of the quarterly survey of more than 10,000 seafarers. “There are still actions that can be taken to improve seafarers’ quality of life. It is important to listen to and learn from seafarers’ experiences, to not only empathize with them but work together to find practical solutions that will improve life at sea.”

While it is not news that time at sea and the seafarer career is challenging, the survey points

to troubling trends currently. The index's measure of overall happiness decreased from 6.41 to 5.85 in the first quarter of 2022 with levels dropping across all categories. Seafarers reported dissatisfaction with working conditions, wages, living conditions and specifically food and the ability to remain fit onboard, training, ability to remain in contact with family ashore, and access to shore leave and the availability of welfare facilities on shore.

Two years after the outbreak of COVID-19, seafarers are still feeling the effects according to the report. With the waves of the Omicron impacting different countries during the first quarter, the index highlights seafarers who continue to face a maze of different regulations, ongoing port restrictions, and in many cases limited or no shore leave. Even when seafarers do get ashore, the report said many facilities are closed due to national restrictions, leaving them without support or basic services.

Adding to the continuing strains from the pandemic, Russia's invasion of Ukraine reportedly also took a toll on seafarers. The report points to Ukrainian and Russian seafarers often working side by side on ships as well as concerns about families at home. "Crewmembers from a host of nations including Ukraine, Poland, Romania, and Bulgaria, expressed concerns about tensions on board, which has implications not only for social cohesion on board, but safety too," writes the report. Further, as the conflict has dragged on for two months, the Mission to Seafarers believes tensions appear to be rising.

Other issues identified by the new report are more constant concerns in the industry. They highlight employment rights, contractual issues, contract extensions that were frequently mentioned by seafarers, and the mental health strains of not being able to contact family members while away at sea.

„The substantial drop in seafarer happiness should be a wake-up call for the industry – we rely on seafarers every day for so much of what we take for granted – and yet, morale across the board has dropped,” said Capt. Yves Vandeborn, Director of Loss Prevention, at the Standard Club, one of the sponsors of the report. „The few positive comments from seafarers in this Seafarers Happiness Index should also be emphasized to show the importance of caring for our seafarers and how a small investment can go a long way.”

The report highlights a few elements taken to improve welfare and morale on board. Some seafarers highlighted the efforts to make life at sea more comfortable. The mentioned vessels having funds allocated for wellbeing events and activities. Among the examples cited were weekly crew gatherings, quizzes, karaoke, sports, TikTok video making, movie nights, and barbecues. Based on an analysis of the data, the report concludes, “there is a clear correlation between good connectivity, high-quality food, time for rest, recuperation and recreation, and the happiness levels of those on board.” They recognize the combined effects of many issues weighing on seafarers, urging ship owners and operators to focus on welfare and perennial problems including shore leave, connectivity, food, and exercise to improve morale among their crewmembers.

#### How happy about access to shore leave? 4.14 ↓ from 4.63

The issue of shore leave has been hugely, perhaps fundamentally, impacted by the COVID-19 pandemic. For this reason, the responses are usually the lowest across the data set.

It is no surprise, therefore, to see this issue once again perform so poorly. Time and time again, respondents stated “no shore leave”, “port restrictions”, “no access”, and variations of a very similar theme.

While this is a seemingly universal issue for seafarers at the moment, it is important to assess

Happiness levels since start of 2021



what impact this has. One respondent captured the mood well, stating, “due to covid-19 restrictions of different port of calls nowadays, seafarers have no access to shore leave which makes us very unhappy. We cannot unwind or release work pressures within the ships”

#### 4. Environment



#### Drones Monitoring Ship Emissions in the Baltic Sea

Published Apr 13, 2022 by **Marinelink**

A fleet of high-tech specialized aerial drones will be deployed to monitor emissions from commercial ships in the Baltic Sea.

Scheduled to kick off later this month, the large-scale campaign is being led by Germany’s the Federal Maritime and Hydrographic Agency, together with the European Maritime Safety Agency (EMSA).

Over a three-month period, specially equipped remotely piloted aircraft will take off from the German Armed Forces’ Staberhuk site on the east coast of Fehmarn and fly over selected ships operating in the Fehmarn Belt and the Kadetrinne/Kadetrenden to measure the sulphur content of their exhaust plumes. In this way, it will be possible to infer the sulphur content of the ship’s fuel, which must not exceed a level of 0.10% in the Baltic Sea Emission Control Area (SECA).

The measurement results will be made available in real time to responsible authorities in all European ports via THETIS-EU, the Port State Control information system operated by EMSA, so that ships can be specifically selected for inspection at their next port of call and samples of the fuel can be taken. If violations of the strict sulphur limits can be proven, those responsible face heavy penalties.

In addition to ship exhaust gas measurements, multispectral aerial imagery will be acquired. For shallow waters, bathymetric values can be extracted from images. Furthermore, imagery allows for three-dimensional mapping of the shore zone. The drone survey campaign will investigate whether aerial imagery can provide complementary information for the German hydrographic surveying service.

The drone flights are operated by the Norwegian company Nordic Unmanned on behalf of EMSA. The sensor technology and analysis capabilities for the emission measurements is supplied by the Danish company Explicit ApS.



#### LNG Carriers Account for a Quarter of Shipping Emissions in the Arctic

Published May 5, 2022 by **Gemini News**

In 2021, just 26 natural gas tankers cruised through Arctic waters, as compared to the hundreds of fishing vessels that also ply these rich fishing grounds.

But the giant tankers, which can be 300 meters long or more, account for the largest share

of CO2 emissions by far, new analysis shows. While combined ship traffic in the Arctic region emitted 2.8 million tonnes of CO2 in 2019, the tankers accounted for 788,000 tonnes (almost 28 percent).

“Even though fishing vessels far outnumber natural gas (LNG) tankers, gas tankers are responsible for nearly 30 percent of all CO2 emissions from ship traffic in the Arctic,” said Ekaterina Kim, an associate professor at NTNU’s Department of Marine Technology, who conducted the study. “And the number of tankers operating in the Arctic has increased from 4 to 26 since 2017.”

The numbers matter because climate change is shrinking the Arctic ice cover, making it easier for ships to travel along the northern coast of Russia, known as the Northern Sea Route. The most current estimates suggest that most of the Arctic Ocean could become ice-free during the summer as early as 2050.

Any increase in ship traffic will increase the pollutant load in the Arctic, which is one of the most vulnerable environments on the planet. The UN Ocean Decade began last year, with a focus on clean oceans. But as both summer and winter ice cover shrinks, more and more ships of all varieties, including cruise ships and fishing vessels, are finding their way north and increasing their operational season –releasing increasing amounts of CO2 and other air pollutants, Kim said.

#### *Ship traffic and emissions data*

Kim conducted her research using Arctic Ship Traffic Data (ASTD), which is collected by the Protection of the Arctic Marine Environment (PAME) group, one of six working groups of the Arctic Council. The Arctic Council is an intergovernmental forum that works on issues facing the eight Arctic nations and indigenous people of the north.

“The overall objective of our team at the Department of Marine Technology is to contribute with new knowledge needed for safety of maritime activities in the Arctic as well as for protection of the Arctic marine environment through reductions in emissions and supervisory risk control,” Kim said.

PAME reports that shipping in the Arctic increased by 25 per cent between 2013 and 2019. Kim’s assessment mainly looked at what is called the Polar Code area. The Polar Code area is defined as the waters north of 60 degrees N, but excluding areas around Iceland, the Norwegian mainland, Russia’s Kola Peninsula, the White Sea, the Sea of Okhotsk, and Prince William Sound in Alaska.

During the same period, however, the aggregated nautical miles that vessels travelled in the Polar Code area increased by a whopping 75 per cent, to 10.7 million nautical miles.

Kim has now expanded on this information by analyzing ship type, vessel behavior, and traffic numbers from as recently as 2021, along with emissions data for CO2, oxides of nitrogen (NOX), sulphur dioxide (SO2) and particulate matter (PM) up to 2019.

#### *Increased numbers mean more pollution*

Kim said that one of the issues to consider is that as ships get bigger or their number increases, so does pollution.

“We do expect to see numbers drop for sulphur dioxide in some Arctic areas as new regulations reduce the amount of sulphur allowed in ship fuel oil,” she said. “However, when it comes to ships using heavy fuel oil there are a number of loopholes that allow individual states to waive some regulations, so we don’t know how this will develop.”

Pollution from the large gas tankers isn’t expected to drastically drop in the Arctic, however, because they use heavy fuel oil, she said, which is not currently covered by the new regulations.

Additionally, the operational season for gas tankers is expanding. ASTD data shows that the gas tankers operate seasonally (mainly from July to November) along the Northern Sea Route, but the window during which they can travel has increased. In 2021, for example, gas tankers also travelled through the NSR in January, February, and December.

### *Efficient transport?*

The Northern Sea Route along the coast of Russia offers ships travelling from Europe to Asia a shortcut that can be as much as 40 per cent shorter than conventional routes through the Suez Canal, for example. Transit times can also be cut by as much as 10-15 days.

Nevertheless, the NSR still poses some challenges. The ice can be unpredictable, and sometimes ships may need the assistance of an icebreaker or an ice pilot, which can increase costs and transit time. And if the ship runs on any type of fossil fuel, there will be additional CO2 and other emissions associated with the increased transit time.

And even though shipping companies are generally interested in cutting costs, the PAME data show that ships don't travel in ways that always make sense, as Kim discovered when she looked at different shipping tracks.

"You would expect freight transportation to move from A to B via the shortest and (or) safest way. But a detailed study of this behavior shows that ships in the Arctic sometimes move in unusual ways, for no apparent reason," she said.

Kim says these patterns suggest that operations could be optimized to minimize fuel consumption and thus emissions.

"Captains could be given incentives to motivate them operate in a 'greener' way, such as by avoiding unnecessary maneuvers," she said.

### *Fishing vessels also contribute*

With roughly 600 fishing vessels operating in the Polar Code area, it shouldn't be a big surprise that these ships accounted for the biggest share of CO2 emissions before 2017, around the time that the number of LNG tankers really began to expand, Kim said.

CO2 emissions from fishing vessels peaked in 2019, with emissions just over 470,000 tonnes, Kim's analysis showed. But in that same year, releases from LNG tankers topped 790,000 tonnes – and this from just 24 tankers.

When Kim looked at emissions from just the Barents Sea Large Marine Ecosystem area, which is off the very northern coast of Norway and Russia, she found that fishing vessels and LNG tankers had similar CO2 emissions in 2019 (557,000 tonnes and 704,000 tonnes, respectively). The Barents Sea area was also the area that had the highest emissions overall in the entire Polar Code area.

Svalbard is another area where fishing vessels are active. Kim found that while the number of fishing vessels is decreasing, the pollution levels around the archipelago have remained the same because the size of the fishing vessels is increasing, she said.

Kim also says that cruise ship sizes around Svalbard are also increasing, since cruise ship numbers have gone down even though pollution numbers have stayed the same. There was a spike in SO2 emissions in 2019 from these ships, but the advent of the coronavirus meant that no cruise ships traveled to Svalbard in 2020 and only a few in 2021.

### *Worse in the Baltic Sea*

While it's important to reduce Arctic emission levels as much as possible, Kim points out that the overall emissions there are much lower than in more populated areas farther south.

"For example, ASTD data shows that in the Finland and Sweden EEZ (Exclusive Economic Zone), passenger vessels contribute between 600,000 to 700,000 metric tonnes CO2 every year from 2012-2019," she said. "This is nearly as much as LNG carriers in the Arctic, but is concentrated in much smaller areas."

Kim says, however, that it's important to keep in mind that the Arctic remains relatively pristine compared to more populated areas farther south.

"Shipping in the Arctic brings with it light pollution, noise, marine litter, and more," she said. "Only zero activity has zero pollution . . . Ship traffic and pollution numbers keep rising, and the Arctic is melting fast. So can regulations keep up with the changes?"

## 5. Safety/Security



### Accommodation Ladder Failure

Published Mar 10, 2022 by **CHIRP Maritime**

The CHIRP (Confidential Human Factors Incident Reporting Programme) Charitable Trust recently highlighted an underappreciated safety risk: accommodation ladder failure.

In a recent incident reported to CHIRP, a pilot boarded a ship using a combination rig. After their embarkation, and while the accommodation ladder was being recovered, the wire falls parted, and the accommodation ladder dropped to the sea and trailed in the water as the vessel was underway to the port. The master alerted the pilot to what had happened when the pilot reached the bridge.

A subsequent inspection revealed that the bolts securing the wire had failed. A full port state control inspection took place the next day following a report on the incident. The accommodation ladder had been inspected by a classification society 18 months earlier.

The master undertook remedial action with respect to the accommodation ladder and the fall securing.

#### CHIRP Comment:

The accommodation ladder is often perceived by ships' crews to be less of a risk because it is a robust structure and viewed as a part of the hull's structure. Because of these factors, accommodation ladders can be overlooked when undertaking ladder maintenance, especially items such as the hull fixtures to which the wires are affixed. Like the pilot ladder, it is often difficult for a pilot to fully appraise the safety standards of the accommodation ladder's fittings prior to boarding. This incident shows it is also an area of vulnerability and CHIRP wants to highlight this.

Many vessels, especially bulk carriers and tankers, have accommodation ladders that are positioned on exposed areas of the main deck where heavy seas and spray, combined with cargo residue and dust, can affect the fixtures and fittings and bring about accelerated corrosion. Access is often difficult, hampering inspections and maintenance. Design is a significant latent factor in this incident, which could have had extremely severe consequences for the pilot.

The photographs shown below highlight another failure of a gangway that has just occurred at the time of writing this report where the gangway wire had parted just after the pilot boarded the vessel.

SOLAS regulation II-1/3-9 states that all wires used to support the means of embarkation and disembarkation shall be maintained as specified in SOLAS regulation III/20.4 which states that falls should be 'renewed when necessary due to the deterioration of the falls or at intervals of not more than 5 years, whichever is the earlier'.

Reducing the periodicity for changing the falls to between 18 and 30 months for vessels that have accommodation ladders in these exposed areas should be considered, as should changes to the design for securing the falls. However, thorough maintenance must always be provided to the wires, sheaves and fixtures no matter how difficult the access to the wires may be.

The International Chamber of Shipping's (ICS) publication "Shipping Industry Guidance on Pilot Transfer Arrangements, Ensuring Compliance with SOLAS" very clearly describes the safe rigging requirements for pilots, including outlining the responsibilities for shore and on board management plus details for rigging of trapdoor arrangements for combination ladders which is described in IMO resolution A.1045(27).

Some shipping companies employ a permit to work (PtW) system for pilot boarding operations and CHIRP strongly urges all companies to consider adopting this idea as best practice: it is not onerous and can easily be added to the SMS. It would provide assurance to pilots that the vessel takes their safety seriously.

«Pilots have the right to decline to board vessels offering defective boarding arrangements, which can result in serious delay [and] lead to a full port state control inspection with the risk of delay and financial penalties,» ICS notes.

The ICS publication makes a very important point with respect to human behavior: "a pilot who has climbed a correctly rigged ladder, and attended by an officer and a deck party, will be in the right frame of mind to give their best attention to the safety of the vessel." In effect, the pilot's integration into the bridge team starts at embarkation, and not when they arrive on the bridge.



### **‘Potentially Catastrophic’ –Container Loaded with Discarded Lithium Batteries Catches Fire Enroute to Port**

Published Mar 10, 2022 by **Mike Schuler**

The U.S. Coast Guard is warning about the hazards of transporting discarded lithium batteries after a container illegally loaded them caught fire while en route to the Port of Virginia, where it was set to be loaded onto a ship.

Thankfully the container was not loaded on a ship at the time. Rather, the container was being transported on a chassis from Raleigh, North Carolina when the batteries caught fire on the highway on August 19, 2021, resulting in loss of the cargo and significant damage to the shipping container.

It seems shipping industry may have avoided another disaster since the container was intended for a maritime voyage to a port in China via a foreign-flagged containership.

Upon initial investigation of the container, the responding fire department determined that the heat produced from the fire burned hot enough to create a hole through the metal container's structure.

The bill of lading listed "computer parts," not lithium batteries, making responding to the fire more challenging. The Coast Guard said the incident could have been potentially catastrophic had the container caught fire after being loaded aboard the container ship.

Further investigation by the Department of Transportation (DOT) and Pipeline and Hazardous Materials Safety Administration (PHMSA) determined that the shipper failed to properly placard, label, mark and package the lithium batteries, and identified the cause of fire to be residual charge/full circuit, which led to a thermal increase.

A Coast Guard Marine Safety Alert, Safety Alert 01-22, has been issued to increase awareness about the hazards of transporting and discarding lithium ion batteries.

The safety alert comes after the loss of the Felicity Ace car carrier, which was reported to be carrying electric vehicles with lithium ion batteries when it caught fire and sank in the Atlantic Ocean. Although the cause of the fire is yet to be determined, officials said the burning lithium ion batteries had complicated firefighting efforts.

## 6. Technical

### **Bad Bunkers: Ships Suffer ‘Blackouts’ Linked to Singapore Fuel Suppliers**

Published Apr 1, 2022 by **Reuters**

SINGAPORE, April 1 (Reuters) – A major bunker fuel contamination has affected at least 14 shipping vessels that received high sulphur fuel oil (HSFO) from Singapore, fuel and oil testing firm Veritas Petroleum Services (VPS) said.

The company said an increasing number of ships were getting affected by the tainted bunker fuel after 34 vessels were identified to have received HSFO deliveries from two unnamed Singapore suppliers over the last two months that were contaminated with up to 2,000 parts per million (ppm) of chlorinated hydrocarbons.

“The impact has been failure of the fuel system to the auxiliary engine resulting in loss of power and propulsion creating a blackout,” VPS said in a document seen by Reuters.

Such incidents could affect bunker fuel demand at Singapore, the world’s largest marine refueling, or bunkering, hub.

VPS and the Maritime and Port Authority of Singapore (MPA) did not respond to Reuters’ requests for comments.

VPS said the delivered HSFO actually met the ISO 8217 specifications upon each delivery, but a deeper screening method identified the fuel contaminants.

The fuel contamination would likely have significant impact upon ship operators, in terms of costly damages and repairs, voyage delays and time-consuming claims, VPS added.

One shipowner in Asia, who declined to be named due to sensitivity of the matter, said the issue is going to hit scrubber-fitted vessels using HSFO bunkering in Singapore. Scrubbers are equipment used to reduce sulphur emissions.

Users of low-sulphur fuel oil are unaffected, he said.

“Using contaminated HSFO as a bunker fuel, a ship might have to end up at a nearby port to make arrangements, which would basically delay the voyage by a few days,” a Singapore-based shipbroker said.

### **Singapore traces bad bunkers to Khor Fakkan cargo**

Published May 6, 2022 by **Seatrade Maritime**

Singapore authorities say contaminated fuel bunkered by around 200 ships in the port originated from a fuel oil cargo loaded in the Port of Khor Fakkan, UAE.

Heavy sulphur fuel oil (HFO) supplied by Glencore and PetroChina to ships in Singapore in March contained high concentration levels of Chlorinated Organic Compounds (COC) which are not part of standard bunker tests or ISO standards. By the time the alarm was raised round 200 ships had bunkered with the contaminated fuel and 80 reported engine, fuel pump and other issues.

In an update to investigations into the cause the Maritime & Port Authority of Singapore (MPA) reveal the chain involved in the fuel purchased by Glencore Singapore Pte Ltd. in January and February this year. Glencore purchased the fuel through Straits Pinnacle Pte Ltd, which contracted supply from Unicious Pte Ltd. “The contaminated HFO was loaded at the Port of Khor Fakkan, United Arab Emirates (UAE) onto a tanker and shipped to floating storage facilities in Tanjung Pelepas, Malaysia to be further blended,” MPA said. The blended HFO containing the

contaminated fuel was then delivered to storage facilities belonging to Glencore in Singapore, and in turn Glencore sold part of the cargo to PetroChina. Both then sold it to ships in the port.

The Singapore authorities have tested samples from the tanker that delivered the fuel from Khor Fakkan, fuel blending and storage facilities. “Fuel onboard the tanker was found to contain high concentrations of COC, of up to 21,000 ppm,” MPA said. Forensic analysis then matched the fuel in the tanker that delivered the fuel from the Middle East to that supplied to a number of affected ships bunkering in Singapore. “The forensic fingerprinting analysis established with reasonable certainty that contaminated fuel onboard affected ships had likely come from the same source of fuel onboard the tanker that was loaded at Port of Khor Fakkan, UAE,” MPA stated.

Testing for COC is not required as part of tests to ensure fuel complies with international standards, so while Glencore and PetroChina did test the fuel the contamination was not detected until ships started to experience problems. “In light of this incident, MPA encourages bunker buyers to request for enhanced fuel testing for COC from their bunker suppliers. MPA is also conducting further testing of both Glencore and PetroChina’s fuel samples,” the authority said.

## CESMA LOGBOOK (2022-2)

We were represented at the following occasions:

- 25 MARCH LETTER TO EU COMMISSION (Situation in Black Sea and Sea of AZOV)  
27-28 APRIL EMPA GENERAL MEETING, ANTWERP, BELGIUM  
6-7 MAY CESMA COUNCIL & AGA, GENOA, ITALY  
17-19 MAY AVCCMM INTERNATIONAL CONGRESS, BILBAO, SPAIN  
(500<sup>th</sup> Magellan World Tour)

### On the front page:

Ever Forward – Felicity Ace – CESMA AGA (Presidents USCLAC & CESMA) – CESMA AGA (Part assistance at Seminar)

(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

### ANNUAL SUBSCRIPTION:

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

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

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