CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

CESMA NEWS

SEPTEMBER 2024

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SEPTEMBER 2024

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A SUMMER OF MISSILES AND BLOOD

What to remember from these last summer months? At last May's CESMA AGA in Rotterdam, we spoke about safety and security risks on commercial ships, in ports, as well as in certain navigable parts of the world.

Risks that have translated into reality in recent months.

Safety on board: According to Intermanager, there is an increase in "Enclosed Spaces Entry" casualties on vessels. Also fire and explosions ripped through the tanker Elisabet Satu with five crew reported to have burned to death in the engine room and others being seriously injured.

Port safety: You should watch and rewatch the video of the explosion of a container during the loading operation of the YM Mobility in Ningbo, and take note of the lack of information regarding the quality of the contents of this filled container, obviously, with dangerous goods. Proof that sometimes, to not say often, the precautions and exchanges of information are not the strictest. Fortunately no deaths or serious injuries were reported, but it could have been much worse.

Security: The Saunion tanker attacked by missiles fired by Houthi rebels is one of (too) many examples of attacks perpetuated against commercial ships in the Red Sea and Gulf of Aden. Other examples, for this part of the globe, could have been cited, but this one, even if it fortunately did not generate any casualties among the crew, posed an incredible environmental risk in the Red Sea.

The bulk carrier Aya was reportedly attacked by Russian missiles in the Black Sea while in transit from a Ukrainian port to a Romanian port.

In these two cases, and the others not mentioned, the attacks were perpetuated against commercial ships, armed by crews unable to defend themselves. Innocent victims of a murderous madness.

What to do when to respond to missiles, vessels are equiped and armed with fire hoses, even under pressure, thanks to the ISPS code...

And we will be surprised that after all this, there is a malaise in the well-being of seafarers. Following the Norwegian insurer Gard, there is a worrying 11% of crew fatalities recorded on its insured fleet in the five years between 2019 and 2023, and due to suicide.

Also as a consequence, there was an increasingly pronounced shortage of officers and crew members.

Fortunately, there is still hope that all this will end one day. Hope, what a lovely word…The day of AGA commences with a seminar opened in the morning by Capt. Leen van ENDE, President of NVKK. After some safety measures, he welcome and thanks all speakers and assistance for their coming, having no doubt that the scheduled presentations will be very useful for all captains.

Capt. Hubert ARDILLON
Secretary General

SEMINAR HOLD BEFORE 29TH ANNUAL GENERAL ASSEMBLY ON 24TH MAY 2024, AT THE MARITIEM MUSEUM IN ROTTERDAM, THE NETHERLANDS

The day of AGA commences with a seminar opened in the morning by Capt. Leen van ENDE, President of NVKK. After some safety measures, he welcome and thanks all speakers and assistance for their coming, having no doubt that the scheduled presentations will be very useful for all captains.

Then Capt. Dimitar DIMITROV, President of CESMA, addresses also some words, mentioning the most important problems of captains: the wars in Gaza strip and in Ukraine; the increasing stress on board ships with increased administrative burden; the shortage of well prepared seafarers on board ships which forces shipping companies to employ seafarers from

non traditional maritime countries, which leads to differents nationalities, cultures, religions and behaviours on board a single vessel – with the consequence of difficulties to sail safey and securely; the armed attacks on commercial ships and crews taken as hostages; digitalization and automatisation changing life on board, new generation of seafarers coming with new skills but also with new mentality, but having few knowledges on traditional skills.

The the floor is given to the speakers.

1st speaker, Mr Harold ROSENBOOM, Manager Port Traffic Handling – Port of Rotterdam

Title: Port Call Optimization (PCO)

PCO is on the top of agenda in most ports, when not already implemented. Because when impleted, properly, it can reduce the amount of CO2 emissions, PCO is one of the key solutions to enable a certain level of sustainability.

International Taskforce PCO (ITPCO), is a neutral coalition of martime organizations dedicated to reduce nad optimize vessel movements from berth to berth and port stays within ports.It is composed by Industry partners such as shipping and agents and ports (terminals, pilots, bunkers) and Standard partners such as UKHO is international: one port of call but one global network. That means that whatever you are in the world, you are able to speak the same language with the next port of call.

ITPCO tends to optimize such movements and stays by standardizing the exchange of nautical, administrative and operational data between ship and shore. The standard processes, after agreement by all parties, are submitted to the IMO for global adoption.

ITPCO identifies some activities as influencers on Carbon Index Indicator (CII):

- Optomize speed between ports
- Improve ship/berth compatibility through improved Port Master Data
- Enable ship deadweight optimization through improved Port Master Data
- Facilitate immobilization in ports
- Facilitate hull and propeller cleaning in ports
- Facilitate simultaneaous operations in ports
- Optimize port stay by pre-clearance
- Improve planning of ships calling at multiple berths in one port

Different data elements are defined:

- Nautical data (IHO): port depths and water levels – port infrastructure – port information
- Operational data (IMO): arrival and departure times at berth AND pilot boarding place – starting and completion times of vessel and cargo services

- Administrative data (IMO): IMO FAL forms – IMO Port Facility Number

Locally in Rotterdam Nautical information (depths, tides, port infrastructures such as number of bollards and loading arms) and Operational planning are already improved, and Administratively by the use of European Maritime Single Window (MSW).

About nautical planning, four directions have been formalized: utilisation of current capacity of nautical services, harmonization of the capacity of nautical services, reducing of the impact of peak demands, reducing of the idle time of ships and berths.

Success of improvements can be measured on three points:

- Safety: number of ships at anchor, number of miles between geofence Port passage Planning Area and Pilot Boarding Place (or anchorage), number of terminals and berths in electronic navigational charts, accuracy of wind prediction.
- Efficiency: delta between previsionnal time of arrival at berth versus actual time, delta between previsionnal time of departure berth versus actual time (both based on AIS/First line), causes of delta analysis.
- Sustainability: speed over ground when passing Port passage Planning Area (PPA) versus speed to maintain after passing PPA, number of ships and hours at anchor, number of miles of tugboats between lay by and ship.

2nd speaker, Mr Hans van DRIEL, Pilot Rotterdam

Title: Pilotage in the Rotterdam Rijnmond area

Pilot is a specialist on board. As per the Dutch Pilot Act, the Pilot is an advice to the Master. He has the local knowledge (on depths, tides, weather, berths, faiway dimensions, jetties, regulations, traffic, streams), but also for the communications. He is experienced and routine in maneuvering, and he has an important role in safe and smooth traffic handling.

To conduct piloting, Pilot should have the knowledge on the use of navigatin equipment (own's and ship's one), on laws and regulations (local and international), plus a good cooperation with nautical service providers.

Knowing that Master is always responsible for his ship, crew and cargo, the Pilot should also have a good ccoperation and harmonization with the bridge team. That means a cultural awareness, a definition of who is doing what, which of course shold be monitored and adjusted during the navigation.

To be able to perform such duties in a good manner, pilots are following Maritme Ressource Management courses time to time.

Rotterdam-Rijmond pilotage represents 228 pilots for 58 000 pilotages a year. It secures the safey of the environment and the people in the Rotterdam-Rijnmond region. It is a publix task, legally secured in Dutch Piot Act. It deserves several areas, all depending of the competences

in time and training, such as Europoort, Stad/Botlek, Dordt/moerdijk, Calandbrug, Geul, LNG, Scheveningen. Of course Rotterdam-Rijnmond pilotage is following the IMO Required Boarding Arrangements for Pilots.

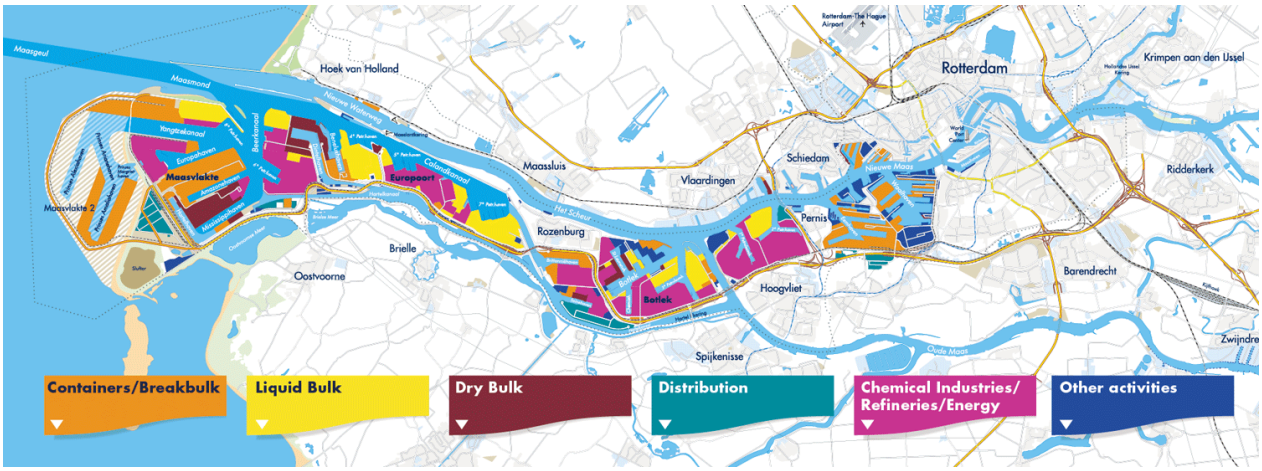
Rotterdam-Rijnmond pilotage owns a pilotcutter (81 m length and 16 knots speed), 19 tenders (21 m length and 28 knots speed), 8 launches (8 m length and 28 knots speed). There is also an helicopter (Dauphin AS365N3) ready permanently at Pistoolhaven, Europoort.

3rd speaker, Mr Wim van der WAL, Policy advisor Operational Information, Fire and Rescue Service Rotterdam-Rijnmond

Title: Firefighting on ships, Fire Brigade Rotterdam

The Netherlands are divided into 25 safety regions. Each safety region can make their own policy with due observance of the law safety regions. The Ministry of Justice and Security is the ministry responsible for incident control on land and water in the Netherlands. The Ministry of Infracstructure and Water Management is the ministry responsible for incident control on the Dutch part of the North Sea.

The port of Rotterdam represents 32 000 sea-going vessels, 110 000 inland vessels, for more than 800 000 shipping movements.



Rotterdam has two teams that are involved in firefighting on ships:

- SBB-team (Ship Fire Fighting team) for ship fires in the harbor
- MIRG-team (Maritime Incident Response Group) for ship fires on the North Sea

The staff of the SBB-team also forms the MIRG-team. However, there are more partners in the MIRG-team and the division of responsibilities is different than fire fighting in the harbor of Rotterdam.

Why a MIRG.NL-team?

The international regulations state that the shipping industry must be self-supporting for fire-fighting on board.

The following sequence of events has led to a change in the policy with regard to firefighting in the North Sea:

- Increase in shipping on the North Sea
- International developments for firefighting at sea
- Major incidents on ships worldwide
- Critical reports from the General Court on the functioning of the Coast Guard
- Care messages from the Royal Association of Dutch Shipowners (KVNR)

The MIRG-team was set up at the request of the Ministry of Infrastructure and Water Management, responsible for the incidents on the North Sea.

Deployment area MIRG.NL team:

- Exclusive Economic Zone Netherlands
- Provides international assistance upon request

Aims of the MIRG.NL-team:

- The objectives for the deployment at the time of fire on abord a ship are to prevent an evacuation of passengers / crew, and to prevent escalation for environmental incidents and shipping disruption.
- The tactic is defensive and to get the ship as quickly as possible into a harbor

Criterias for a deployment

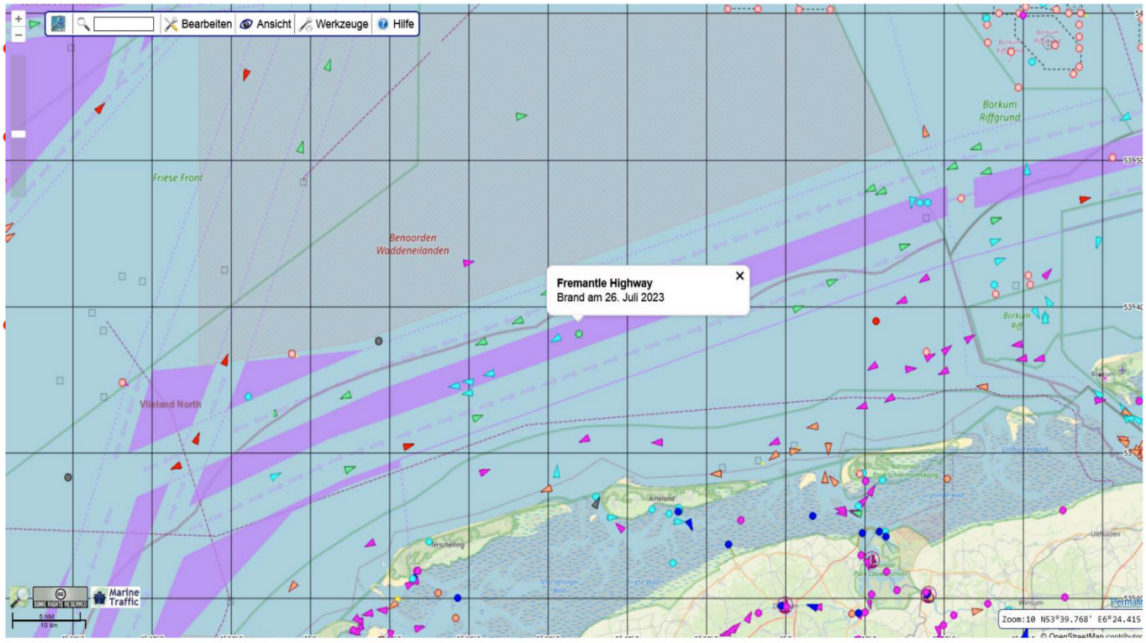
- The MIRG.NL-team is deployed at the request of the ship's captain to the Netherlands Coast Guard Center
- Any assistance provided on board the ship by must be done with the approval of or on behalf of the captain
- The MIRG.NL-team will not carry out a ship to ship transfer. Transport will only take place by helicopter
- The captain is ultimately responsible for the ship and therefore also for matters such as firefighting and evacuation

Incident Fremantle Highway

Only simple facts are reported, investigation being still pending.

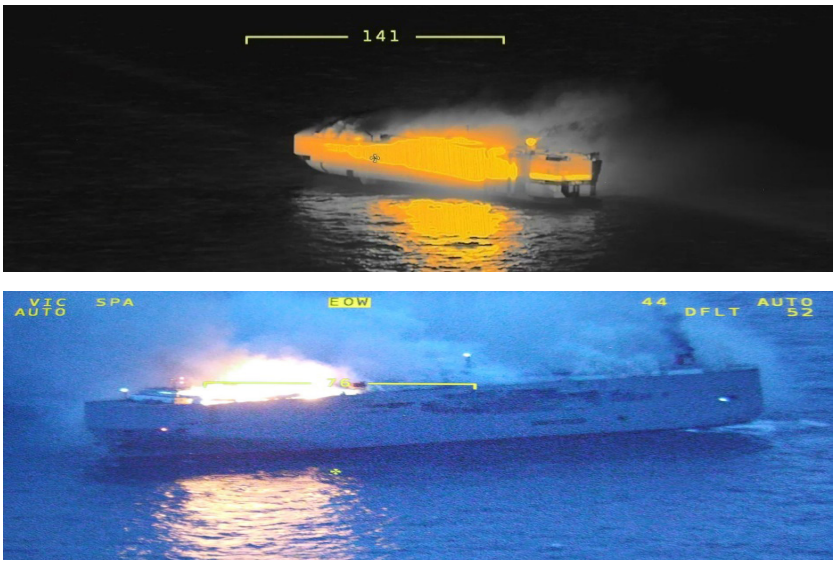
Incident happened on 25th July 2023. The vehicle carrier Fremantle Highway, flagged Panama, positioned at 53-45.749N and 005-42.570E (about 10 miles from the location where MSC Zoe lost a lot of containers), with 23 persons on board reported a fire on a cargo deck, an Electric vehicle (EV) battery on fire. Fire discovered at 21:27 UTC. Wind 4 to 5 Beaufort, will remain the next for the next few hours. Vessel enroute from Bremerhaven to Singapore with 3784 new cars, 25 EVs, and probably but not yet confirmed some hybrids, 5 big trucks on board.

Fire brigade assistace required: deployment of a fire brigade / MIRG-team. On board, fire extinguishing systems and pumps are working, Fire walls are still intact. Propulsion and stability still in good order.



First transport and eyes from the air:

And what could be seen:



Due to the fire and smoke, MIRG-Team could not board the vessel at the time.

On July 26th, the Dutch Coastguard reported that all 23 crew were evacuated from vessel still on fire by lifeboats and helicopter, with unfortunately one seafarer died and several injuried. On July 27th, the emergency teams were continuing to cool the hull of the burning vessel before to be able to board. Then after having board the vessel, the salvors arranged a tow, and the Fremantle Highway could then be towed to a port, even if at that time the fire was not extinguished.

After Fremantle Highway incident

The first call should be as soon as possible, longer one waits to raise the emergency, later would be the reponse from the MIRG-Team.

The message should be clear, concise, but always with the most complete information as possible. It is necessary to know where the fire is located, how is the stowage plan, the possibilities of the escalation of the fire.

Then ashore, the decisions could be taken: means to deploy (helicopters?), time delay (location). And upon arrival on site, is boarding and investigation possible.

Future:

- Law and regulations will not change in a short time
- Bigger ships are coming
- Car manufacturers build there own ships

Those three above points are leading to a bad (even worst) scenario.

At the end of the presentation, came again the question about the declaration of the bills of lading inserted in MSW. It is quite certain that in that case the stowage would be better known, and the associated risks or propagation of fire too.

4th speaker, Mr Peter J.J. van der Kruit (PhD, LL.M, MPA), NVKK Maritime Lawyer

Title: Shipmaster in the Red Sea – The authority of the Shipmaster in dangerous areas

There are several threats in the Red Sea:

- Armed robbery: stealing property by violence that causes fear – and inside territorial waters
- Piracy: armed robbery on high seas for private ends (such as money) made by ships
- Maritime Terrorism: systematic use of threat to use acts of violence against international shipping and maritime services by an individual or group
- Hijacking / Hostage taking: seizing of ship and crew coupled with a threat to kill or injure the crew to compel a third person or governmental organization to take some action
- Act of war: an act of aggression by a state against another state with which it is normally at peace (Geneva Conventions 1949).

Laws limiting the effect of an armed conflict:

- Internatinal Humanitarian Law
- Law of War
- Law of Armed Conflict
- Internatinal Law applicable to Armed Conflicts at Sea
- Law of Naval Warfare

The law or jurisdiction applicable is depending of the distance from the shore side:

- In Territorial Waters (TTW): Coastal State in priority and the Flag State
- In High Seas: Flag State – with the execption of piracy where every state is applicable)

Penal law is applicable for piracy & armed robbery, maritime terrorisme, hijacking/hostage tacking.

Law of war is applicable only in an act of war.

International operations in Red Sea:

- Operation Prosperity Guardian (started December 18, 2023)
  - US led coalition of 20 states
  - Defense against Houthi attacks on shipping
  - Freedom of navigation
- Operation Poseidon Archer
  - US/UK led military operation
  - Offensive attacking Houthi rebels by airstrikes
- EUNAVFOR Apsides
  - EU les military operation
  - Protection against multi-domain attacks at sea
  - Defensive / peacekeeping
- Joint Maritime Information Centre (JMIC) – Burerau operating in close cooperation with the Combined Maritime Forces (CMF)

Recommendations for the Shipmaster

Voyage planning

- Appraising all relevant information; yes or no Suez Canal
- Planning the intended voyage; analyses of threat, CSO and active research duty
- Executing the plan taking account of prevailing conditions: BPM 5, websites UKTMO.org, EUNAVFOR.EU, AIS policy
- Monitoring the vessel's progress against the plan continuously;
- Be aware of nearest military assistance.

Routing

- Military Security Transit Corridor (MSTC)
- Vessel Traffic Separation?

Military help

- Modern warships to protect the Merchant Navy
- Waiting zones at 18º North; 048º East
- Do not answer to 'Yemini Navy'
- Call warships on Channel 16 for PIM/assistance
- Report incidents to Royal Navy, RNLNavy or US Navy etc.

Reporting

Advice to report incidents via internet/telephone to:

- Maritime Security Centre-Horn of Africa (MSCHOA)
- UK Marine Trade Operations (UKTMO)
- U.S. Naval Forces Central Command (NAVCENT)
- National authorities

Joint Maritime Information Centre

- ● Risk assessment
- ● Review security measures/incorporate appropriate vessel hardening measures into security plans
- ● No AIS, if this might compromise safety and security
- ● If AIS is turned off, alter course and speed to minimize tracking
- ● Do not loiter
- ● Ignore contact VHF by "Yemeni Navy"
- ● Describe incident in movement reporting to UKMTO and NAVCENT NCAGS.
- ● Share instances of suspicious activity with UKMTO
- ● UAV sightings/communication challenges
- ● If any unexploded ordnance and debris on deck:
  - ○ maintain a safe distance and cordon off
  - ○ do not touch any debris
  - ○ radio emissions may trigger the device
  - ○ request assistance from UKMTO
  - ○ ask for Explosive Ordnance Disposal Team (EOD)

VETO

Veto is an official right to refuse to do something.

Exemple: the Shipmaster has the right to veto the decision of his/her shipsmanager to sail through the dangerous areas in the Red Sea.

The Shipmaster has legal rights and duties to fulfil his tasks properly (laws & regulations, but also from the contracts between the shipowner, charterer etc.)

Ship ownership involves all legal property rights over the ship, excluding the legal rights of the Shipmaster.

Who has the final authority?

The overriding authority and discretion of the Shipmaster will be discussed. However the Shipmaster should be aware that not all countries have the same explanation and interpretation of both terms.

Command and Control: roles of the Shipmaster

Command

- Shipmaster gives orders to all persons on board.
- Shipmaster has authority over all persons, he commands his ship and persons on board.
- Command is used during navigation or maneuvering the ship, but also during emergency situations, such as firefighting or abandoning the ship.

Control

- Controlling: governing, managing or administrating the ship.
- Executing and correcting routine processes, such as Standard Operation Procedures (SOP), checking all mandatory certificates or monitoring loading or unloading operations.

Master's discretion

(Annex to SOLAS, Chapter V, Regulation 34-1)

The owner, the charterer, the company operating the ship, or any other person shall not prevent or restrict the Master of the ship from taking or executing any decision which, in the Master's professional judgement, is necessary for safety of life at sea and protection of the marine environment.

Discretion: ability or right to decide something

Master's discretion for ship safety and security

(Annex to SOLAS/Chapter XI-2 Regulation 8)

The Master shall not be constrained by the Company, the charterer or any other person from taking or executing any decision which, in the professional judgement of the Master, is necessary to maintain the safety and security of the ship. This includes denial of access to persons (except those identified as duly authorized by a Contracting Government) or their effects and refusal to load cargo, including containers or other closed cargo transport units.

If, in the professional judgement of the Master, a conflict between any safety and security requirements applicable to the ship arises during its operations, the Master shall give effect to those requirements necessary to maintain the safety of the ship. In such cases, the Master may implement temporary security measures and shall forthwith inform the Administration and, if appropriate, the Contracting Government in whose port the ship is operating or intends to enter. Any such temporary security measures under this regulation shall, to the highest possible degree, be commensurate with the prevailing security level. When such cases are identified, the Administration shall ensure that such conflicts are resolved, and that the possibility of recurrence is minimized.

Master's overriding authority

(ISM-Code, Part A, Sec. 5.2)

- The Company should ensure that the SMS operating on board the ship contains a clear statement emphasizing the Master's authority. The Company should establish in the SMS that the master has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention and to request the Company's assistance as may be necessary.
- **Overriding authority**: cancelling decisions of other persons or instructions. Neither the shipsmanager, nor the owner nor the charterer have any right to interfere in the Shipmaster's decision-making.
- **Overriding authority** is not a justification for the Shipmaster to break the law.

Afterwards the Shipmaster might be responsible and answerable to the shipowner/court.

SHIPMASTER'S OVERRIDING AUTHORITY - CONCLUSION

Safety and/or Environment: YES

Security: NO

Consequence:

Public Law (International, National, ISM) – Authority of Shipmaster for Safety, Security, Environment

FRICTION

Civil Law (Ownership) – Authority of Shipsmanager (Property, Commercial, Financial)

5th speaker, Mrs Zaloa SANCHZ VARELA, Member of ZHUPK, Croatia - Professor at Faculty of Maritime Studies , University of SPLIT, Croatia

Title: Presentation of Faculty of Maritime Studies, University of SPLIT

Apart of the Seminar, Mrs Zaloa SANCHEZ VARELA, member of ZHUPK, Croatia, presents the Faculty of Maritime Studies of SPLIT.

Split is the second-largest city of Croatia, the largest city in Dalmatia and the largest city on the Croatian coast. It is a tourist and transit area but also a center. The Faculty of Maritime Studies in Split is both an independent entity and an integral part of the University of Split. The University of Split (est. 1974) comprises of 16 Faculties and Departments and an Academy with over 20 000 active students.

The Faculty of Maritime Studies was founded in 1959. More than 7,350 students have graduated from the Faculty until today and 1300 students are currently actively studying at the Faculty.

Studies delivered:

Bachelor degree: Nautical, Marine Engineering, Marine Electrical Engineering and Information Technologies (all three compliant with STCW), Maritime Management, Marine Yatcht and Marina Management Technologies

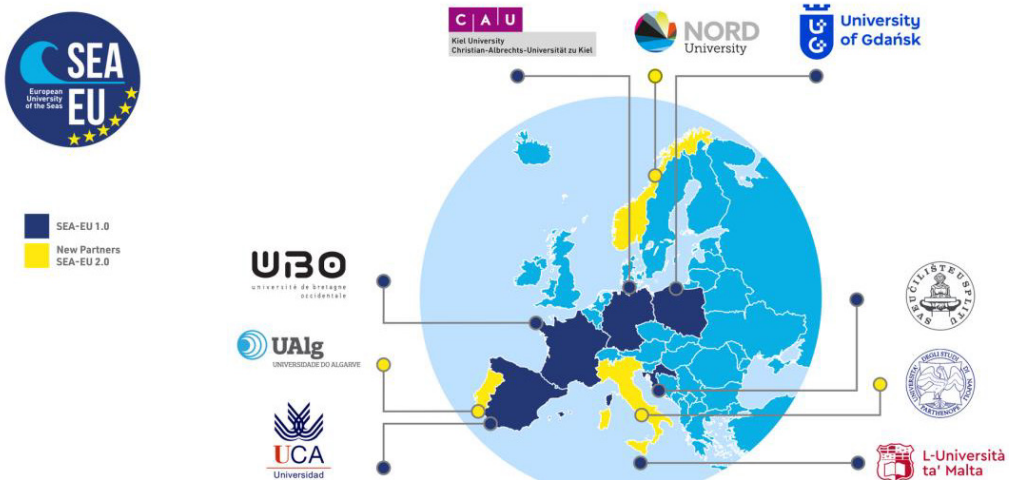
Master degree: Nautical, Marine Engineering, Marine Electrical Engineering and Information Technologies, Maritime Management

PhD program in the field of Maritime Transport

Lifelong learning Special Program of Education for Deafarers

In development: PhD Marine and Maritime Science and Technology (within the University of the Seas (SeaEU) – alliance of universities), Master Port Management and Logistics (within SeaEU alliance), Master Maritime Affairs and Sustainable Tourism targeting EU Erasmus.

SeaEU alliance is coordinated by University of Cadiz, Spain, with universities of Brest, France, Kiel, Germany, Gdansk, Poland, Split, Croatia, Malta, Malta, Naples Parthenope, Italy, Algarve, Portugal, NORD University, Norway, plus 75 associated partners.



Cooperations:

With Croatian Military Academy “Franjo Tudman” and the Ministry of Defense of the Republic of Croatia, with Department for Maritime Medicine of Split (Saturation diving and divers simulators).

Member of International Association of Maritime Universites (IAMU)

Hydrographic, Oceanographic and Shipping Institutes in Croatia

Industry (such as Transas or Kognsberg), Organizations (European Science Editors, IMO, Associations of Captains and Chief Engineers, Maritime Cluster, Local government and Port authorities.

Facilities:

Nautical: Navigation bridge simulators (Transas), VTS simulator, Potential incident simulation control and evaluation, Liquid cargo simulator, GMDSS simulators, Stellarium.

Marine Engineering: Full mission engine room simulators, hydraulic table, pneumatic table, diesel engines (Sulzer, Famos, Maybach, Volvo), petrol engine (Chrysler), air compressor, separator, marine propulsion gas turbine, gas turbine generator, auxiliary boiler, diesel compressor, propulsion steam turbine, test rig for sliding bearings.

On-board practice with national ferry operator Jadrolinija.

Fire polygon and pools (for use of immersion suits).

International Maritime Science Conferences, organized by faculties of Split, Portoroz, Slovenia, Gdynia, Poland, Kotor, Montenegro and Hydrographic Institute of the Republic of Croatia.

European Projects participation:

MareLaw – Upgrading and harmonization of Maritime law STCW based curriculum for Maritime Students

Remote sensing in a function of sustainable development of maritime sector

MICROMET – Micro-qualifications in seafarers' education and training

NOIPOS – Measurement and validation of environmental NOIse in the Port of Split

CEKOM – Competence Center for Advanced Mobility

WRECKS4ALL – Protecting underwater heritage through its digitalization and valorization as a novel touristic offer

BLUEWBC – Sustainable development of BLUE economies through higher education and innovation in Western Balkan Countries

MareMathics – Innovative Approach in Mathematical Education for Maritime Students

ALMARS – Capacity building for Blue Growth and curriculum development of Marine Fishery in Albania

Capt. Hubert ARDILLON
Secretary General

2ND CRAPEM CONGRESS

Le Havre April 12&13, 2024

Captains HARDY and ARDILLON represented AFCAN at the 2nd Congress of CRAPEM (Psychological Assistance Resource Center At Sea). This was held in the premises of the ENSM in Le Havre, on the afternoon of Friday 12 and the morning of Saturday 13 April.

First part: the plenary sessions on Friday April 12 afternoon.

First a few words of welcome from **Mr. De Beauregard**, director of the Le Havre site, and from **Ms. JEGO**, CRAPEM.

Assessment and treatment on board: From shared secrets to care guidance.

Specificity of shared secrecy in an isolated environment – **Dr DELBROUCK**

Professional secrecy was established in the interest of patients; it is binding on all caregivers under the conditions established by law.

This is the basis of the caregiver/patient relationship of trust.

It is governed by article L 1110-4 of the Public Health Code:

- The patient cannot release the doctor from his obligation;
- The obligation does not cease after death;
- Secrecy is required even before the judge;
- Confidentiality is imposed on other doctors who do not provide care;
- Secrecy is required with regard to people who are themselves bound to secrecy;
- Confidentiality covers the patient's state of health and name.

However, can we speak of a shared secret when the information is entrusted by the patient to an entire team? The Code specifies that: "two or more health professionals may, however, unless the duly informed person objects, exchange information relating to the same person."

So two conditions: patient agreement AND all caregivers are involved in the care.

The captain is responsible for care; there may be delegation to an officer in charge. But he (or they) must respect medical confidentiality. In this respect, it is mentioned that when the patient disembarks, the recordings of the care that could have been given must be given to the patient or destroyed. Under no circumstances should consultation reports be kept on board.

Guidance: care and prevention tool – **Ms DURAND**

Examples of missions to save human life (SVL)

1. Before the mission

Assessment of the quality and accessibility of resources and the creation of a bond of trust through:

- Consultation at the request of the doctor and/or command: expertise
- Informal exchanges and advice on current and/or future issues
- Awareness of PTSD before departure on SVL mission
- Personal consultation
- Information transmitted on the telephone call to the assigned SLPA and/or local SLPAs depending on the missions

2- During the mission

Strengthening resources and confidence through availability and support:

- Remote advice from commanders/medical corps
- Co-analysis of the issues raised: Help to think, gain perspective
- Support for (para)medical personnel during defusing practices on board
- C-preparation of psychological debriefings following a serious event
- If there are no medical personnel, guidance from the command
- Advice on crew recovery upon return from mission.

3- After the mission

Prevention of potential complications and/or treatment in order to preserve the psychological health of sailors:

- Consultation at the request of command
- Consultation at the request of the doctor
- Collective and/or individual debriefing
- Monitoring for therapeutic purposes
- Informal and follow-up exchanges with command and the medical profession

Positioning and limits of the psychologist:

- Consultant but not savior
- Available/accessible but not obligatory
- Direction/lighting but not decision-maker
- Question of instrumentalization and the role of substitution
- Help raise awareness and strengthen individual/collective resources: automation, accountability
- The necessary distance of the psychologist from situations to help gain perspective and advise objectively.

Maritime telemedicine: from training to guidance – **Dr DEHOURS**

The on-board care manager makes an assessment of vital functions (neuro/ consciousness – respiratory – circulatory), a questioning (history, treatment, allergy, history of the illness or circumstances of the accident), verification of vital signs (blood pressure , pulse, temperature, etc.), an examination (clinical for a patient, lesional for an injured person). Then call from the CCMM for a diagnosis leading to advice, decision and prescriptions.

1. Per trauma intervention:

Need for an assessment of the "atmosphere on board" 4 types of situation:

a- Complete crew involved:

- Crew involves thinking about the culture of the profession
- Knowledge of on-board dynamics and risk factors
- Adaptation to the hostile environment
- Guidance from the care manager
- Organization of immediate intervention

b- Part of the crew involved:

- Individual assessment
- Time constraints
- Strengthening professional resilience processes versus disembarkation

c- Psychotic decompensation on board

- Centering on the seafarer's EVASAN
- Need for crew support during trauma and immediately

d- Deaths on board

- Often bond once the body disembarks – adaptive dissociative process.

1. Immediate intervention:

a- Advantages

- Often preparation in advance
- Link CCMM-CRAPEM-SCMM-CUMP

b- Need to understand the specificities of the ship

- Hierarchical organization and care on board (over-trauma of multiple hats)
- Time constraints (assessment before a transoceanic crossing)
- Multiculturalism on board (respect for religious ritual before "shrinks")

c- The intervention must allow a transition space

- Particularly when the time to return to land was long (need for an airlock to "no longer have to face"
- Vigilance in medico-legal and judicial procedures
- May however be delayed in certain situations (shower, etc.)

2. Post-immediate intervention: individual consultations

a- Pro-activated

- Professional culture versus lack of social recognition
- Normalization of the sea event

b- Vigilance in isolation on land

- Hypothesis of lack of support from the group – more particularly in business and at the end of a fishing career

c- The worst case scenario

Medical training (currently three levels of 14, 53 and 99 hours of training) will be reviewed and will include training in psychiatry; a contract will be signed with CRAPEM for this.

Interest of psychologists on board – **Mr DAVID-MARCHAND**

After narrating a few interventions, under the seal of secrecy of course, he recalls that the psychologist must also have a role towards the captain of the ship.

Of course, he can act as distance advice to the captains of ships that do not have medical personnel on board.

The crew group: support or constraint – **Ms JEGO**

In the event of bad news on board, the crew can provide support as well as constraint (in the event of a death).

Regarding harassment, the isolated environment of the ship is a risk factor. There is a double danger: the harassment itself and the isolation of the crew group leading to the collapse of group resilience as well as the feeling of permanent danger.

Conclusion

Each time its evaluation, you need people involved AND group resources on board and social resources on land.

Need to understand the specificities of the culture of the profession, and often its social marginalization.

Vigilance when the support group becomes constrained

Towards the development of a maritime CUMP – **Dr DUCROCQ**

CUMP: Medical-Psychological Emergency Cell

CUMPs have a recognized place in the French health system, a clear anchor despite recent developments in the psychotraumatology landscape, with a scientific seated container, and registered as a separate component in ORSAN type emergency plans (Organization of the response of the health system in exceptional health situations).

Psychosocial vulnerability factors:

Nature of work, living conditions, boarding time, distance, promiscuity, noise, language, shift work, repetitive activity, low decision-making power

Exposure to potentially traumatic events:

Human intentionality (piracy, attacks), accidental, vicarious trauma (rescue at sea, migrants), weight of ethical, moral and criminal responsibility.

In the maritime environment, there are already the CROSS, the CCMM, the SCMM (Samu de Coordination Médicale Maritime). A CUMP in a maritime environment should use CRAPEM.

Prevalence of PTSD among sea rescuers – **Ms. BENOIT, CRAPEM**

PTSD: Post-Traumatic Stress Disorder

PTSD: Post-Traumatic Stress Disorder

The PTSD prevalence is 1.9% in the general population, 20% among sailors and 4.5% among volunteer first aiders.

Starting hypothesis:

SNSM onboard rescuers combine maritime risks and risks linked to their rescue activity.

Risk factors:

The alert system via a mobile application, rapid mobilization, unpredictability, the hostile environment of action.

Protective factors:

Crew life within the station (exchanges between peers and regular exercises), the role of the boss (coordinator and presence upon return from interventions)

Psychoeducation and training as prevention tools in the SNSM:

- Existing: initial first aid training, psychological distress training
- Worked: creation of an e-learning module psychological suffering and traumatic event
- In planning: training for bosses on identifying psychological suffering and on supporting crews following a traumatic event.

Psychological issues of missions to save human life in Pas-de-Calais – **EV1 ABECASSIS**, Naval Psychology Service, Cherbourg

The psychotraumatic impact of blind missions:
These are still debated concepts but there is consensus on incidence, similar to direct implication.
Clinical pictures of similar intensity but different appearance, due to varied exposure modalities (risk and protection factors).
Prevention, preparation and communication are measures implemented with beneficial effects since fewer sailors are received in distress.
This mission is unique because it concentrates all the risk factors:

Recent mission, very strong and continuous growth, permanent transformation of response methods, political, legal and administrative framework under construction, very strong political and media resonance, sometimes contradictory injunctions, limited means, environment already

concentrating many issues (geography), young sailors from whom we ask for versatility, rusticity and a spirit of initiative, feeling of tension between actors supposed to cooperate, pressure from civil society generating a lack of recognition and insecurity (criminal liability), visual exposure and/or sound to potentially traumatic scenes (children, refusal of support, WhatsApp films), difficult regeneration (operational rhythm, stopovers, double crew).

Protective factors:

Sense of mission, operational preparation, group cohesion.

Impact of blind missions on boat crews:

- Concrete interventions involving absolute physical and mental mobilization;
- Decisions based on directly perceptible information;
- Contact with rescued people (gratification/distress);
- Potential exposure to death.

Impact of blind missions on CROSS and semaphores:

- Sound (or even video) exposure to distress;
- Urgent and sometimes aggressive solicitations;
- Difficulty in forming a clear idea of the situation;
- Panic management professionals, procedures to follow;
- Little or no feedback on successful coordinated actions.

Following the latest feedback, efforts must be continued:

- Maintain communication work (internal and external);
- Training and Preparation provides the best return on investment and improves efficiency. It is also a double protection against potential trauma, the missions are better experienced;
- Promote sharing and feedback for subsequent traceability;
- The question of selection/volunteering;

Following the latest feedback, what is already working:

- Limiting the number of people exposed;
- Have a report as quickly as possible;
- Attention paid to the collective which is the first space for projecting difficulties.

Management of a death on board – **Dr COUDREUSE**

Death at sea is the wandering of souls, restless souls, between life and "true death". For those who remain on land, it is also the search for shipwrecked bodies on the shore.

Between 2000 and 2019, according to a study of 78 cruise lines, this represents 623 deaths on board, 89% of which were passengers.

According to the BEA Mer, there were 25 deaths or missing in 2023, 11 fatal accidents at maritime work (for France) in fishing and 1 in commerce in 2021.

Plus the migrant problem.

A recent example:

Call to the CCMM from a sailboat en route transatlantic with a sailor presenting with chest pain. Firstly first aid management, but following the pleasure craft provision. Call back 30 minutes later for cardio-respiratory arrest, and implementation of basic resuscitation for 45 minutes. Then decision to stop resuscitation by the CCMM doctor, the patient is considered deceased.

But there are still three days at sea.

This requires psychological consideration for the crew surviving by CRAPEM. Also the management and conservation of the body, wrapped in a sail and placed in the towed annex. Also planning the reception of the crew in the Azores by local relays and representatives of the Ministry of Foreign Affairs.

This also requires managing families on land in France, finding and notifying the family.

Managing a death on board has multiple dimensions with diverse responses.

Medical, psychological, medico-legal dimensions. It is necessary to trace and compile all the elements surrounding the death, preserve the body as well as the clues and evidence, if the ship's doctor, is he a forensic doctor, the captain is a civil status and judicial police officer, who makes the report and the death certificate.

The answers vary depending on the size of the ship (capacity to preserve the body: cold room, mortuary, body bags) and its professional nature (what equipment is on board, what training the other crew members have received), the position of the ship (crossing time before arriving on land, possibility of quickly evacuating the body), the presence or not of a doctor on board (if yes, the death certificate is made on board, we are under internal management).

Psychological dimension: the "crew family"

Depending on the ability to isolate the body, there is promiscuity with the deceased, hence a significant impact on the experience of the situation. Preserving the body in a cold room: food problem. When the ship arrives ashore, monitoring is required before arrival to ensure the ability to extract the body in order to protect the crew from possible return. There is also an impact on the "rescuers" on board and on those responsible for care, whether it is illness or accident.

Managing a death on board is therefore a "case by case" response, with strong psychological potential, to be taken into account at all levels: from the crew of course and to the entire chain of responders, including on-board or airlifted rescuers, CROSS personnel and medical teams on land.

There is therefore a great need for training and preparation, such as debriefing or even defusing. Defusing is a treatment technique in the first hours following people who have just experienced psychological trauma. The debriefing is done later, when the pressure has eased.

Second part: the workshops on Saturday April 13 morning.

There were 5 discussion workshops: 2 for caregivers (which we did not attend), and 3 for the "general public".

Capt. HARDY attended workshop 1: Emotional management tool in trauma: how to cope in a stressful situation.

The workshop begins with a presentation of the CIRP "FFPM" by **Mr Eric RAOULT**, maritime pilot of the Seine river.

Inspired by the approaches of airlines, the CIRP (Critical Incident Response Program) cell aims to offer psychological support to maritime pilots in the event of an accident or damage. The CIRP is a method of caring for "victims" of incidents. It consists of a phase of listening and sharing with "peers", trained and volunteer pilots. The main objective is to reduce the risk of developing "post-traumatic stress syndrome" in the long term after experiencing an incident or accident while piloting.

The team of **Ms Emmanuelle SOUPIZET** (psychologist based in Brest) then returns to the notion of traumatic event: it is a sudden and unpredictable event, during which a person is confronted with imminent danger for their life or physical integrity. , or witnesses such dangers affecting other people. This event causes stress, that is to say an adaptive response:

- Behavioral response – what I do (Fight / Fly away / Freeze)
- Emotional response - what I feel (Fear, sadness, depression, anger, irritability feeling of detachment from oneself or reality, as if one were an outside observer of one's own actions)
- Cognitive response - what I say to myself (Difficulty concentrating, distortions, cognitive ruminations)
- Physiological response - what my body responds to (hypervigilance, increased heart rate, excessive sweating, tremors, sleep disturbances, physical pain, muscle tension, gastrointestinal disturbances)

Explanations are then given on the "Fear Circuit", how our brain analyzes the perception of danger:

- A threatening stimulus is perceived by the senses (sight, hearing, etc.) and processed by the reptilian brain (amygdala) which activates the autonomic nervous system via the brainstem, leading to physiological reactions such as increased heart rate, dilation of pupils, and release of adrenaline.
- The limbic system integrates context and memory, helping to assess threat based on past experiences, which influences reactions of the amygdala and neocortex.
- The neocortex analyzes sensory information in more detail. If the stimulus is judged to be non-threatening, it can inhibit the amygdala's response and calm physiological reactions.

Then she provides elements of "psychological first aid" such as "6C" support.

- Contact: Establish initial contact with the person in distress (for example stuck in panic), by looking at them, by speaking directly to them, and showing themselves present.
- Calm: Help the person regain calm, through soothing and reassuring words, physical support such as offering a blanket or a glass of water.
- Clarify: Understand what happened and the person's immediate needs. This involves asking open-ended questions to allow the person to express themselves freely without feeling judged.
- Connect: Help the person reconnect with loved ones and support networks (on board and ashore).
- Community: Include the person in community resources (the "family" crew) who can offer ongoing support.
- Continue: Provide ongoing monitoring and support. This may include information about long-term mental health services, and regularly checking on the person's well-being.

A simple element is proposed to help on a daily basis in managing and reducing the effects of stress: Cardiac coherence, a breathing technique which aims to synchronize the variability of the heart rate with breathing. It offers many benefits for mental and physical health. This technique comes from Russian research to help cosmonauts regulate their stress.

It is advisable to practice the "365", preferably standing or sitting:

3 times a day.

6 breaths per minute (e.g. inspiration 5s, exhalation 5s).

5 minutes of exercises.

There are paid applications on the market with connected devices (e.g. connected watch) to do these exercises with heart rate monitoring, but the team also indicates free applications without additional devices such as Respirelax or Petit Bambou which allow you to practice with good results.

Heart Coherence is a simple but powerful method that can have profound positive effects on mental and physical health. Daily practice improves stress management, cognitive functions, sleep quality and emotional balance.

Capt. ARDILLON attended workshop 3: Addiction-Dissociation-PTSD among seafarers. PTSD: Post-Traumatic Stress Syndrome

Psychotrauma and Addictions among seafarers – **Dr LOUVILLE**

Traumatic neurosis is a clinical entity including memory of the accident, sleep disturbances, reliving nightmares, phobias, emotional lability (i.e., a rapid and significant change in mood that may be easily aroused and disappear quickly).

A psychotraumatic syndrome is a psychological disorder which develops following the confrontation of a subject with a threatening event, most often unexpected, and perceived as overwhelming their adaptive capacities.

Traumatic stressors (exposure to one or more events leading to death or other violence):

Direct exposure, direct witness, involving a relative or close friend, or repeated exposure in a professional situation.

Reviving symptoms:

Spontaneous or stimulus-triggered memories, repetitive dreams, dissociative reactions (feelings that the event will happen again), intense psychological distress during exposure to stimuli resembling the event.

Symptoms of persistent avoidance of stimuli triggering relivings:

Avoidance or efforts to avoid memories or thoughts associated with the trauma, and external stimuli (people, places, conversations, etc.)

Symptoms of cognitive disturbances/dysphoria:

Dissociative amnesia (inability to remember aspects or disruptions in the timeline of the event), persistent negative beliefs or expectations (I'm bad, I can't trust anyone, etc.), persistent cognitive distortions (self-blame same or others), negative emotional states (fear, horror, anger, guilt, shame), reduced interest or participation in important activities, feeling detached from others, becoming a stranger from others, incapacity persistent in feeling positive emotions (happiness, satisfaction, affection).

Symptoms of disruption of alertness and responsiveness:

Irritability and outbursts of anger (without provocation, aggressive verbal or physical behavior towards people or objects), risky behavior, hypervigilance, exaggerated startle reaction, difficulty concentrating, memory problems, difficulty falling asleep, waking up at night.

Psychoactive substance use behaviors (PSA)

4 stages: Use – Risky use – Abuse or harmful use – Dependence.

Addiction is characterized by:

Repeated inability to control substance use behavior
Continuing this behavior despite knowledge of its negative consequences

Addiction therefore brings together the pathological behaviors of substance consumption: abuse and dependence.

Use disorder (substances or gambling):

Urgent and irrepressible need to consume
Loss of control over the quantity and time dedicated to taking a substance
Lots of time spent researching substances
Increased tolerance to the addictive product
Presence of a withdrawal syndrome
Inability to fulfill important obligations at work, school, or home
Use even when there is a physical risk
Personal or social problems
Persistent desire or unsuccessful efforts to reduce doses
Reduced activities in favor of consumption
Continued consumption despite physical or psychological damage

Substance Use and PTSD

Frequent co-morbidity

A quarter of PTSD subjects are alcohol dependent and suffer from more severe disorders, have more psychiatric comorbidities, and make more suicide attempts.

PTSD subjects have an increased risk of being dependent on cannabis.

Among seafarers, following a study in the Royal Navy, out of 1333 men in active service, 58% are occasional drinkers, 15% excessive drinkers (>42U/week), 27% dependent on alcohol (>42U/week). week), 48% binge drinking (>8U on one occasion).

Why drink when you are traumatized?

a- High risk theory

Substance abuse appears before PTSD. Its use increases the risk of experiencing traumatic events, therefore PTSD

b- Susceptibility theory

There is something about toxic substances that increases the risk of developing PTSD after a traumatic event

c- Theory of shared vulnerability

Some subjects have a genetic vulnerability favoring both PTSD and substance abuse after a traumatic event.

d- Self-medication theory

Patients with PSSD use toxins to reduce their suffering (particularly hyperarousal)

Accidentology, PTSD and Consumption of psychoactive substances possibly causes and consequences of sea events – **Dr LEFORT**, Seafarers Health Service Dunkirk

The maritime environment (and particularly fishing) has a rate of fatal work accidents 28 times higher than the national average and 10 times higher than that of the construction industry.

In a certain number of cases, SPA consumption is a factor regularly mentioned during maritime work.

And in a certain number of cases it is also found among these sailors who consume a traumatic event at the origin of their consumption or which has perpetuated it.

Consumption leads to:

Ordeal: feeling of omnipotence, pseudo-unawareness of danger, disregard for risk, transgression of rules.

Alexithymia: physical and emotional isolation (loneliness, emptiness, frustration, anxiety, unspeakable or too little expressed emotions and suffering).

Suffering and alexithymia:

Sea events are often violent (violent deaths, torn off limbs, amputations, fires, leaks). Sailors often describe a permanent feeling of anxiety with nightmares, reminiscences and strong moral pain. The concept of alexithymia fits well into the maritime environment because suffering is too little expressed, it is difficult to identify and translate emotions in a closed and hostile maritime environment, resulting in physical and emotional isolation. Plus the difficulty in verbalizing anxieties, incomprehension of non-sailors, and above all so as not to frighten those close to them, hence even greater emotional isolation. The use of SPA can then constitute self-medication whose objective is to soothe psychological suffering, and in a certain number of cases to lead to adductive behavior which could lead to other events at sea.

This alexithymia could correspond to a lack of affective regulation in the sailor by a reduction in his emotional expression, which could push him to seek palliative strategies to reduce his discomfort.

These fishermen describe psychological suffering and some relate it to the beginning of their consumption (humiliation, abuse, sometimes with sexual connotations).

Danger in the maritime environment

Almost all on-board positions are safety and security. SPA affects alertness, reactivity and mood by modifying brain activity. Psycholeptics (anxiolytics, hypnotics, neuroleptics, opiates, alcohol) reduce brain activity. Psychoanaleptics (cocaine, amphetamines, and antidepressants) stimulate brain activity with the consequences of behavioral disturbances up to the lifting of

inhibition, taking reckless risks, errors of attention, errors of reasoning, offenses having a direct impact on the security.

State of play in the maritime environment:

Following a 2007 study of 1928 sailors, 12.3% of sailors have risky alcohol consumption, cannabis consumption is around 16%. Finally, 16.3% of sailors declare regular poly-consumption of the 3 most consumed products: alcohol, tobacco, cannabis.

Following a 2013 study of 1000 sailors, it appears that the use of cannabis (28%) is higher than the French population with a significant dependence among 30% of those positive and significantly high among those under 25 in upper fishing at 24 hours.

Same observation for cocaine, with lower proportions (4.5%) but a much higher risk of addiction.

As a reminder, fishing is 16 times more accident-prone than construction, in frequency but also in severity.

Elements facilitating consumption:

The danger of the accessibility of alcohol in the maritime environment: the tax exemption on alcohol and tobacco is a facilitating or perpetuating factor in consumption, even if the price is higher for other SPAs.

Physical tensions; rhythm, workload, insufficient rest, working hours.

Cultural practices: remuneration by fishing share, “hold on to fish when the fish are there”.

Psychic tensions and cultural practices: humiliations suffered by young fishermen (hazing).

Problematic crew selection bias: consumer sailors are pushed towards less careful shipping lines where there are often sea events impacting the psyche, thus perpetuating consumption, and creating new sea events, and so on.

Availability and offer of products linked to the professional environment: salary of fishermen and desire of dealers.

The organizational world by decision of reduced staff increases the workload to maintain the same level of remuneration.

Self-therapeutic consumption to regulate painful emotional experiences and in particular past psycho-trauma linked to accidents and serious sea events with death of a person or not, but often very impactful (amputations in fishing and commerce , large number of drowned people recovered including pregnant women and children in the Strait of Pas-de-Calais for fishermen, customs officers, rescuers.

Conclusion

Demanding, very difficult and very impactful working conditions (schedules, sleep debt, lack of distinction between living and working places, high frequency and severity of accidents).

Reality of certain SPA consumption in the maritime environment and their implications in terms of health, safety and accidents.

Need to raise awareness among sailors and shipowners of the possible psychopathological consequences and in particular the evolution towards adductive behaviors.

Need for a prevention policy involving the inclusion of SPA risk in training.

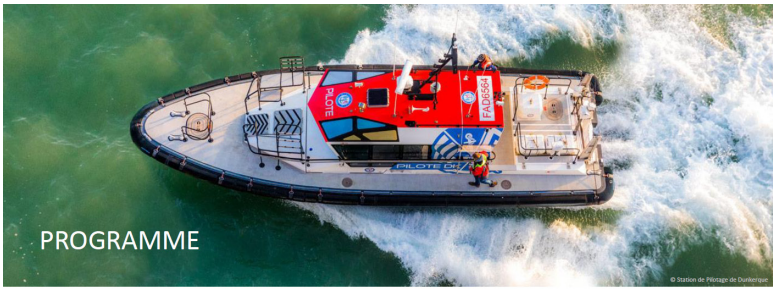
Finally, rapid treatment of psychotraumatized sailors to avoid progression to PTSD and their consequences.

After the morning break, there was a more or less succinct restitution of the workshops. We have only presented here the two workshops that we attended and during which we were able to take notes.

Capt. Frédéric HARDY - AFCAN
Capt. Hubert ARDILLON - AFCAN
Secretary General CESMA

58th EMPA GENERAL MEETING
Antwerpen, 7-8 May 2024

CESMA participated in 58th EMPA GM in ANWERPEN, BELGIUM



PILOTS FOR SAFETY
SAFETY FOR PILOTS

https://empa-pilots.eu/

EMPA
58th GENERAL MEETING | 7th/8th MAY'24 | ANTWERP
Havenhuis – Antwerp Port House

The meeting took place in the futuristic building of the Port of Antwerp, former fire station of the port turned into excellent facility where Port of Antwerp administration manages the second biggest port in Europe. The event was opened by the President of EMPA **Capt. Erik Dalege**. He mentioned in his opening speech the need of improving the safety culture, international exchange of information, safety equipment and safe pilot boats. Safety doesn't come for free and investment in safety – from ship's side is important for the safety of pilots. In connection with the development of artificial intelligence (AI) Capt. Dalege commented the remote pilotage versus pilot on board. Pilot is added value to safety of the ship but also to public interest of the port and the coastal city and coastal state. The topic of the conference was "Pilots for safety, safety for pilots which requires both ship masters and pilots to work together in favor of successful maneuvering the ships in ports and coastal areas. On the problem of dangerous pilot ladders EMPA worked mutually with IMPA.

In the official part **Annick de Ridder**, Vice mayor of Antwerp and President of the Board of the Port of Antwerp-Bruges made short historical review of the development of the Port of Antwerp, started in 1863 when river Schelde was freed for shipping. She said that pilot's expertise is vital for the port and sustainable growth depends upon ability to accommodate the largest container ships where state of the art pilotage is important for safely handling the ships. To ensure that in the future the industry needs to attract, retain the next generation pilots and seafarers. As lawyer she gave short information on the problems of safety. A collapse of crane when a man died the pilot's case continued 15 years and finally the pilot was dismissed for responsibility.

Jacob Terling from DG MOVE and Principal Administrator of Unit D.2 Maritime Safety, Flag state, PSC, VTS, places of refuge and member of EU expert group on MAAS delivered interesting speech on the activity of EU institutions in favor of safety for pilots. He mentioned ERIKA packages, Maritime Safety Package of 2023, PSC Directive, VTS Directive, EU Operational guidelines on Places of Refuge, FSC Directive. At the moment a process of update of regulations is going on, the role of the pilots to contribute to coastal safety, surveillance of ships about safety and notify the local PSC authorities about deficiencies noted.

- PECs: commercial pressure on sailing without pilot
- The Future: Automation and autonomous ships
- Seafarers: are they prepared for the automation and to use all the new facilities, skills and experience; there are not enough prepared and experienced seafarers to go ashore to cover shore positions in the maritime industry
- Environmental questions: we have to think differently, how to handle air pollution; operations of tugs, boats, …, all have to contribute to air pollution, last years there were no big spills but there are everyday small pollutions

Next speaker was **Santiago Encabo**, Head of Unit Safety and Security in the Department of Safety and Surveillance in EMSA. He said that EMSA considers EMPA as key stakeholder to EMSA activities in safety of navigation.

35 incidents involving pilots from 2011; Paris PSC concentrated campaign about safety of pilot transfer arrangements; 8 percent deficiencies, 2 detentions

1st Session: Safety

Dominique Vaugrenard, France - Accident report – fall of a pilot from m/v Van Star, 22nd April 2021, Seine River, combination ladder

- Fall on a hard surface
- 3 m 28 km/h, serious injury
- 4 m (the case) – 36 km/h disability = 4 months disable, fractures - 4, …, psychological problems to climb ladders again
- 5 m – 45 km/h
- The case – pilot ladder problems – missing fixed part of a step, inner stanchion of the platform missing, platform of the accommodation ladder not fixed to the board
- Consequences – short term – disability for 4 months, long term – pain, arthritis, psychological effect
- Safety lessons – training of pilots about pilot boarding, …

Joao Dourado Pais, Portugal – incident when boarding, the ship stopped through the water, no training of apprentice pilots and pilot boat crew

Olivier Allaert, The Netherlands – broken bone during accident when boarding, wearing high shoes helps during accident for less consequences if injuries

Pilot Helmets

David Cooper – UKMPA – no requirement to wear helmet, no standard for helmets for the pilots, types of helmets – hard cover, foam cover, combination hard and foam cover,..

Henry Caubriere – FMPA – selection of life jackets, Marseille pilots deliver film about safe use of helmets and life jackets and how to choose the right ones

Kaj Hahtonen – Finnish MPA – selecting PPE, employer – risk assessment, training, instruction, familiarization, life jackets – min 150N, 2019 – 180N only accepted, helmets – available, so far not compulsory, 2021 in Finland helmets will become compulsory, winter time pilots use ski helmets, renewal every 5 years (maximum use of helmets – 5 years), pilot jackets – dry, semidry, wet, shoes, work gloves, others

2nd Session: Physical and Psychological Challenges

Kenneth Ruyts, Westray – Influence of AI – AI will not replace any persons, it'll help people taking better decisions, project about mental state of people in certain space (for example bridge) – what they are doing, their physical state, etc., cameras capturing motion and analyzing that motion

Claire Pekcan – Safe Marine Ltd – Fatigue risk management, day and night sleep mode, body's sleep clock, alertness, how to regulate fatigue risk (1) regulations like STCW hours of rest, (2) persuade people to assess fatigue risk and take decisions to work or not to work, …

Camille Jego – Psychological Prevention Tools – PTSD – post traumatic stress disorder

James Musgrove UKMPA – Mental Health Awareness –work – life balance, health assessments, resilience training, physical activity and recreation, supportive leadership, community engagements

Session 3: Pilot boats – technical standards, rescue equipment and training

Francois-Xavier Rubin de Cervens – BEAmer, France – safety investigations – Titanic 1912, Torrey Canyon 1967, Herald of Free Enterprise 1987, Exxon Valdes 1989, ESTONIA 1994, ERIKA 1999 – criminal investigation (breach of law, criminal responcibility), civil investigation (financial responsibility), safety investigation (no blame), MAIIF – Maritime Accident Investigators'

International Forum –Investigation Manual, guidelines on all parts of investigation, Investigators' Job Aid, sharing knowledge and experience

- Case study – Sea Eagle – 11.12.2019, bulk carrier, grounding, rudder area decreased during shipbuilding and that's why the maneuvering ability worsened
- Case study Van STAR – pilot boarding – which is better if pilot falls from the ladder – to fall on deck of the pilot boat or to fall in the water – no clear answer

Stefan van der Strap – Nederlands Loodswezen BV – Training of Pilot Boat Crews –phase 1 - written exam about area, .., phase 2 nautical theory, …, refresher training – new technology, e-learning platform for training

Arie Palmers – Nederlands Loodsen Corporatie made brief report on dangerous pilot ladders and deficiencies found on them

Deep Sea Pilots Committee –EMPA Position Paper on Deep Sea Pilotage Service –minimum standard for deep sea pilots

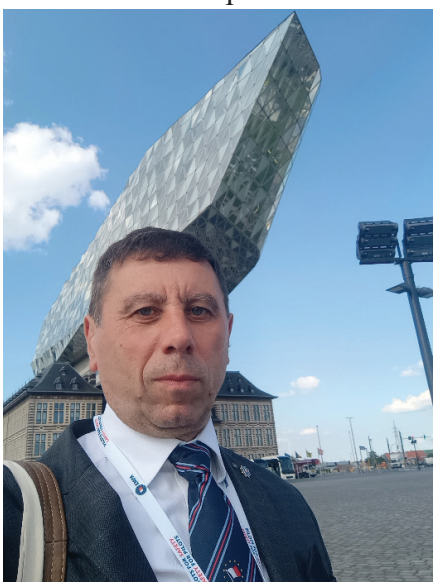
Day 2 TTC Training and technical committee – EMPAsafe – EMPA Database Reporting Platform/APP –Trials Germany, France, UK, Norway

- New recommendations – smart tools (Belgium), limitation of power of the shaft of the engines,
- Cooperation with IMPA – Pilot ladder working group, pilot transfer operations workgroup, IACS – pilot ladders, use of software or mechanically based engine or shaft power limiters, IMPA poster (new) – no significant changes

EMPAsafe – **Agata POLCWIARTEK**, AMURA –advance incident reporting, raise safety standards by using technology of AMURA and expertise of EMPA – app will collect information about incidents and non conformities. Access to database could give advance information for the arriving ship.

Ros Millar – International Group of P&I Clubs, chair Pilotage committee of IGPI –individual actions – companies are responsible, container industry overview, previous years there is increase in contact between ship and shore incidents, cause of incidents – BTM failure, information exchange, passage planning, situational awareness, disembarking pilot incident with fatal end – cause of death – pilot jacket not inflated, damaged and not inspected

IMO MSC will prepare resolution on safety of pilots, cooperation with IMPA, the pilots have to have the power to override power limitations in case of emergency.



Venue building, Port of Antwerp

With Turkish pilot and ex-ship master

Capt. Dimitar DIMITROV, PHD, FNI
CESMA President

JOLLY NERO – 2ND TRIAL END

Italy, 7th May 2024

The second trial related to the Jolly Nero ship accident that occurred on May 7th, 2013 inside the Port of Genoa causing the collapse of the Pilots Tower and the death of 9 people, 6 Port Authority VTS personnel, 1 Pilot, 1 Pilot station attendant, and a tugboat attendant, has concluded. The first trial, which involved the maneuvering of the ship, ended on Oct. 4, 2023 with the conviction of the Master to 7 years' imprisonment, the Chief Engineer to 4 years' imprisonment, and the ChiefOfficer to 5 years' imprisonment. All other defendants were acquitted including the Pilot who was on board the ship.

The verdict is enforceable. The Captain, a member of the Captains' College, is now 74 years old and for reasons of health and age will serve his sentence under house arrest. The Chief Engineer will serve the sentence under house arrest because according Italian law, with a sentence of less than 4 years there is no imprisonment. The fChief Officer, with the 5-year sentence, is serving his sentence in Cagliari prison.

The second trial concerned the location of the Pilot Tower and its alleged dangerousness. The defendants were the designers of the Tower, which was built in 1992, employees of the Port Authority at the time, the commission of the ministry that had given a favorable opinion on the construction in 1992, the port commander at the time of the accident as the person in charge of the safety of navigation in the port and employer of the 6 people in the harbor master's office, the chief pilot for the death of the pilot who was in the Pilots Tower, and his employee, and the president of the tugboat company for their deceased employee.

The second trial ended on May 7, 2024, with the verdict of the Court of Cassation acquitting all defendants.

The defendants had been convicted at the first trial and acquitted by the court of appeals.

In the second trial, the defendants had been charged with failing to foresee the accident. The event was not foreseeable. The Pilots' Tower was built on a pier, and a search dated back to 1938, and from that year until the time of the collapse no ship had ever struck the pier. The Tower went into service in 1997 and up to the time of the accident 160,000 ships had passed through the area without any possible collision with the structure or any problems.

At the end of the second trial, some reflections can already be made. The reconstruction of the accident was done exclusively by instrumentation through the VDR (voice decoder register) and AIS (automatic identification system).

The VDR is currently located on the ship's bridge and the transcripts show exactly the moment when the communication takes place. Only recently in the latest generation of passenger ships is the VDR present in the ECM (engine control room). It is not the VDR present on the tugs participating in the maneuver as the regulations do not require it on the port vessels.

The tug then used has a relevant part in the maneuver but unlike the ship no data are recorded related to the maneuver for example the tugline released to the ship, an important element for accident reconstruction.

AIS was a key tool for reconstruction of the whole maneuver, AIS data of all ships are kept for many years. In Italy they are kept at the General Command of the Harbour Master.

Important elements that have emerged in the trial debate concerning the ship are the diameter of the ship's evolution circle and UKC (under kel clearance) several texts have been consulted as reference, but the most important one is the PIANC (Permanent International Association of Navigation Congress) guidelines and another reliable text is "Tug use in port: a practical guide" author Hank Hensen. The size of today's ships, their maneuvering capabilities and available special assistances may lead to a revision of the current parameters given in the guidelines.

A final consideration is on maneuver simulations. They are increasingly being requested today to verify their feasibility. It is necessary to analyze the legal aspect that simulation has in the context of maneuvering and accident investigations and likewise the value of simulations among existing rules and the responsibility of the ship's master.

Capt. Giovanni LETTICH
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PAPER BURDEN IN THE MARITIME INDUSTRY
CAPTAIN'S PERSPECTIVE

The overwhelming paper burden

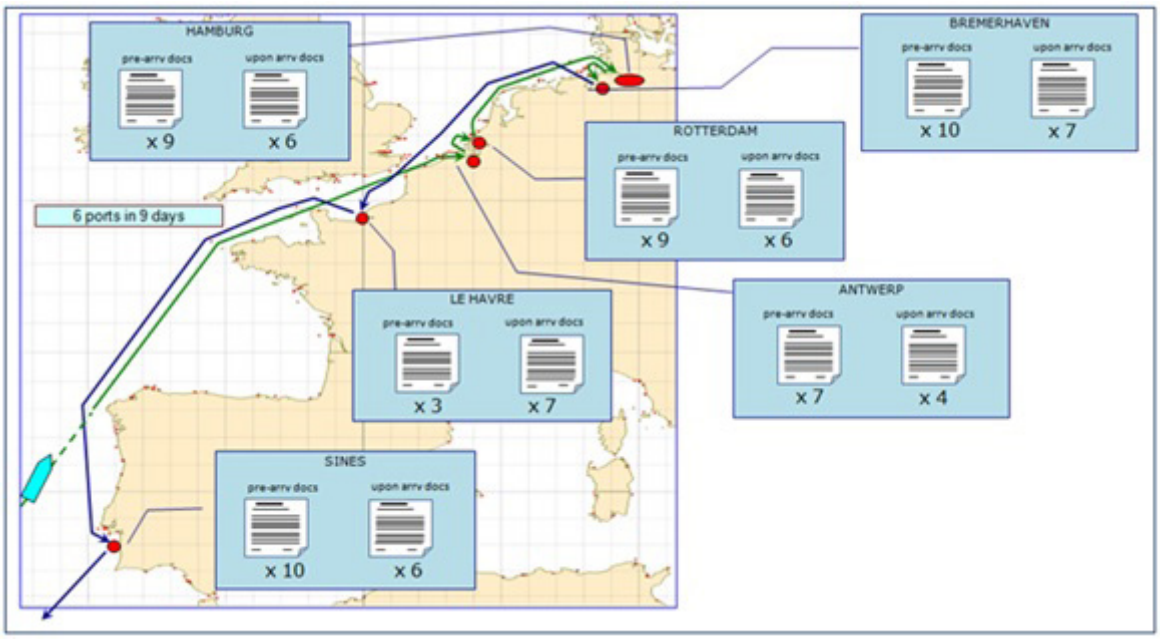
In my over forty years at sea, I've witnessed firsthand the transformation of the maritime industry, observing both the technological advancements and the increasing complexities of regulatory compliance. While some advancements have been beneficial, there is still one significant challenge for seafarers worldwide – the ongoing increase in paperwork.

Throughout my career, I have visited nearly 100 countries, calling at 262 different ports, often multiple times. This extensive experience has given me deep insights into the administrative challenges ship crews face daily when entering each port. From port clearance documentation, through compliance reports to crew documentation, the extensive volume of paperwork is still a daily struggle for those of us managing vessels on the high seas.

Lessons learned from the EU Maritime Single Window project

As a Captain who participated in the evaluation of the EU's Maritime Single Window (MSW) project several years ago, I witnessed firsthand the challenges associated with standardizing maritime documentation. The project, which was supposed to streamline the reporting process by its 2019 deadline, but unfortunately ended in failure. During the project's assessment phase, I shared my insights from daily operations, particularly focusing on the paperwork burden faced by ship crews. Despite the project's promising intentions, it quickly became evident that the path to successful standardization in maritime transport is fraught with obstacles.

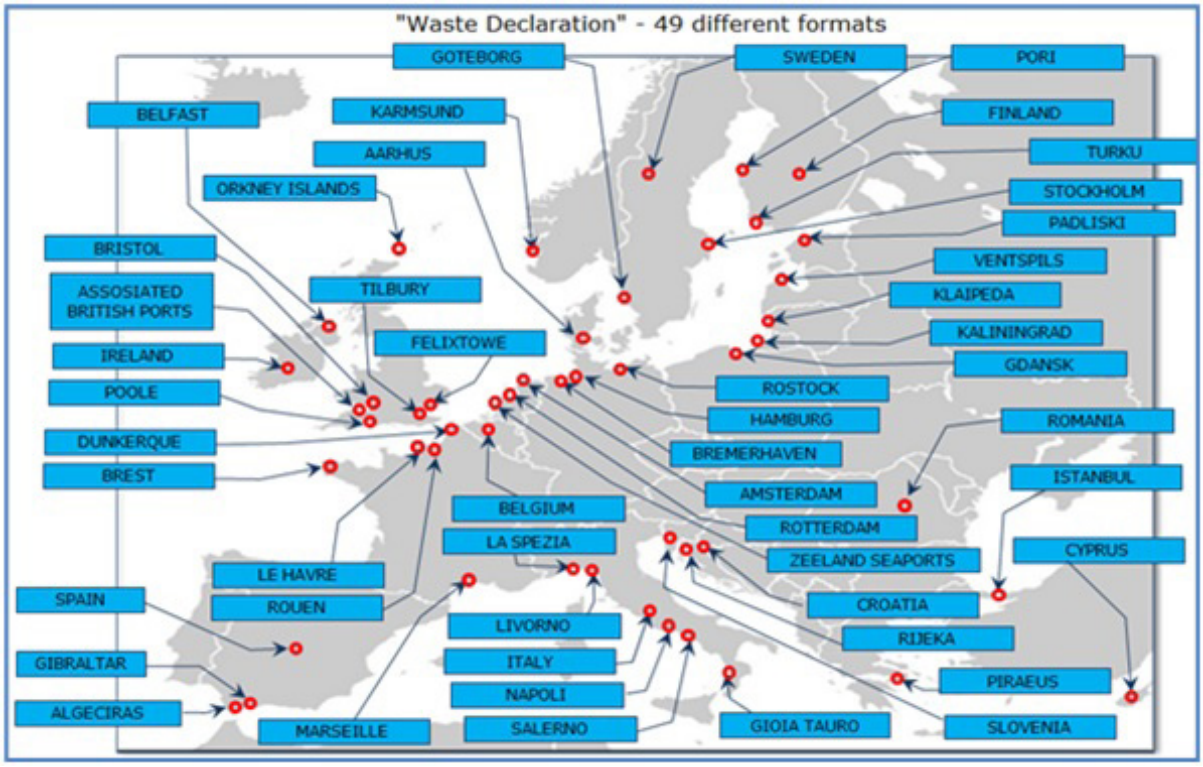
One of the major issues I highlighted was the excessive volume of documents required for relatively straightforward voyages. Each European port demanded a different set of forms, leading to significant redundancy and inefficiency. Even for those documents that were defined by international conventions, variations existed in national forms and procedures. This lack of standardization meant that captains and their crews often had to submit similar information multiple times, wasting time and increasing the likelihood of errors. The sketch below illustrates an example of the number of documents required both before and upon arrival at several European ports:



A further complication was the variety of procedures and national requirements concerning the same issues. For example, the declaration of ship stores and bonded

stores often varied significantly between ports. Any mistake in these declarations could result in financial penalties for the ship. Additionally, the need to communicate directly with local authorities in some ports, as opposed to through a local ship agent, introduced further complexity and the risk of costly mistakes. Below I would like to present a comparison of two sketches illustrating "Waste Reporting in Europe vs. World."

Europe:



World:

Despite the proliferation of ship administration software, many applications were developed solely based on official regulations, ignoring the practical insights from experienced users. This resulted in systems that, rather than alleviating the paperwork burden, often added to it. Moreover, the MSW project was criticized for being too focused on EU requirements without considering the

global nature of shipping. Ships operating internationally faced even more complex administrative challenges when dealing with non-EU countries, many of which still relied on traditional reporting methods.

IMO's maritime single window initiative

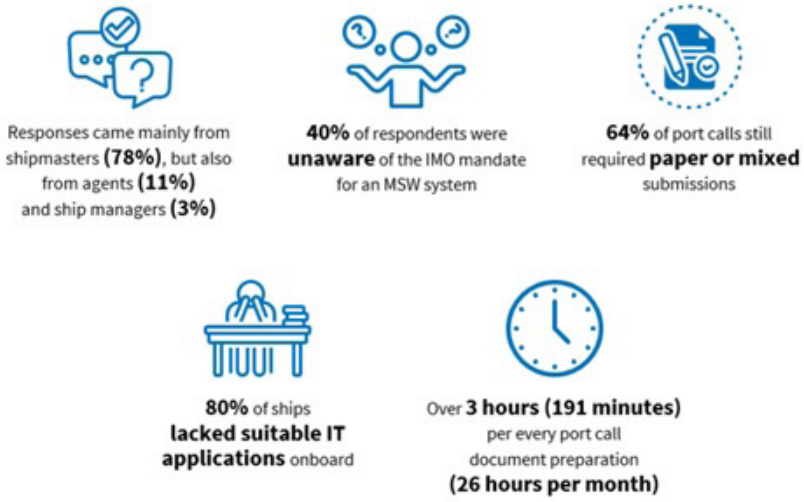
What is the current regulatory situation in the maritime sector? Let's now take a closer look at the latest maritime directives. Another significant step toward digital transformation in the maritime sector was taken once again in January 2024, when the International Maritime Organization's (IMO) has made mandatory the Maritime Single Window (MSW) regulation. This initiative aimed to standardize and digitize data exchange between ships and shore-based facilities worldwide. By creating uniform data standards, the MSW tried to significantly reduce the paperwork burden associated with maritime operations.

Current situation and BIMCO survey insights

As I delved deeper into the topic of the paper burden in the maritime industry, I came across a survey conducted by BIMCO, published in January 2024, shortly after the introduction of IMO's regulation. This survey offers valuable insights from industry professionals and identifies several key challenges:

- Awareness Gap: 40% of respondents were unaware of the new IMO requirements, what may indicate potential compliance issues and operational inefficiencies.
- Paper Dominance: Despite digitization efforts, 64% of ports still require paper documentation, underscoring the slow pace of digital adoption.
- Lack of Digital Tools: 80% of respondents reported not having the necessary systems for electronic documents, highlighting a significant barrier to digital transformation.
- Time Consumption: Preparing port documents takes an average of 191 minutes per port call, detracting from critical tasks and increasing error risks.

Source: https://sustainableworldports.org/wp-content/uploadsBIMCO_survey_report_2024-final.pdf



The survey findings show the significant challenges the maritime industry encounters in moving from paper-based to digital processes. They emphasize the urgent need for increased awareness, improved digital infrastructure and more effective implementation of digital solutions to reduce the paper burden.

Despite the potential of the IMO's regulation, the initiative's implementation remains inconsistent, with many countries yet to fully adopt these standards, leading to operational disruptions but also to increased costs for shipowners.

A real-life scenario

As a real-life example of how administrative burden looks like on a daily basis, I can refer to one of my recent voyages, during which I called at **21 ports** over **77 days**, averaging over **8 ports per month**.

This graphic below shows the amount of required documentation throughout the voyage:

Throughout this time, me and my crew has spent **26 hours**for preparing and submitting the required documentation.

The sheer volume of paperwork is not only time-consuming but also introduces a significant risk of human error. Each document requires meticulous attention to detail to ensure compliance with local and international regulations and standards. This task is taxing and stressful and any mistake can lead to serious consequences.

The cost of paper burden

The paper burden consumes valuable time that could be better spent focusing on navigation and safety. However, another of the significant impacts of the maritime paper burden is also its financial toll on shipowners. The time spent preparing and submitting required documentation translates into considerable costs.

After analyzing the survey and other available sources, I prepared a calculation. It's clear that different types of ships operate on varied schedules, leading to differences in the average number of port calls each month. The table below presents sample calculations for various scenarios, illustrating the time spent preparing **WITHOUT** the use of appropriate application.

Number of ports called per month	Time spent by ship's staff for preparing and submitting pre-arrival documents per month (hrs)*			Quarterly costs of manpower** ($)	Annual costs of manpower** ($)
	Junior Officer	Captain	Total		
4	9,54	3,18	12,72	1049,40	4197,60
6	14,31	4,77	19,08	1574,10	6296,40
8	19,08	6,36	25,44	2098,80	8395,20
10	23,85	7,95	31,80	2623,50	10494,00
12	28,62	9,54	38,16	3148,20	12592,80

** based on BIMCO survey from January 2024*

*** calculation based on average hourly wages rates of Master and Junior Officer*

Let's now compare the same details **WITH** using dedicated application.

Number of ports called per month	Time spent by ship's staff for preparing and submitting pre-arrival documents per month (hrs)*			Quarterly costs of manpower** ($)	Annual costs of manpower** ($)
	Junior Officer	Captain	Total		
4	1,50	0,50	2,00	165,00	660,00
6	2,25	0,75	3,00	247,50	990,00
8	3,00	1,00	4,00	330,00	1320,00
10	3,75	1,25	5,00	412,50	1650,00
12	4,50	1,50	6,00	495,00	1980,00

**based on BIMCO survey from January 2024*

*** calculation based on average hourly wages rates of Master and Junior Officer*

The difference between using a dedicated application and not using one for administrative maritime work is significant, both in time and financial savings.

A digital solution can save approximately over $3000 annually on manpower, boosting operational efficiency.

Solution:embracing digital transformation

As demonstrated by the survey insights and my calculations, it's clear that this inefficiency can no longer be ignored. It should be underlined that there is an urgent need for a strategic solution to mitigate these maritime problems.

In my opinion, the solution lies in adopting a comprehensive digital software tailored specifically for the maritime industry. The right software should streamline documentation processes, reduce time consumption and eliminate excessive paperwork. It should facilitate real-time data exchange, integrate seamlessly with existing systems and ensure compliance with international standards (such as the IMO'sregulations and many others). Additionally, it should enable us to allocate resources more effectively, reducing operational costs while increasing productivity and efficiency on board. Furthermore, the solution must be user-friendly, adaptable to the specific needs of different vessels, and equipped with robust security measures to protect sensitive data.

This is where digital solutions like **ShipDocs** (https://ship-docs.com) come into play.

I have the opportunity to collaborate in the development of this software project as a maritme expert and a brand advocate. Working with experienced IT specialists from ShipDocs has allowed me to see how technology can streamline and simplify document management on board.

I have personally tested the application in real conditions and witnessed its seamless performance across numerous locations. I am proud of being part of the ShipDocs project and of the positive impact it has on fleet management.

Conclusion

In conclusion, the path to a more efficient and productive maritime industry lies in our ability to adapt and innovate. By prioritizing digital transformation, we can overcome the challenges posed by the paper burden and set sail towards a brighter future for seafarers and shipowners alike. By adopting advanced technologies, we can streamline operations, reduce costs and focus on the core responsibilities that ensure the safety and success of maritime ventures.

On behalf of everyone involved in the development of ShipDocs projects, I invite you to visit us for more information at:

https://ship-docs.com
https://www.linkedin.com/company/ship-docs
https://www.youtube.com/@ShipDocs

Jerzy NAJMOLA / Master Mariner
ShipDocs – Main Consultant, Brand Advocate

On the front page:

Tanker ELISABET SATU, fire and explosion with 5 crew reported dead
M/V YM MOBILITY, explosion of a container during cargo ops at Ningbo
Tanker SAUNION, attacked by missiles in Red Sea
Bulk Carrier AYA, attacked by missile in Black Sea

(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 16.00 PER SEAGOING MASTER (WITH A MINIMUM OF 25)**
- **EURO 8.00 PER SEAGOING MASTER FOR ASSOCIATED MEMBER ASSOCIATIONS (WITH A MINIMUM OF 25)**

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