

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

CESMA NEWS



DECEMBER 2024



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CESMA NEWS

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CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

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READY FOR 2025?

2024 is coming to an end. A brief look back at the past year will not necessarily make you regret it, on maritime side. The security situation, whether in the Black Sea or the Red Sea and the Gulf of Aden, has not really evolved towards peace. Ships were still attacked or taken hostage, with their crews. 2023 saw the Galaxy Leader taken by force, and 2024 has still not seen the release of the ship and part of its crew. Many ships were attacked, such as the Sounion which had to be towed in order to put out the fire on board, and fortunately without any pollution which would have been of great magnitude occurring.

And as it has become very complicated to navigate the Red Sea, most shipping companies have decided to take their ships returning from Asia to Europe around Africa. A security solution, but which does not necessarily fit with safety: there was a fairly significant loss of containers during the southern winter and its associated storms in the south of the African continent.

One of our Croatian colleagues, Captain Marko BEKAVAC together with his Finnish Chief Mate Ali ALBOKHARI, is detained in prison in Turkey for drug trafficking, despite a lack of evidence, but on court's decision based on "command responsibility".

As for CESMA, 2025 will see our Annual Meeting to take place in Lisbon. 2025 is also the 30th anniversary of CESMA, and after a Council Meeting which will be held in the premises of our Portuguese colleagues from SINCOMAR, it is symbolic to be able to organize our Annual General Assembly at EMSA, a maritime and European organization. We hope to see many of us there, if possible the 21 European associations of ship captains which form CESMA.

On behalf of Board Members, I wish all our fellow captains and seafarers, whether they are at sea or on leave at that time, wonderful end of year celebrations.

Merry Christmas and Happy New Year.

Capt. Hubert ARDILLON
Secretary General CESMA

THE ROSTOCK ASSOCIATION OF CAPTAINS AND SHIP OFFICERS REGRETS TO ANNOUNCE THE DEATH OF CAPTAIN Dr. WERNER MÜLLER ON SEPT. 4TH 2024.

Born 1939 in Nordhausen /.Germany, Werner Müller dedicated his professional life to seafaring.

He completed the training as an AB-man in the German shipping company "Deutsche Seereederei Rostock, DSR-Lines". For a higher qualification he studied at the Navigational College of Wustrow, where he finished his education as a nautical officer in 1958.

After several years of world-wide seafaring for DSR-Lines he qualified for Master Mariner of a 10.000 ton dry-cargo vessel serving in various relations between Europe, Asia, and South America.

In 1965, Werner Müller started a second career (on land) as a teacher for Seamanship and Cargo Handling at the Navigational College of Wustrow, which some years later was transformed into Warnemünde – Wustrow University of Seafaring. He was a successful and experienced lecturer for his students and received a Doctorate in engineering and shipping management.

His professional knowledge was also appreciated in Maritime Administration; he worked for the GDR Marine Navigation Office as a civil servant and was active in the Maritime Trade Association of Germany.

In 1990, he joined the Association of Captains and Ship Officers in Rostock and was deservedly elected vice president of CESMA for some years. He remained a valued adviser there, even after his vice presidency was completed, until his health conditions finished his activities.

We will badly miss Captain W. Müller and his valuable experience.

Captain Ulrich Günther
Chairman of the Association of Captains and Ship Officers – Rostock

IMO GOODWILL MARITIME AMBASSADORS MEETING ON 25TH SEPTEMBER 2024, AT IMO HEADQUARTERS

On September, 25th IMO Goodwill Maritime Ambassadors (IMO GMA) meeting took place at IMO headquarters. The meeting commenced with presentation of IMO GMAs present in the hall or on line. Then the meeting was opened by the Secretary General of IMO **Arsenio Domingues** mentioning geopolitical challenges to maritime profession. The head of legal department and responsible for IMO GMA scheme explained that in 2025 IMO GMA scheme will end in that format and it'll be reorganised as per the rules of UN. The other discussed topics were:

- Adopton of Code of conducts of IMO meeting attendants Circ. Letter 4908
- Till the end of the year 2024 MEPC and MSC meetings will de done, GHG emmissions intersession is working at that moment
- Guidelines for fair treatment of seafarers committed to crimes
- Abandonement of seafarers – dedicated person in the Legal Committee to deal with the matter

- All Council meetings and documents will be available in public

The meeting continued with ambassadors updates:

- **Oleg Grigoryuk** (Ukraine) – activities in Ukraine – cadets sponsored, humanitarian missions;

- **Carlos Salinas** – Philipines – adopt a ship program;

- **Dimitar Dimitrov** – Global Compass forum in Bulgaria, sentense of Croatian captain to prison in Tukey – need of support from IMO;

- **Carleen** (USA) – USA flag ships 0.4 percent of the world merchant fleet;

- **George Hoytt** – the role of education in the maritime industry;

- **Akanksha Batura**, Singapore – foundation to promote maritime profession and deal with young students.



The meeting concluded with the decision all existing IMO GMAs to continue working never mind what will be the changes in the scheme as the maritime industry needs motivated well educated young people to meet future challenges.

**Capt. Dimitar DIMITROV, PHD, FNI,
President of CESMA and IMO GMA for Bulgaria**

WORLD MARITIME DAY (WMD) AND EXTREME WEATHER SEMINAR ON 26TH SEPTEMBER 2024, AT IMO HEADQUARTERS, LONDON, UK

World Maritime Day 2024 was celebrated in London on September, 26th at IMO Headquarters in London. The event was preceded by the 2nd World Meteorological Organization (WMO) – IMO Symposium on Extreme Maritime Weather. The first symposium had been in 2019. The seminar was officially opened by the IMO Secretary General **Arsenio DOMINGUEZ**.

The purpose of it is to bridge the knowledge gap towards safer shipping in line with the WMD motto “Navigating the future – safety first”. Welcome speeches had been delivered by **Ko Barrett** – Deputy Secretary General WMO (World Meteorological Organization), **Peter Tompson** who mentioned significant changes in the oceans and need for sustainable use of ocean resources. **Capt. Rhadika Menon** – first India female captain and recipient of 2016 IMO award for exceptional bravery at sea pointed out that extreme weather events became more frequent, they endanger maritime operations, delayed weather warnings caused fishermen to lose their lives and stressed on preparedness for extreme weather and need for more information to help taking right decisions. **Sarah Grimes** from WMO mentioned collaboration across Communities, knowledge opportunities for seafarers and forecasters, observations and data collection – 2500 ships out of 80000 ships sailing worldwide provide voluntarily meteo data, use of Iridium Safety Cast Service to provide meteo information to ships and Nautical Institute (NI) survey among seafarers – participation in the voluntary reporting scheme, training of seafarers in use of meteo data and warnings. The opening session completed with the presentation of **Hiroyuki Yamada** – Director, Maritime Safety Division, IMO – WMO and IMO to be in cooperation to improve maritime services. He gave detailed explanation about MetOcean program.

Session 2: Extreme Weather and Safety at Sea was with objectives:

- Discuss recent cases of extreme and hazardous weather events and the impacts of climate change on maritime activities, highlighting the need for enhancing collaboration among the metocean, maritime, insurance, and other relevant communities and stakeholders for safety at sea
- Overview of recent extreme and hazardous maritime weather events and the concept of meteorological maritime safety information.
- Recent indications in weather related maritime incidents: Are better forecasts reducing loss of life and property at sea?
- Perspectives from the insurance industry
- Impacts of extreme weather and climate change on port infrastructure

Joseph Sienkiewich spoke about Hazardous Maritime Weather – the governments should warn ships of gales, storms and tropical cyclones (SOLAS Ch V). He gave example of cruise ship with damaged azipod due to extreme winds/waves, containerships lost containers due to bad weather, breaking wave – ingress of water into the ship in Drake Strait, and training for mariners – parametric rolling, and extreme waves. **Peter Broadhurst** from INMARSAT, President CIRM presented many fatalities due to bad weather (more in fishing industry), on the bridge in congested waters – 72 alarms per hour, engine room – 250 alarms per hour, difficult to handle and to separate important from less important alarms, commercial pressure on seafarers to take the risk. **Capt. Andrew Kingsey** delivered presentation about current impacts on hull and cargo, impact on global supply chain, crew at risk, and many seafarers lost their life in bad weather especially when ships capsized and sank on the point of view of the insurance. **Peter Gede**, Maersk, spoke about the impact of climate change and extreme weather to port infrastructure.

Session 3: Enhancing Knowledge Opportunities for Seafarers and Forecasters was with objective to highlight the state of training in marine weather for both seafarers and metocean forecasters and consider possible enhancements to training programmes. **Hakkan Storhaug** spoke about STCW revision and cyber security. **David Patraiko**, NI, explained the connection between weather knowledge and situational awareness, seeing, understanding, and making good

decisions, changing weather patterns, technology, changing relationship to technology, impact on responsibility/accountability. **John Parker** spoke about strengthening meteocean service delivery over last 5 years – WMO training courses, raising awareness. At the end of the session there was interactive scenario between participants about analysis of development of meteo situation in the area near Strait of Gibraltar, change of forecast and what it'll change in ship/port operations and what additional information meteo information providers could give to seafarers or port operators.

The moderators summarized the first day pannels as follows:

– Mariners rely on detailed and reliable information provided by meteorologists, so are port operators and offshore operators, meteorologists look for models to provide meteorological information

– Extreme maritime weather – ice, hurricanes, ...

– Economic prospective of people ashore versus safety of life on board the ship



Session 4 on the second day: Observations and DataCollection.

The objective was to provide an overview of current weather and ocean observations at sea, highlighting the complementary nature of ship observations with other ocean observing systems and their impact on the quality of maritime weatherly warnings and forecasts.

- Value of the ocean observing system.
- Forecaster perspective on ship observations.
- Overview of the Voluntary Observing Ship (VOS) Scheme.
- Seafarers view of ship observations.
- Future of shipboard observations.

During the opening by the moderators they again mentioned the need more ships to participate in VOS (Voluntary Observing Ships Scheme) to ensure more detailed meteo information for forecasters. **Darin Figskey** presented observations as portholes. **Emma Steventon** gave more information about VOS as part of Global Ocean Observing Scheme. VOS is more than 150 years old. In 2023, 2874 ships participate mainly from USA, UK, Canada, Germany, France, number of ships with authomatic weather stations is increasing, TurboWin – global software to collect and disseminate meteorological data, financed by EUMETNET (EU) and run by Netherlands Royal Navy. **Dirk Windmuller** spoke about developments in the maritime meteorological data acquisition – manual data provided by ships participating voluntary, authomatic stations. **Erwann Gabriel** from Brittany Ferry presented data collection from ship operator's point of view, the ship operator needs propper forecast to do his job properly. **Mathiu Belbeoch** – VOS / GOOS, the ships to be urged to provide meteo data via UNCLIS tools.

Session 5: Dissemination of MetOcean Information to Ships was with objective to discuss the status of and possibilities for improving dissemination of metocean early warnings and forecasts to vessels and the maritime community, enabling seafarers to make sound routing and other operational decisions at sea. **Geoff Dunsworth** spoke about status of S-41X sea ice and weather overlays in S-100 based product specifications for Electronic Chart Display and Information Systems. The SMART-Navigation was explained with implementing e-Navigation for Ships. **Keld Ovistgaard** spoke about dissemination of MSI in the Polar Regions – Satellite coverage and user experience – Safety Net/Inmarsat, Safety cast/Iridium, NAVTEX, VSAT, Mobile Networks, VDES, Starlink. **Alexandro de la Maza**, meteorologist from Chile gave information about meteo services in Southern oceans – Chile, Argentine, Australia, and South Africa. **Dr Marcel Nicolaus** told the participants information about the use of emerging technologies to support dissemination of MSI at sea – sea ice, life data used for navigation.

Session 6: Better Products and Services for Improved Weather Warnings and Forecasts with moderator **Mr Michael Martens** (DWD) was with objective to explore how metocean products and services, including early warnings and services, can better meet seafarers' current and future needs to support safe and efficient maritime operations. **Dr Philip Belcher** from INTERTANCO presented Optimizing ship routing for safety, fuel efficiency, and reduced emissions mentioning route optimised for speed, fuel reduction, and cargo care. Ship masters are happy receiving meteo advice, charterers dictating routing company's advice against master's advice, bad advices from meteo service not taking into account all the factors and concentrating on one or several factors, master's overriding authority as per ISM Code to be reconfirmed by charterers. **Capt. Daniel Peixoto de Carvalho**, Brazil CHM-DHN, spoke about early warnings and impact-based forecasting for maritime safety (–impact based forecast – impact to the environment to be considered and early warning messages to be sent to the parties concerned). **Dr Alice Soares**, MetOcean consultant presented WMO Guide to Marine Emergency Response (MER), metocean support for emergencies at sea, including both safety and environment related, and search and rescue. **Craig Setzer**, Royal Caribbean Group, spoke about products and services for cruise ships and tourism: how public and private sector providers support forecasts at sea and change of the ship's schedule to avoid extreme weather and accidents.

Side Event Metocean forecasting support in Polar Regions was moderated from **Erik Van De Groot** (ECCC) with objective panellists to discuss ideas for working together to meet the unique challenges of providing metocean forecasting support to increased maritime activity in the Polar Regions in a changing environment.

Session 6 continued with moderator **Ramon Oosterkamp** (Met Service New Zealand) and **Dr Anita Mäkinen** – IMO Sub-Committee on Pollution Prevention and Response presented “Metocean Information for SOLAS and Polar Code Requirements: Are user needs being met?”. **Capt. Derek Cardno**, Scottish Fishermen's Federation, UK spoke about enhancing metocean support for non-SOLAS ships and **Dr Nelly Florida Riama**, Indonesia BMKG, explained the public on private partnership in ensuring weather safety for domestic ferry operations. **Amy Buhl**, Weathernews, spoke about the role of non-government service providers in support of maritime operations, forecasts technology of data driven risk management, high resolution forecast data for in-port risk management, better voyage planning.

Session 7: Strengthening Collaboration, moderated by **John Parker**, Canada, was with objective to discuss how to improve the dialogue across all sectors of the maritime and metocean communities to enhance safety at sea and strengthen continued collaboration after the Symposium. Panellists from various relevant maritime related organizations discussed how improved collaboration in maritime weather support can better support their members. Similarly, representatives of meteorological agencies from various regions discussed how they work within their nation/region to connect to authorities and work with users, as highlighted through examples specific to their geographic area.

Summary of key outcomes and issues emerging from the Symposium and looking to the future was done by **Ian Lisk** (WMO SERCOM). He mentioned:

- Exchange of information, networking between providers of meteorological services public and private, national or international and users of that information like shipping companies, BIMCO, ICS, companies, etc.

- Knowledge Opportunities for Maritime personnel and forecasters

- Key considerations – climate change impacts, rapid change in technology, fit-to-purpose graphical products and impact-based forecasting

- Key outcomes –competences, capacity development and training, observations for better forecasts and early warnings, encourage rapid development of under printing S-41x product specification documentation, define baseline metocean services for end-users in changing environment (climate and technology changes), outreach and regional engagement and collaboration

- Capacity development and training – promote the WMO VOS scheme to ensure greater participation in VOS, engage in the comprehensive review of STCW Convention, and convene maritime personnel safety webinar (NI), development of MET refresher courses and other training opportunities.

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IS EUROPE MARITIME?

Study day – September 6, 2024 – ENSM Le Havre

The welcome was given by **Mrs. Gersende LE DIMNA**, teacher, Head of international relations and academic partnerships, ENSM, followed by the presentation of the study day by **Mr. Frédéric MONCANY DE SAINT-AIGNAN**, President of the board of directors of the ENSM: is the European Union (EU) maritime? That's a certainty. The EU was an antidote to war, an economic imperative for reconstruction and peace. The merchant navy, maritime economy, is a fundamental basis of the EU: shipbuilding, ports, strategic fleet, and the ENSM has an obvious European vocation with teachers and students coming from Hungary, Norway, Romania, and soon the Membership of IAMU (International Association of Maritime Universities).

Then **Mr. Florent SAINT MARTIN**, municipal councilor of Le Havre in charge of the coast, vice-president of Le Havre Seine Métropole, took the floor to remind that every 5 seconds, 10 tons of goods enter the port from Le Havre, 80 million tons per year. Le Havre was created in 1517 by French king François 1st to be a port; the sea is an integral part of the city.

Is Europe maritime? In the aftermath of the European elections, it can be said that the electoral campaign ignored maritime policy during all the debates leading up to the elections. Likewise, the President of the European Commission limited the maritime and port aspect in her speech to the European Parliament to a few lines, on the fight against drugs and insecurity. However, Europe is maritime from a geographical, historical, economic and strategic point of view. But if, still, some of the European Institutions, the Member States and those who make the laws do not consider that Europe is still too earth-oriented.

In recorded video, **Mr. Stéphane RAISON**, former general director and former president of the board of directors of the large river-maritime port on the Seine axis, HAROPA PORT, spoke of the link between maritime training and ports, essential since without port services, pilots, tugboats, boatmen, etc., and without ships there are no ports.

France, the second largest EEZ economic area in the world, is lagging far behind in terms of ports and shipping. Fewer jobs than in northern Europe, and having ships stop at Rotterdam to supply Rungis (Paris Gross Market) is probably not the best solution. However, we have ports and shipping companies in France. Haropa port is the largest river-maritime port in the world, and, for the opening ceremony of the Olympic Games, on the Seine, saw, among the 85 river boats of the

delegations, around thirty green, hybrid or electric boats.

The ENSM must contribute to this ambition of decarbonization, thanks to its capacity to train professionals in internationally recognized professions, through training excellence, and a skill that all students have built over the years, and that they continue to support the movement of maritime transformation, such as new fuels.

Among the top five container shipowners in the world, four are European, only one is Chinese, the same goes for cable and offshore, the professions of tomorrow for ENSM students.

Overseas ports allow France to have the 2nd EEZ in the world, ideally located overseas territories in the Indian Ocean, the Caribbean, and the Pacific. We must use these points of support for France to shine: participate in sustainable, measured, calibrated fishing; observe the seabed; carry out defense on the scale of these territories; fight against trafficking of all types. We need to think about the development of ports and overseas territories in a different, dense way. We must optimize the use of space, which will be useful to European ports, stacking warehouses rather than spreading them out. These are long-term challenges for all regional stakeholders in achieving sustainable development.

AXIS 1: The merchant navy in the European economy

1- Maritime Europe, how many divisions?

Moderator: **Mr. Louis GUÉDON**, deck officer on Vships vessels

Question to **Mrs. Isabelle RYCKBOST**, Secretary General ESPO (European Sea Ports Organization), on video from Lithuania: What role can European ports play in the re-industrialization of Europe and its sovereignty?

The port, a trade facilitator, does not create traffic. China is important in Europe, because of our European model of production, import and consumption.

In the current geopolitical context, strategic infrastructure, including ports, must be protected. In Europe, a new framework is being discussed to control foreign investments in order to prevent strategic infrastructures from becoming co-controlled by foreign countries, not for commercial reasons but for geopolitical reasons. Protecting our ports does not mean closing them to certain investors. It is up to the EU and governments to support ports, to show them strong and competitive, to provide space for their evolution of ports, issues of permits and budgets, with investments by the private sector, such as through public investment.

Question: But in terms of port economy, geographic and competitive positioning, countries and regions are absolutely not equal. How do European port ecosystems work with EU institutions so that the European port economy can promote the economic development of its ports?

The port governance system is different depending on the Member States. The framework respects this difference. There will be a report from the Commission on its implementation, and we note a lot of progress. From now on, we are in another dynamic: the integration of shipowners towards the hinterland, the terminals, and the rail. Ports are no longer just multimodal points linking maritime and hinterland, they are also energy hubs, industrial zones, economic zones. The EU requires ports to be normal businesses, and at the same time fulfill functions of public interest: greening, energetic transition, and being prepared, militarily, to be the emergency logistics point in the event of a political crisis.

Question to **Mr. Jean-Marie DUMON**, Deputy General Delegate, Defense and Security Delegate GICAN: What is the state of the French and European naval industry today?

In France the naval industry has a positive dynamic, between 2022 and 2023; the evolution of turnover was more than 14%, with an increase in direct employment of 8%. Large groups drive the entire sector, lesser-known companies of all sizes, but all essential, including the naval deconstruction sector.

In Europe, the naval industry is capable of producing all types of ships, the most complex and

all the equipment and systems these ships need. That's 300 shipyards, more than a million direct jobs. It is a dual industry, because it can work on military and civil themes, and it also provides added value in the sector of marine renewable energies and civil nuclear power. The naval industry is fundamental to industrial sovereignty, and it is a key player in innovation in decarbonization and digitalization.

Since 2023, China has represented more than 50% of global activity. Since the 70s, there has been this Asian trend to maintain its market share, first Korea or Japan, then China. The rest of the world weighs a little less than Europe (EU + UK + Norway). And in orders, for civilians, we see the dynamics in China, Korea, and Japan, compared to its absence in Europe. This is an observation. In addition, Chinese shipyards produce everything on a massive scale. While we maintain niche markets thanks to the quality of our yards in Europe. The USA, having a domestic market through the Jones Act, retains a capacity to produce merchant ships. Europe is in the market for passenger and cruise ships. There is therefore a diversification of the Chinese order book and European specialization, quality because we are the only ones able to develop complex systems integrated on board, for the military as well as for the civilian sector. But in the event of a drop in sectoral orders, where should we go? In addition, 95% of Chinese shipowners order from China, 90% of Korean ones order from Korea, and 90% of European ones opt for non-European shipyards.

In the military sector, it is more encouraging, because the European military naval industry maintains its number two position in the world, behind Asia. Europe maintains positions of strength, even if we observe growth in Asia, increasing from 25% to 45% in two years.

In global geopolitical and industrial competition, Europe is between the USA and China. In Europe, if we invest in green technologies in the maritime or naval sector, it must not go to Chinese shipyards, otherwise we will lose everything. Europe has the largest exclusive economic zone in the world. We must therefore combine our efforts in the civil and defense sectors to continue to produce products made in Europe.

Question to Mr. Sotiris RAPTIS, Secretary General ECSA (European Community Shipowners Association): What are, and what can, European shipowners, short of shipyards, compared to Asian shipowners?

European shipowners support the green transition of the economy and maritime transport, and welcome the European Commission's announcement to invest more in industrial capacity in Europe and the proposal for a new industrial agreement to transform the European Green Deal in clean industrial agreement and increase industrial capacity in Europe. It is about knowing how to increase European competitiveness compared to other competing countries, the United States and China. According to a report, to be published, Europe is missing 500 billion Euros per year to invest in the energy and digital transition. We support the approach that we need to spend more money on digitalization and the green transition. We support that at least 40% of clean fuels and clean technologies used by the maritime sector are manufactured in Europe.

We must ensure that European shipowners can be competitive at national level and benefit from fair competition conditions. We need a European maritime industrial strategy articulated within the framework of Europe's overall strategy with a clean industrial agreement, the first condition for European shipowners to remain competitive at international level. Then we can discuss this 40% criterion for the manufacturing of clean fuels and technologies in Europe. Finally, we must have adequate access to finance: public and private investment and access to loans.

We also need access to a skilled workforce, so upskill and reskill our workforce and seafarers. Studies have shown that we will need to upskill and reskill 800,000 seafarers by mid-2030s to catch up in the digital and energy transition. We know where we want to get to, carbon neutrality by 2050, but we need to figure out where the money will come from. There is a clear link between European funding and European added value. We worked with policy makers when the ETS (European Trading Scheme) legislation was passed to ensure that money will be earmarked for the shipping sector – almost €2 billion after 2030 for the energy transition.

Question to **Mrs. Caroline NEUMAN**, Deputy Director of Safety and Ecological Transition of Ships DGAMPA: Without re-industrialization, no innovation. Can you explain to us how the French State supports maritime innovation?

There is no re-industrialization without support for innovation. France, through the France 2030 program, supports innovation by bringing together several General Directorates of different ministries. And therefore the DGAMPA, with the CORIMER (Steering Committee for Research and Innovation in the Maritime Industries) has positioned itself in the steering committees which interest the maritime sector. Among the strategic themes are the greening and digitalization of shipyards and ships. There is also support from French manufacturers via regulations. We must be leaders in the development of European and international regulations to support the industries that build the equipment, ships and technologies of tomorrow, for example the experimentation and operation of drones and autonomous ships. We have tax provisions to accelerate this support for innovation, such as green depreciation. Plus the Innovation Days which allow us to highlight the technologies, the players, the design offices, the projects, and all the players likely to develop something that fits into our public policies.

Europe also supports the European naval industry through various funds including the Horizon Europe fund, which supports European projects in partnership between different European countries. Maritime has been included in the ETS, and the maritime community can use these credits to support ship decarbonization projects. This new fund is not identified as state aid.

Question to **Mr. Jean-Marie DUMON**, GICAN: What are the growth prospects for the naval industry in France and Europe?

Recently, a manifesto was released to convince public decision-makers to support the construction in Europe by 2035 of 10,000 new or retrofitted, sustainable, digitalized ships, in order to relaunch and support the desire of European shipowners to increase the share “made in Europe” in their fleet, while guaranteeing their competitiveness. Without European shipowners there is no autonomy and sovereignty in the long term. At the European level there is the Waterborne program, under Horizon Europe, which allows investment in Europe, to achieve “zero emissions” from maritime transport in 2050.

This call, Maritime Industrial Strategy, is developing in several axes, because it is not enough to invest in innovation with Waterborne, it is not enough to have a European NZIA (Net-Zero Industrial Act) insufficiently focused on our sector. In the USA, the IRA (Inflation Reduction Act) allows industry established in the United States, therefore of all nationalities, which is committed to greening its activities to be eligible for this subsidy system, it is 40 billion dollars, 10% of the total invested by the administration, which goes to American shipyards. The NZIA does not allow our sector to obtain 10% of the Green Deal investment. Let’s do the same, protectionism and activity subsidies.

Axis 1: Industrial sovereignty and competitiveness. This is the requirement for “Made in Europe” in strategic public procurement, as well as financial incentives to build and renovate in Europe.

Axis 2: A favorable regulatory framework. It is maritime industry legislation and an industry alliance to support business cases and create a framework for success.

Axis 3: Technological leadership. These are continuous investments in R&D, as well as financial support and bank guarantees.

Axis 4: A qualified workforce. These are communication campaigns, training programs, and a pool of qualified workers to recruit, retain and develop the necessary workforce.

“Made in Europe”, we can talk about it in public markets, the use of ETS revenues, the exchange of emission quotas. We also need private investors in the industry.

Question to **Mr. Sotiris RAPTIS**, ECSA: Shipowners are dependent on available shipbuilding volumes, human resources and port capacity. What are the possibilities for European shipowners today?

In the USA there is the Jones Act and its protectionist measures. To stay strong as a maritime industry, the only way to do this is to invest in clean technology and digitalization. We support the call for “Maritime Industrial Strategy” cited above.

We need to invest more quickly in clean technology, not just private financing. After the introduction of the Basel rules, the maritime transport sector being a very high risk sector, shipowners’ access to European financing narrowed. A third of the investments of the 500 billion Euros missing each year to finance our green and energy transition are public investments, an IRA adapted to the EU would offer more incentives, investments and tax relief, and therefore increase industrial capacity. We need a new industrial agreement specific to Brussels.

Question to **Mrs. Caroline NEUMAN**, DGAMPA: The eco-energy transition of ships takes different forms: new fuel or mode of propulsion. Are Europeans divided on this point? And what are the issues?

Maritime trade takes place in an international context. Shipowners, in this context of eco-energy transition, want to have ships with reliable, inexpensive technologies or energies, with fairly distant visibility on the cost of these energies or the cost of these technologies, and with capacity to supply of new energies and maintenance of this technology spread across the four corners of the world. It is necessary for States to have a green industrial development strategy at European level. In France and in Europe, we speak of a strategic fleet, but this strategic fleet must have the capacity to be maintained in good condition and to be green, and if it does not have access to European green fuels in a minimum quantity of sufficient autonomy, it will not be independent in the long term. So we must have a common State/Shipowner approach on this point of ecological transition, think today about an energy strategy in Europe and make arrangements between European countries to know who takes what in terms of ships (sizes and types), set up partnerships at the technological level, sailing, batteries, new fuels, etc. The EU is dependent on fossil fuels; we must also consider replacing strategic fossil stocks with minimal production capacities for new fuels, to have sufficient autonomy for strategic transport.

Question to **Mr. Jean-Marie DUMON**, GICAN: Concerning the constraints for shipbuilding, is it not also above all a problem of port land?

To achieve the energy transition, massive investments are also needed in coastal and port infrastructure and the ability to expand them. This reinforces the need for an industrial strategy to be able to plan ten years or more ahead, in relation to zero emissions objectives, then 2050. We have the land for it, but it requires massive investments, which communities, private investors, and the mutual sector is committed.

Question: When we see that only 10% of the IRA goes to the shipyards, which do not work as a green pact, could we not take advantage of this to create a blue pact with a percentage high enough for shipyards?

For **Mr. Jean-Marie DUMON**, GICAN, to have a blue pact, there is the interest of a European strategy for the entire maritime industry. The 40% objective is ambitious compared to the current situation. The EU has strengthened its trade defense tools and is increasing anti-subsidy investigations against China, on electric vehicles, solar panels, and wind turbines; but not in our sector. We need a European alliance for the maritime sector in Europe and to carry out Important Projects of Common European Interest, dedicated to our sector. It is possible and now is the time.

Mrs. Caroline NEUMAN, DGAMPA, recalls that if each European country wants its own shipyard of more than 100 meters, it may not be useful. And as public funds are not going to flow freely in the coming years, it is necessary to join forces, also at the French level. Who should develop what, who should work, on what? Who should finance what? This European strategy also aims to create and distribute critical technologies within Europe. We will have to optimize European funding and work as a team to identify where what should be built and who should produce this or that type of fuel.

Question: The EU offers a certain number of programs and each State; each industrialist wants to benefit from them. In the civil naval industry, unlike in the defense sector, are there giants strong enough to rally all European countries in a given area or in a given country?

For **Mr. Jean-Marie DUMON**, GICAN, cooperation in the military field in Europe has been underway from an industrial point of view since 2017. There is the European Defense Fund, and the European defense industry strategy which comes to be announced, where it will be up to the Member States to say what they want to produce together. It's not up to the industry to decide. There are already bilateral cooperation projects. If we lose civilian markets because we have a dual industry in the long term, will we still be able to produce complex systems for military ships?

If the EU is not a player at the global level, without the capacity to export outside the EU, because of the significant additional domestic costs, this will impact our strategic and industrial autonomy, and therefore our sovereignty.

We need an economic vision of war, such as a strategic fleet, and therefore better cooperation. We must be more efficient, gain market share and then, by cooperating better, it will be possible to optimize between sites. If there are projects, there will be industrial reality.

Regarding a European maritime industrial strategy, **Mr. Sotiris RAPTIS**, ECSA, reminds us not to neglect the strength of European maritime transport, the almost 40% of the world fleet controlled by European companies, making Europe a leader in global supply chains, a geopolitical asset to be preserved. Trade is also sometimes neglected in our discussions. In France the ratio between international trade and GDP is around 80%, it is less than 20% in the United States and between 25 and 30% in China. Our prosperity depends on open trade, especially as we depend on shipping to maintain the continent's energy, food and supply chain security. See how we have reduced Russian gas imports over the past two years by using ships as floating terminals; the same goes for the stability of food prices by transporting grain from Ukraine to the rest of the world by ship.

Question to **Mr Sotiris RAPTIS**, ECSA: How can ESCA and educational establishments, such as ENSM, collaborate to promote the merchant navy?

The big challenge, under discussion in Brussels, is that we will need to upgrade and requalify 800,000 seafarers by 2035. In collaboration with the trade union organizations, we are going to launch the European Maritime Skills Forum on October 30 in Brussels. There we will discuss with National Administrations, the European Commission, and the academic world and of course shipowners and seafarers' unions what needs to change.

2- What is the place of the European merchant marine fleet?

Moderator: **Mr. François LAMBERT**, Director General, ENSM.

Question to: **Mr. Philippe CORRUBLE**, Teacher-Researcher Normandy School of Management (EMN): 23,000 commercial ships, 190,000 seafarers, nearly 54 billion Euros for European maritime transport. How do European shipowners and the different regulations they are familiar with enable them to take on this development?

In the containerized shipping sector, three of the top four companies in the world are European. Within this system it is necessary to raise the question of the global alliances that they have formed between them to be able to ensure a regular service, up to 90% of market shares held by the three major global alliances, with a very strong presence of major European shipping companies. Current regulations may have favored this state of affairs, but, let us not forget, this is a cyclical industry, with periods of loss.

Alliances. European regulations have just evolved. The maritime sector has benefited from an exemption from the rules applicable to all other sectors of the economy and not only in Europe. A derogation from the main rules of American anti-trust law and European competition law since cooperation between competing companies has been authorized, in order to satisfy demand on the main lines and allow a more regular service. This regulation, criticized at European level, is only justified from the moment it authorizes advantages which benefit not only shipping companies

but also users, and therefore consumers. The criticism is justified because there is alignment of behavior, sharing of skills, but no alignment of prices. What is also open to criticism: the pooling of information systems through digitalization. So last year there was a refusal to extend the derogation and the maritime industry was returned to the general regime prohibiting illicit cooperation, but authorizing horizontal specialization agreements and which will therefore continue: global alliances exist always. In these alliances, Europeans have an important place. This is good, but be careful, today the USA is much more offensive than the Europeans with regard to the maritime industry, through “demurrage detention fees”. The Federal Maritime Commission in the USA is more offensive than the European Commission.

Question to Mr. Antoine HANNEDOUCHE, Head of the Commercial Fleet Mission, DGAMPA: What is the role of the Commercial Fleet Mission in this balance made up of international alliances, controlled fleets, but also its own fleets?

The role of the Commercial Fleet Mission within the DGAMPA is to spearhead an economic development policy for the merchant navy implemented for around twenty years: regulatory supervision missions; a component for the development of economic tools promoting competitiveness and sustainability; a promotional component of the French flag in its various registers. All this can only be done within a highly regulated European framework, particularly that on state aid.

The commercial fleet went from a decline, marked at the beginning of the 1980s, to an improvement, evident since 2000. There was the need to support a sector needing, in international competition, to be competitive, by developing a certain number of tax tools: in 2002, a system allowing for a flat-rate tax on profits and not a corporate tax; then depreciation deduction systems for the acquisition of ships, making it possible to deduct the cost of ships, an advantage for shipowners which allows them to invest in the challenge of decarbonization of maritime transport. In the tax systems, there is the exemption from income tax for seafarers under French International Register (RIF), a tax expenditure making it possible to maintain attractiveness for our French shipowners. And the exemption from employer and employee contributions, a system which makes it possible to achieve a form of net wage and to be competitive with other countries.

Question to Mr. Alain COATANHAY, Member of the Social Affairs Committee, Shipowners of France (AdF): Do French shipowners think that the various regulations and the European framework allow them to develop their fleet actions?

We are well placed in the European merchant marine, with container transport, service vessels, oceanography, cable, as well as now wind power service, where developments are important and expected. All this requires support such as the triptych Tonnage Tax, Lease Tax, Exemptions from salary and employer charges, which makes it possible to align costs with the minimum level of competition in Europe. These elements must be maintained. AdF works at European level on everything related to climate and energy transition, in order to promote the availability of clean fuels. We would like the price differences between clean and conventional fuels to be erased a little by the income from European quota trading systems. On training, we support an international framework aimed at regulating the employment conditions of seafarers, promoting the retraining and upskilling of seafarers, and using their skills for the development of new technologies and new safety standards.

Current funding can always be improved. The starting point is competitive financing of ships at European level, improving access to financing through banks and capital markets, and being vigilant about the taxonomy of sustainable economic activities. By maintaining open trade, so that the EU’s attempts to improve economic security do not turn into protectionism. The EU must continue to ensure the protection of international shipping lanes.

Question to Mr. Yannick CHENEVARD, Member of French Parliament: Is the sovereign character of the strategic fleet consistent with what has been said about the needs of shipowners, the national regulatory framework and the European framework?

Today the Montego Bay Convention and regulations such as freedom of navigation are being called into question. Building a strategic fleet in France and Europe involves maritime supply and the importation of critical and strategic materials. The EU is a maritime power, with 22 countries out of the 27 members being maritime countries. So there are ports, military and commercial navies, therefore a need for ships and trained sailors.

Militarily, out of five navies, including the UK, the EU is powerful, see the Aspides mission in the Red Sea, and the MICA Center, from which European fleets are able to provide means of protection. The same thing can be said on the industrial, tactical and strategic level, due to the importance of ensuring the supplies that France and Europe need. Military Navy and Civil Fleet Navy, both are combined. For this we need civil boats, on an industrial level, and we need sailors, people who are capable at a given moment of switching from one system to another or at least of understanding the operational procedures. In France, at the time of national service, commercial officers served as midshipmen in the national navy and therefore mastered procedures and operational logic. It will be necessary to encourage ENSM students in their third year to have the opportunity to take a gap year in the national navy to learn all these operational procedures. Because then, in civil navigation, if necessary, the practices will be known. And it's probably the same thing on a European scale.

The industrial aspect is first of all an inventory of the types of construction sites available in Europe. Then, it is the use of the Service of General Economic Interest for European financing which allows directly, without competition, to identify the sectors of interest. It is also, on a European scale, the power and transformation of the EMSA (European Maritime Safety Agency). There is not necessarily a need to modify texts and legislation, but use what works and strengthen it if necessary.

Question: What types of rules, on decarbonization, the skills of seafarers or regulatory requirements should we enact, in France and in Europe, to give us the possibility of gaining market share?

For **Mr. Yannick CHENEVARD**, Parliamentary, there are a certain number of things to strengthen, such as the capacities of the AESM. This requires work by the European Parliament, the Commission and the Council. France must exert all its weight within the EU, and the IMO, on European regulations and transport jurisdiction. Making permanent regulatory changes is not helpful, let's first look at what's out there.

Mr. Alain COATANHAY, AdF, recalls that maritime activity being international, it is the IMO which must be the real seat for the evolution of regulations. Anything regional or national must be avoided, because regional or national overbidding destabilizes activities in everything that can be done at the IMO level to avoid distortions.

For **Mr. Antoine HANNEDOUCHE**, DGAMPA, it is important to be able to capitalize on a legislative effort carried out at the European and national levels, to consolidate what exists in regulation. There is a dynamic which raises a certain number of capacity questions: capacity to follow the administrative management and technical management of these ships; ability to provide enough officers to man these ships; budgetary support for all of these measures. This ties in with strategic fleet issues. But faced with the scarcity of public funds, it will be necessary to target priorities, quantitative and qualitative consolidation.

Firstly, from a regulatory point of view, particularly at the European level, it is decarbonization. We do not necessarily need more texts, but rather allow time for the maritime ecosystem to adapt to the objectives, carbon neutrality by 2050 and then "Fit for 55". Europe must adapt to its objectives, not lag behind competitors, but on the contrary be a sector of excellence in decarbonization.

Second, it is unfair competition. In the qualitative consolidation approach, the social dimension is an important element to take into account. France's position in Europe was rather to create a European initiative to move towards greater protection of the social standards of most member states, an opinion that is not, today, the subject of unanimity among member states.

When it comes to decarbonization or social dumping, there are not only regulations; there are also European labels (Green Marine Europe), green corridors, largely private initiatives. This is also valid in the social field.

Then **Mr. Philippe CORRUBLE**, EMN, believes that the European question can be seen in two aspects: internal and external to the EU.

Internally, the European Commission has changed its ideological and intransigent position on the ban on collaborations likely to be anti-competitive. There is a modified exemption regulation which integrates this aspect and above all guidelines for a more united approach to the decarbonization effort for manufacturers in the same sector. There is also the question of public aid, which is based on the national budget, which authorizes aid of several billions in Germany, or hundreds of millions elsewhere, to facilitate this energy transition and in all areas, not only the maritime sector.

External to the EU, it is the relationship between competitiveness and respect in international competition between Europe and the rest of the world. There are two instruments. Firstly, a European regulation which allows intervention when foreign public aid, therefore from a non-European State, facilitates the entry into the European market of subsidized products and often sold at a cost lower than the price at which they are sold on the domestic market of these States: batteries, automobiles, ship components; secondly, the control of foreign direct investments, through a European regulation which promotes coordination between States.

Question: Civilian seafarers would become strategic players in certain contexts, and very few students have completed the Higher Military Preparation (HMP). And those who did it found themselves in the MRCCs as reservists, not embarked. Is there any work to link these two training courses?

Mr. Yannick CHENEVARD, Parliamentary, responds that for this, we must take advantage of a military programming law to double the reserves, not to have reservists, but to gain operational capacity. This is why a gap year would be to be fully integrated, by being embarked as midship on a vessel with missions, by being a watch officer, by completing a certain number of operational missions to immerse you in of the subject. For those who do not want to make the gap year, the HMP must lead to a useful CSR (Commitment to Serve in the Reserve). MRCCs are good, but the fact that military seamen can, in part, pass on operational know-how is a great asset.

For **Mr. François LAMBERT**, ENSM, the French Navy could encourage the validation of boarding times as part of a gap year. The validation of times on board ships of the French Navy completes the experience, and helps in a career in the merchant navy. We must also work on this with the Naval Academy.

An additional comment provided by **Mr. Bastien ARCAS**, President of the HYDROS association: from 2012 to 2014, there were several student officers having validated 100% of their time as students on board a Navy ship. So this precedent exists. In addition, the HMP period having disappeared, it was necessary to mobilize to put it back in place. Not everyone has the vocation to have military knowledge, some officers do not want it at all, but it exists.

Question: What is the role of the tonnage tax on the attractiveness of the French International Registry flag, and should we be concerned if it is modified in the future?

For **Mr. Antoine HANNEDOUCHE**, DGAMPA, the tonnage tax is one of the fundamental elements of attractiveness for the French fleet and shipowners. It does not only concern the fleet under the French flag, but also the fleet controlled by a French shipowner. This is a fundamental element of attractiveness for companies with their head office in France, with profits located in France. The effect on the fleet is partly indirect. It is clear that modifying it would be a negative signal in terms of attractiveness, also in terms of the relationship of trust that France has managed to build with its shipowners and with foreign shipowners who have chosen the French flag.

Mr. Alain COATANHAY, AdF, recalls that the tonnage tax is not a specifically French system. Many states have it, and if France decided to remove it, shipowners would turn to other solutions.

Likewise, **Mrs. Nathalie MERCIER-PERRIN**, Executive President of the French Maritime Cluster (CMF), specifies that if France stops tonnage tax, it creates a distortion and obviously puts itself in a negative light compared to its European counterparts. The tonnage tax is a European product, and France cannot withdraw from it. In addition, non-French ports would obviously gain undeniable advantages.

AXIS 2: The European merchant navy officer in a context of crisis?

3- What strategies to meet the needs of European shipping companies?

Moderator: **Mr. Thomas ROY**, Construction, operations, safety teacher and Head of the Deck Department, ENSM.

Question to **Mr. François LAMBERT**, ENSM: What strategies to meet the needs of European shipowners? How does the ENSM respond?

With AdF, and thanks to the support of the DGAMPA, we made a series of proposals which were adjusted around three main items.

The first is the competitiveness of the flag: leasing, the tonnage tax, a whole series of things which allow us to say that the French flag is a competitive flag.

The second is the complementarity of the different port and maritime players, different players in the logistics chain, certain shippers have taken action. It was more complicated, because in a more difficult economic period, certain actors expected firmer solidarity, for example on sailing vessels or other types of cleaner transport.

And the third is social and training. The social aspect particularly concerned the Wallis and Futuna flag. For training, there was the ENSM whose aim was to promote better consideration of the needs of shipowners, that is to say, to strengthen the number of officers educated by the ENSM. The course is long, but it is compulsory and must meet STCW criteria, in France three years for single purpose officers and five years for multipurpose officers. We can't recruit 150 people and give them a crash course to become officers in one year. We also need buildings, staff, rethinking programs, having educational and technical monitoring. The ENSM will double the number of graduating officers between 2021 and 2027, from 220 to 440 graduating officers in 2027. As the shipowners are committed to this, these are needs that will be useful to continue to develop the French flag.

There is certainty of employment in the shipping sector. It is our responsibility to be at the level to bring this cyclical sector to preserve this dynamic. These are more than 5 million Euros in subsidies for public service costs, a subsidy for investment costs for major works, and the development of own resources: ENSM Foundation and continuing education.

Question to **Mr. Rowan Van SCHAEREN**, Director General of Antwerp Maritime Academy (AMA): The shortage of merchant navy officers is widespread. What is the state of employment of seafarers trained in Antwerp?

For the Antwerp school, each student, after leaving school, went to sea and this should not change in the near future. In Belgium, in 2022, there were around 3,000 seafarers sailing under different flags. It is very difficult to attract young people to the maritime sector. Around 80% of the staff recruited by Belgian shipowners is not from our regions. They recruit from outside to have enough personnel on board to man their ships. It's a real challenge. One of the comments often received by shipowners or alumni (former student associations) is that there is no loyalty among seafarers. They sail out of the academy and then leave to look for other opportunities. The solution is the competitiveness of shipowners compared to companies on land. There is competition on the market, at the salary level, because even on the European level there are differences, therefore intra-European competition between shipowners for the recruitment of young officers, not to mention internationally. Of course, we train in compliance with STCW certifications, plus sometimes

additional, regional, national requirements making the position of academies tougher vis-à-vis others in the world.

You have to be flexible. When we look at the changes, shipowners, procedures, processes, we too, institutions, must be able to adapt quickly. In addition, the mutual recognition of certifications, even in Europe, is not that easy, therefore there are opportunities within the EU to promote student mobility.

Question to **Mr. François LAMBERT**, ENSM: The STCW Convention is fixed on bases and constitutes a straitjacket in terms of training mobility, should it be reformed?

Yes. We must reform, it is obligatory. There have been two major reforms to this text, 1995 and 2010, but STCW is not keeping up with the times.

Firstly, trust the intelligence of teachers to adapt what is a basis, also trust the general inspectorate of maritime education so as not to be too picky. As in Belgium, we have an academic authority saying that we are going a little too far, or not enough, in relation to the program. We must be vigilant regarding the number of hours of lessons, in relation to the necessary knowledge, to be provided to obtain a diploma.

Secondly, this type of conference in which we want to enroll students is also to make them think about other things. Is Europe maritime? This is not on the STCW program. It is up to students to open up to other types of subject than just STCW, by moving towards personal, individual or collective projects which could take them beyond the sole framework of navigation. Because 15 years after leaving school, 90% of students no longer sail. Doing something else is where it builds. So sail as long as possible, but prepare for what comes next.

Reform STCW, yes. Besides, there is a reform underway. The ENSM is participating, requested by the DGAMPA. We must adapt STCW on initial training to what will be the navigation of tomorrow, questions of sovereignty, drones, remote operation of ships, new fuels. And we must adapt STCW to shorter training courses, to professional training to meet the operational needs of shipowners. For example, the electro technician skill provided for in the context of electrical engineering and automation, is not promoted later in the career in the merchant navy. However, shipowners need it. If this skill could be promoted if the framework evolves, it is up to us internally to make it evolve.

Question to **Mr. Alain COATANHAY**, AdF: What do shipowners need today? What are the prospects for 2027-2034?

A survey in 2021, for companies representing 42% of seafarers in the sector, on projections for 2027 estimated the need for officers at 245 multi-purpose officers per year, and 330 single-purpose officers over seven years.

We are faced with an international system with minimum wages for ratings, ITF salaries applied internationally, and for officers, even with international minimum scales, there is a market for officers' salaries going well beyond the scales. All of the aid such as exemption from charges makes it possible to bring the cost of the French officer closer to the market for the European officer. The quality of European officers is recognized. The need is to have ships that are autonomous, for example service ships projected into the middle of the Pacific Ocean for significant periods of time, with complex equipment on board, and the crews must be able to be autonomous on the troubleshooting. So there is a need for very important qualifications, not necessarily identical between ratings, European officers and other officers.

Although maritime activity is cyclical, the need is intended to last, provided that the current system, which has favored it, is sustainable. And in periods of low activity in on-board positions, officers manage to reclassify on land quite easily.

Question to **CV Laurent MACHARD de GRAMONT**, Deputy Director Recruitment, Schools and Training, Directorate of Naval Military Personnel, National Navy (MN): The shortage of officers also affects the Military Navy. What are the main strategies put in place to attract and retain new seamen?

On the officer side, there is no recruitment problem, rather certain stability; we are in a sovereign institution. This year 85 students were recruited at the Naval Academy, with a selection rate of nearly ten candidates for a pass, the naval school being part of the joint Centrale/Supelec competition.

However there is more tension on recruitment at the crew/operator level. Recruitment is not done for schools, but for the employer (MN). Each year, we recruit 10% of all crews, which means that people leave before ten years, and we therefore have a problem of loyalty, because these are demanding jobs for the organization and family life. We developed the family plan, the index approach to bonuses, taking into account hardship, in order to reconstruct a social staircase that encourages the desire to progress. For non-officer personnel, a system has been put in place that automatically integrates modular continuing training. This is not initial training, and during this course time, the person remains assigned to their vessel.

At officer level, in view of the technological challenges of tomorrow, we must share more things, interact more with other schools. The navy will increase from 4,000 to 14,000 reservists by 2035. The reserve is 10 to 30 days per year, 3 or 4 days on vacation, for the rest there must be a partnership with the employers.

Question to Mr. François LAMBERT, ENSM: Maritime employment is always fluctuating. It takes 5 years to train a multi-purpose officer, 3 years for a single-purpose officer, and the ENSM has also developed a maritime engineering sector as well. How does ENSM enable all its students to find a job at the end of these training courses?

In Europe, and the ENSM is a school in the concert of European nations, basic knowledge, STCW, must be provided in a uniform manner. We are linked to a network of European schools under the aegis of the International Association of Maritime Universities.

5 years for the engineering qualification does not necessarily lead to a job, especially a job ashore. The primary qualification is merchant navy officer. We cannot do cyclical contracts, but there has been no impact on employment despite the vagaries of maritime transport in recent years. Compared to the strategic fleet, the merchant navy officers that we train are sometimes little aware of the fact that it is an exceptional school, in which they receive knowledge, which is not common, and that, sometimes, they have the temptation not to use on board a ship. We must be able to maintain the students' choice to navigate. The school, with its educational equipment and teachers, must also be at this level.

The principle of the strategic fleet refers to a mechanism similar to that of the hospital, law of 2009, with a commitment to serve. It is the establishment of a pool, for all types of ships, in which there would be students trained here. It means being able, after a certain number of years, to sign a commitment to serve in this strategic fleet pool which would guarantee forward-looking management of employment and skills. Thus all the training provided would be followed up, the possibility after school to commit to pursuing a career at least for a time in the merchant navy.

Regarding marine engineers, the need is not the same, even if it is important. And the ENSM does not have a monopoly on this training.

Question to Mr. Rowan Van SCHAEAREN, AMA: Does the Antwerp academy collaborate directly with European shipowners to adapt its training programs? What type of strategic partnerships do you maintain with European maritime companies?

Shipowners are represented on our General Council, and we regularly carry out surveys to ensure we continue to offer the required skills. Liaison with shipowners is essential, you have to listen to them, be flexible and continually adapt, with the skills required of STCW. We also encounter different clusters, and I believe that educational institutes should also come together to become a teaching cluster in Europe, the last two years together with the ENSM at the level of research and exchanges, having shown that it is the way to meet the demands of the maritime community. We have to make financial choices, and it is by finding collaborations, by working, with very high-level institutions that we will be able to offer what shipowners are asking for. To

safeguard maritime skills in Europe, a strategic sector, we must look towards ports, and also towards educational institutes. For renewable to enter maritime education, a legal environment must be created for educational institutions to make them flexible and adapt to the needs of shipowners. The schools are there to help European shipowners, to change and ensure that, in ten years, they are still the number one shipowners in the world.

Question to **Mr. Alain COATANHAY**, AdF: How do french shipowners approach this question of education, what is the link with educational establishments?

French shipowners are represented on the board of directors of the ENSM, which means active participation in all decisions, in working groups on the developments proposed by the school and by the shipowners. The answer is rather positive. We have specific needs for training that goes beyond the general framework, for example ETO (ElectroTechnical Officer). Regulatory developments mean that since 2017 people coming from industry in general must have specific maritime training, STCW, therefore only provided by the ENSM. After discussions with the administration, specific training courses were put in place, by listening to the school, making it possible to build these training courses and which we hope will be sustainable, developed and adapted to our needs.

Question to **CV Laurent MACHARD de GRAMONT**, MN: Given the evolution of the geostrategic situation at the moment, does the French Navy anticipate a significant change in personnel in the years to come?

As for the evolution of the workforce, it is initially a little difficult to anticipate it. What we anticipate much more, through a career management office, is the evolution of skills, and behind this an evolution of grades. Today there is a need for many more petty officers than quartermasters and ratings.

In the areas of expertise of drones and cyber, therefore professions which are rapidly transforming, certain petty officers, experts, will end up as officers; so different statuses for which we must make the transition attractive, money, responsibilities, impacts on retirement rights. The budget for schools being over three or four years, we do not look at what we can do further down the road. We must think, today, about the jobs of tomorrow to be able to have people with the know-how and 10 years of experience in 2036.

Questions to **Mr. François LAMBERT**, ENSM: How far should we increase recruitment to compensate for this existing turnover? Is the ENSM in line with European or international certifications? Is there a network of alumni to promote French training and participate in optimization discussions? Is the ENSM integrated into a network of European universities? Is there also an apprenticeship system like in other engineering schools?

Recruitment also depends on the capacity and resources available. The option can be given by public authorities, with a person in charge of the sea in a ministry regardless of budgetary issues. With an investment program multiplied by ten, we will resolve the shortage which prevents the development of the French flag. With stability from 2027, 500 officers graduating each year, there would be a long-term vision to meet the aspirations of French shipowners.

European certification does not exist because it is international: STCW convention. As for multi-purpose officers, few countries train them. Certification does not exist at European level, but EMSA is gradually becoming concerned about it.

Alumni network: yes, it's the HYDROS association.

European structuring of a network: yes, the MetNET network and the framework of the international association of maritime universities, to be developed.

Practical learning: yes, students embark and alternate periods in school and at sea.

Question: You were talking about getting involved, but with whom, the companies, AdF? Today we choose a type of navigation, by committing would this still be the case?

Mr. François LAMBERT, ENSM, reminds us that this is only a proposal. By signing, we enter the pool of the strategic fleet whose framework is defined by the State, number, and types

of ships, and shipowners, who will probably not agree with this position. Today students have the choice based on preferences and experiences. Perhaps more tomorrow, shipowners being able to consider that their activity is strategic, criteria linked to experience or rating and leaving school could be taken into account.

There may be a problem with this long-term commitment. But not everyone will be in the strategic fleet, because not all the fleet is strategic. This must be assessed and provided for by law.

For **Mr. Bastien ARCAS**, President of the HYDROS association, shipowners already choose in interviews, it is not a school leaving classification, rather according to a desired character according to the type of navigation. It is not in the interest of shipowners to force an officer to work on his ship. Commit to a strategic fleet for 5 years, in return this guarantees a number of jobs. And this issue of visibility at 5 years is interesting: 5 years of schooling knowing that at the end, there is a job for 5 years. This can help unblock the personal life, as with a bank.

4- The strategic seafarer at the center of the game : the challenges of sovereignty and decarbonization

Moderator: **Mr. Jeoire de CHASSEY**, Merchant Navy Officer Student, OCQPI 2nd year, ENSM.

Question to **Mrs. Julia TASSE**, Research Director, Head of the Climate, Energy and Security Program, IRIS (Institute of International and Strategic Relations): To what extent is international cooperation crucial for tackling climate challenges in the maritime domain, particularly in what concerns security and sovereignty?

Decarbonization and sovereignty form an illogical union. It is necessary to analyze the impact of climate change both in adaptation and in mitigation.

Adaptation is very important for the entire French fleet, military and merchant, it means integrating climate change as an issue of capacity for action and maintenance in operational condition. Not integrating the impacts of climate change on the maritime environment means taking the risk of facing unforeseen and unanticipated extreme climatic events. We know, through models, to anticipate changes in currents, the thermo cline, sea levels, marine heat waves, and therefore it is enough to have economic or political decisions, for adaptation to climate change to be a key angle of the fleet's capacity, to continue operating, whatever the conditions.

Mitigation, international programs have been put in place to cooperate on reducing emissions. Cooperation around climate challenges is necessary because climate change is a global problem. All the actors must move at the same time, no actor has an interest in moving on the broadcasts if the others do not do so. Firstly, because it is costly materially and humanly. Secondly, if no one prepares, we will face a degraded context. So we need to consider putting more funding into how to resist a tougher context, with more complicated navigation conditions, rather than putting money into decarbonization.

Everyone understands that reducing emissions is an issue. The question is how we go about it, with what tools and in what sectors. The current dispersion on legislation and the normative framework is also a reflection of the way in which geopolitics is organized. We will arrive at an alignment because the dynamic is underway, we are already observing the impacts of climate change, and the more we observe them, the more the most exposed countries and sectors move the lines. Likewise, the insurance sector is pushing to adapt to climate change, to take its impacts into account.

International cooperation is crucial; we need the same standards, the same impulses at the global level. Question of sovereignty, we must ask ourselves the question of France's place in this orchestra around decarbonization and environmental standards. Does France want its industries, its private sector, to be at the forefront, and to appear as a leader in action allowing it to be ahead in economic and strategic terms? Decorrelating decarbonization and sovereignty is an error; we must ask ourselves the question of the strategic asset in order to act as soon as possible. And the sooner we act, the less costly it will be.

Question to **Mr. Bastien ARCAS**, HYDROS: Do new threats affect navigation? How can seafarers prepare to navigate increasingly warmer and less safe waters?

There are meteorological impacts but also geopolitical impacts, maritime routes are changing, the current example of Suez, and therefore ports and infrastructures which are called less frequently. The drop in traffic in Suez also has a climate impact. Passing through the Cape of Good Hope in the southern winter means exposing yourself to the loss of containers or shipwrecks, the duration of the crossing is extended.

How to adapt on board? In fact, and throughout history, seamen have done just that: adapt. The seafarer has acquired a base of knowledge, navigation, machinery, and in addition he constantly adapts to the ship and to events. So there is no real concern about the seafarer's ability to adapt to the new world that is arriving. On the other hand, the attractiveness of the seafaring profession is a balance. In this balance, there is passion, the sea, but also constraints, on board (working conditions) and ashore (family). When these constraints become stronger, seafarers go ashore. If these constraints subsequently decrease, a way should be found to re-embark those who wish to return to the sea.

Safety is an additional constraint; the profession of seafarer has always been dangerous, without hearing much about accidents. With missiles falling on ships, we hear a little more about it.

In terms of adaptation to climate change, it will be necessary, among other things, to think about the securing of containers and construction standards.

Question to **Mr. Guillaume LEGRAND**, Founder and Director, TOWT: Adaptation to climate change, strategic progress. Can sailing cargo ships contribute to the economic and energy sovereignty of nations?

We talk about global warming as if it were a completely exogenous maritime phenomenon, but part of this warming, even minimal if we only talk about CO₂, comes from maritime transport because the movements are gigantic. TOWT currently operates two vessels, vessels that we developed and built in France. We can therefore talk about sovereignty and the pooling of technologies. The Anémos ship docked in the USA after a crossing of 18 days, the objective being 13-14 days, with a saving of 200 tons of CO₂ in the atmosphere. The maritime sector is an eminent place of innovation, the roads are wide. There are no tunnels, so it is possible to install rigging. The strategic aspect can be considered infinitesimal, but these technologies, this first generation of ships, are very interesting strategically. France, a huge maritime country in terms of its territory, is also the host country of one of the first shipowners to have made a choice, on propulsion, of a new energy towards decarbonization. And there are also our French colleagues who build these large merchant sailboats. It is a lever of value, of sovereignty, the ability to act in complete freedom. Sailing technology is still in its infancy, and our ships obviously need improvement. But France is in a strategic position in the right place, at the right time, and will be able to play its role. The seafaring profession is evolving. What is Colreg and stability for sailboats? This is a subject to highlight in training.

Question to **Mrs. Julia TASSE**, IRIS: How do you see the evolution of the merchant navy in light of these imperatives of sovereignty and decarbonization?

There is growing public interest in these topics. With the conference on the oceans arriving in 2025 and the year of the sea in progress, there will be a dynamic around these subjects and therefore through this interest of the French in the maritime environment, the merchant navy, and the profession of seafarer, with all the commitments, the innovations, will become more visible. On decarbonization, the initiatives of major French leaders or start-ups provide a positive image of the entire maritime industry among the French. In parallel with this positive momentum from the general public for the maritime environment, and for the merchant navy, there will be a geopolitical interest around the commercial fleet which can become a target, see the Red Sea and the fact of attacking a civil navy to harm the strategic interests of a certain country. The challenge is positive

visualization through decarbonization and innovation, but also visualization as a lever of power, with the dangers and threats. To summarize, the evolution of the merchant navy will be very important to follow, because it will be at the heart of crystallizing issues for French sovereignty in the decades to come.

Question to **Mr. Bastien ARCAS**, HYDROS: What would be the main challenges that merchant seafarers will face in the transition to this new low-carbon economy?

In the maritime environment, technical solutions necessarily come from the field and from practice. We also need, in France, a strategy to develop innovative solutions that meet the real needs of the seafarers on board: starting with multidisciplinary engineering training which provides the basic foundation for sailing; then acquire expertise in navigation, including commercial operations – expertise is not acquired in six months, it takes several years – once expertise has been acquired, shipowners must have the ability to identify a potential of curiosity and desire to create, and take it out of navigation for specific training in the skills necessary to know how to create systems, set up projects, businesses, participate in working groups in order to share with “shore people” data specific to the merchant navy.

Question: What incentives, public or private support would be necessary to make sailing cargo ships more competitive?

In Europe, according to **Mr. Guillaume LEGRAND**, TOWT, green over-depreciation is one of the fundamental levers thanks to which all sailboat owners have financed around 10% of vessels. The tonnage tax is also fundamental, it is thanks to it that banks reduce their corporate taxes. We managed to finance eight ships at a correct green over-depreciation rate, reclassified on January 1, 2024 in the form of state aid, following the European state aid treaty.

Part of the answer would have been to talk about the ETS, the “taxes” on fuel. Climate regulations in the maritime sector mean that most of the assets of non-sailing shipowners are no longer financeable. Either we don’t apply the law, or we do slow steaming. But then we build more ships, it doesn’t make sense, as long as there is no new fuel. In the future, new fuels will be very abundant, very reliable, very inexpensive, and very carbon-free: hydrogen, methanol, ammonia. But, for example, we completely forget the runaway climatic effect of methane on the atmosphere.

And we are finally faced with this gigantism, these global flows and faced with regulations which will be imposed on all shipowners. The sailboat, “triple A” in terms of climate, could have a positive effect on the ETS, but only vessels of 5,000 UMS or more are considered.

Global warming is also leading to regulatory awareness, with very strong constraints on shipowners using conventional fossil fuels. This is fundamental for decarbonization, the people to whom we must be accountable are future generations, our customers and seamen. We need more seafarers with technical sailing skills. It is also a lever of attractiveness.

A clarification provided by **Mr. François LAMBERT**, ENSM on the training of engineer officer of the merchant navy, salesman for a certain time, to reassure shipowners, and now less forward. The renewal of the versatile merchant navy officer diploma, engineer quality starting in September 2024, promotes the acquisition of fundamentals at the start of the cycle, in order to be able to follow all technological developments, while having a highly developed seamanship, for the evolution of sailing. Sailing is not the same as in the times of the Phoenicians, and it is essential to master the fundamentals. You can be engineers, seafarers or maritime engineers, or other training provided, but you must first master the fundamentals to be able to embark.

Question: Why not go through the North?

According to **Mrs. Julia TASSE**, IRIS, it is not interesting to go through the North, except to serve Yamal and therefore the entire Russian oil and gas production zone. Going via the North-East route means fewer stopovers and fewer commercial operations capacity than on other maritime routes. It is a commitment that allows us to already position ourselves in the eyes of the world as a company with environmental commitments, without it being a business model for the moment since unless we are forced to do so, it is less attractive.

Question to **Mr. Guillaume LEGRAND**, TOWT: Are rigid sails included in carbon compensation?

We have two main sail propulsion vessels in operation, with flexible sails for 2750 m² of sail if all rigging is established. Often between 1700 and 2000 m² of rigging where everything is fully mechanized and therefore without intervention on the rigging.

The offshore wind is abundant and predictable. Thanks to space, routing and communications allow speeds of 10.5 knots on average. We know that it is possible to have 24 hours at 300 miles, therefore good speeds thanks to a choice of powerful rigging ratio and extremely fine flow lines, which gives decarbonization on more than 90% of the distance. Rigid sails or wings stall when the speed is not high enough, so you need a machine. Our rigging allows sailing mainly downwind and research will innovate in rigid carbon, with rigging opening systems. The French equipment manufacturers, in Wing Ship association, each have their own visions.

To talk about French sovereignty, the ESC system (Energy Savings Certificate) should be extended to include direct maritime routes between mainland France and the French Overseas Territories, although in the middle there are 4,000 miles of international waters. But the notion of a direct non-stop route is not very maritime. This device would make the French maritime space exist as an extension in a sort of legal fiction of its territory. It's only in France, but it creates a precedent, creating a value that should be projected in Europe.

Question to **Mr. Guillaume LEGRAND**, TOWT: And on military boats?

The military is there to win the war, not for polar bears and the climate. You have to have a strategic advantage, that's obvious. Telling the military we are going to bring you rigging to decarbonize your fleet that can be nice. Tell them that rigs are so efficient and relevant, that they will give a strategic advantage by consuming less, why not. I think that we are capable of developing, in the name of decarbonization, sailing systems which will perhaps save areas of pressure, if not conflicts.

The day closed by **Mrs. Nathalie MERCIER-PERRIN**, CMF. So, is Europe maritime? Or rather why are we interested in maritime? The sea nourishes, provides medicine, produces energy, and connects our economies. In and on the sea, there are a lot of activities; it is the heart of sovereignty and geopolitics. So thank you to young people for embarking on maritime careers because we need you every day. Today the maritime world is at the heart of geopolitics. Through the MICA Center, France and Europe are at the heart of their sovereignty. Beyond maritime transport, there are large, highly strategic submarine cables. 98% of our connections, of our lives, also pass through these cables.

Marine energies. To produce marine energy, you actually need wind power, and we talk about wind power or sail power. The merchant marine is at the heart of sovereignty since we are going to decarbonize, we must decarbonize, there are colossal challenges and it is also happening at sea with these wind fields which will create new professions around the security, around artificial intelligence, around connections at sea, and satellite.

France and Europe, sovereignty and economy. France cannot work alone. Today, in France, all the activities of the maritime economy, maritime traffic, fishing, boating, deep seas, maritime cyber security, ports, and others, represent nearly 450,000 jobs and 97 billion in value of production in 2022. In 2030, there will be 1 million jobs, for 150 billion Euros. We must therefore organize ourselves at the French and European levels to gain market share, to continue to be sovereign over our maritime areas. France brings Europe its second place in terms of maritime area in the world. So we will have to discuss with Europe and assume this second place. Tools exist; there is no need to start from a blank page. It is up to organizations, such as the different clusters, to begin negotiating a certain number of European prerequisites. At the European level, we have room for improvement in terms of organization.

Capt. Hubert ARDILLON
Secretary General CESMA

THE AUTOMATED SHIP: A SHIP LIKE ANY OTHER?

Webinar, 10 October 2024

On October 10, 2024, the IDIT (Institut du Droit International des Transports), based in Rouen, France, organized a webinar on the subject.

IDIT participates in European Seamless project (Safe, Efficient and Autonomous Multimodal Library of European Shortsea and inland Solutions).



SEAMLESS aims at developing and adapting missing technology building blocks and key enabling technologies into a fully automated, economically viable, cost-effective, and resilient waterborne freight feeder loop service for Short Sea Shipping (SSS) and/or Inland Waterways Transport (IWT).

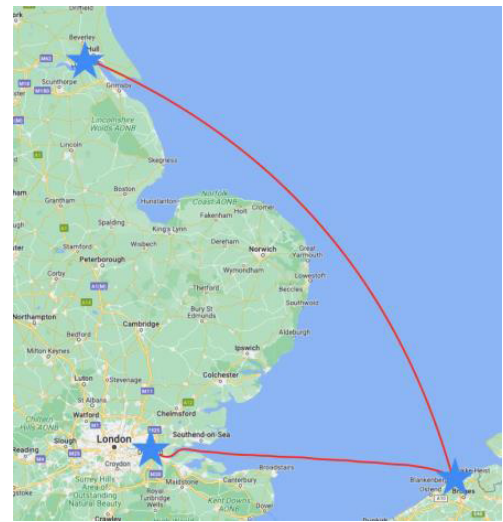
Autonomous systems will be integrated to ensure safe, resilient, efficient, and environmentally friendly operation to shift road freight movements to hinterland waterways, while enhancing the performance of the TEN-T network. The service will be delivered 24/7 by a fleet of autonomous cargo shuttles, with humans-in-the-loop located in Remote Operation Centres (ROCs), which efficiently cooperate with automated and autonomous shore-side infrastructure and safely interact with conventional systems.

The services will rely on a redesigned logistics system enabling seamless freight flows by minimising delays at intermodal nodes. A digital bird's-eye view of the supply chain allows the exploitation of real-time information for planning optimisation and reconfiguration to support resilient logistics, incl. digitalised administrative procedures.

The SEAMLESS building blocks will be verified and validated by conducting full-scale demonstrations in selected real-world scenarios. Transferability will be fully demonstrated in selected use cases that cover a wide range of transport applications and geographical regions throughout Europe. Based on a structured methodological framework evaluating sustainability criteria, they will act as guidance for the replication of the project results beyond the project scope and time-span.

Novel business models will be thus developed and provide a framework for implementing the SEAMLESS service to minimise investment risk for first movers. Regulatory gaps and challenges related to autonomous vessel operation (e.g., social aspects) will be identified, and recommendations for policy makers to allow the smooth and safe deployment of fully automated services will be provided.

The offshore project uses the ship Zulu Mass on a London – Terneuzen – Hull crossing.



And in rivers/canals the X-barge from Dourges to Duisburg passing, among others, Lille, Ghent, Antwerp and Nijmegen.



Reminder of the degrees of autonomy defined by the IMO:

Grade 1: The ship is equipped with automated processes and decision support.

Grade 2: The ship is controlled remotely with seafarers on board.

Grade 3: The ship is controlled remotely without seafarers on board.

Grade 4: The ship is completely autonomous.

The Captain

In France, according to article L.5511-4 of the Code of Transport, the captain is the boss or any other person who actually exercises command of the ship. He must therefore prove his qualities as a seafarer AND captain's training.

And according to article L.5511-3-1 of the same Code of Transport: "When the people who participate in the operation of an autonomous vessel, including the captain, are seamen, they are considered to be on board within the meaning of this book.

So in the case of a grade 3 autonomous vessel, the person ashore who commands the vessel must therefore be trained as a seaman and possess the qualities of a captain. If the person exercising command ashore is not a seaman or cannot exercise the prerogatives of captain (certificate / tonnage ratio of the ship), there is then an obligation to have people on board, therefore on board, therefore seafarer, and the ship then becomes a Grade 2 autonomous vessel.

Zulu Mass

The Zulu Mass vessel is an automated, remotely controlled vessel with no seafarer on board, so it falls under IMO Grade 3. It is therefore necessary to have, at a minimum, 1 seafarer on land, with captain training.

The concept of the Zulu Mass is a ship like any other subject to the same seaworthiness criteria.

Following a question, it was clarified that the Zulu Mass, sailing according to the project in British and Dutch waters, could sail in French waters on the condition of being directed, from shore, by a seafarer – a captain.

Lingering Questions

It remains (and still) to define the role and sharing of responsibilities captain/seafarers/remote operator.

It could also be considered to question the obligation to provide assistance.

Personal note: moreover, how can you provide rescue with a ship on which there is no seamen to collect one or more shipwrecked people, and therefore no means of access to the said ship...

Capt. Hubert ARDILLON
CESMA Secretary General

FROM THE EDITOR

0. Master

POLLUTION IN MEDITERRANEAN – SHIP CAPTAINS SENTENCED

Published Nov, 2024 by mesinfos.fr

Repression is increasing against negligent ship captains who wrongly take liberties with the rules established at sea, likely to have a lasting impact on the environment and the public health. Two captains were sentenced, Monday, October 21, by the Marseille criminal court, to fines for serious environmental violations committed in Fos-sur-Mer.



Thus a 59-year-old captain of Ukrainian origin, tried on September 2 for having discharged, on August 10, 2023, from the Heavy Lift Vessel “Yacht Express”, flying the Dutch flag, more than 5,000 cubic meters of washing water into the port of Fos-sur-Mer, received a fine of 60,000 Euros on Monday October 21.

He had used the famous “scrubbers”, these devices for purifying exhaust fumes. Except that in the three nautical mile zone these operations are prohibited.

The defense lawyer nevertheless pointed out the “inconsistencies” in the proceedings initiated by the Marseille prosecutor’s office and its environmental division, arguing in particular that the prosecution had in turn invoked different prosecution texts. She indeed considers that “a legal vacuum” does exist. For her, a ministerial decree from 1987, revised in 2001, on these effluent discharges cannot result in a hasty condemnation. Compensation for the civil parties was postponed to a later hearing.



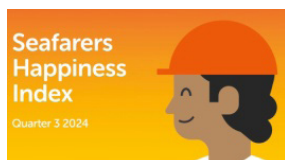
A 66-year-old Filipino captain, who commanded the bulk carrier “Sea Force”, flying the Greek flag, which, on March 19, 2023, in Fos-sur-Mer, was surprised after a discharge of wash water, for his part was sentenced to a fine of 50,000 Euros.

The vessel was en route from Singapore. In total, more than a million 1,000 cubic meters of wastewater would have been released into the sea. The court found that the size of the ship constituted an aggravating circumstance. Polluting discharges were an obvious threat to biodiversity. The judges considered that the captain

should have verified that his order to stop the scrubbers, as he had indicated, had indeed been followed up. He will also have to pay each of the environmental protection associations which had become civil parties the sum of 8,000 Euros in compensation for the damage.

During the hearing devoted to these maritime pollution cases, the prosecutor highlighted the scale and seriousness of the alleged acts. “Here, we have commanders who have far surpassed the limits”, he said.

1. Crew



LONGER VOYAGES IMPROVE SEAFARER HAPPINESS

Published Oct 29, 2024 by **Seatrade Maritime**

Diverting from the Red Sea to the Cape of Good Hope to avoid Houthi attacks has had an unexpected positive impact on seafarer happiness in providing more downtime.

When a press release on the latest quarterly Seafarer Happiness Index landed headlined ‘Red Sea diversions alleviating onboard strain’ I assumed it simply to the reduction in stress compared the fears that must be faced by seafarers having to make transits of the Red Sea in the face of the Houthi threat.

But it seems the diversion via the Cape of Good Hope on voyages between Asia – Europe, the Med, and US East Coast has had an unexpected side effect of more downtime for crew while at sea.

The quarterly Seafarer Happiness Index undertaken by the Mission to Seafarers, delivered in association with Idwal and NorthStandard and supported by Inmarsat, moved up to 7.16 points in Q3 compared 6.99 in the previous quarter.

Initially longer voyages had brought concern over crew having to spend more time at sea and potentially extended contracts as result. The reality has brought something rather different with many the vessels making diversions operating on liner services meaning there is now a much longer gap in port calls between leaving Asia and arriving in the Europe, the Med, or US East Coast. Overall transits are lengthened by around 10 – 14 days.

According to latest report the longer transits allow additional time for rest, social activities, and establishing better onboard routines translating into a positive impact on team morale and overall well being. It has also allowed senior officers to take on a supportive role to their junior colleagues.

“The benefits of longer transit routes show that even small changes can have a positive impact, but there’s more to be done to ensure our crews feel supported, respected, and rewarded for their vital work,” commented Ben Bailey, Director of Programme, The Mission to Seafarers.

However, the very different picture faced seafarers who do have to transit the Red Sea should not be forgotten. “The root cause of these diversions, however, should not be overlooked. We urge all parties to do what they can to reduce the unacceptable risks faced by seafarers from the continued attacks on commercial shipping in the Red Sea,” Bailey said.

Looking at the broader picture challenges remain in terms of on board crew welfare. It was noted restriction on internet access remained a major frustration in particular services such as Starlink. There was also a growing dissatisfaction with the relevance of training programmes to the real world challenges at sea.

A critical area is heavy workloads as a cause of stress and smaller crews putting more strain on those on board.

Thom Herbert, Idwal Key Account Manager and Crew Welfare Advocate, Idwal said, “The concerns raised about inadequate training for new environmental technologies are worrying trends that require industry-wide attention. The report’s emphasis on the need for improved internet connectivity and shore leave opportunities reinforces what we’re seeing across the global fleet – these fundamental aspects of crew welfare cannot be overlooked if we want to attain the highest standards in shipping.”

THOUSANDS OF SEAFARERS STILL AT RISK IN RED SEA

Published Nov 12, 2024 by **Seatrade Maritime**

Nearly a year on from the hijacking the Galaxy Leader in the Red Sea officials drew attention to the continued serious risks seafarers face from Houthi attacks.

Hans Leo Cadac, Secretary of the Philippines Department of Migrant Workers, said that there were approximately 4,687 Filipino seafarers still plying high risk and war like areas. As the world’s largest supplier of crew to the international fleet 740 Filipino seafarers have attacked onboard ships transiting the Red Sea and the Gulf of Aden.

A number of Philippines government departments, including the Department of Migrant Workers, have been involved in developing welfare, psychological and medical support for seafarers returning from the Red Sea.

“We do have corresponding department issuances where we encouraged shipowners to divert and of course most of the shipowners did in fact divert,” the Secretary said.

In terms of further action that could be taken he believed there could be improved best practices or guidance for those who are attacked in the Red Sea.

Capt Ashok Srinivasan, Manager Department of Maritime Safety and Security for Bimco, said, “Shipping is being attacked, our seafarers are being attacked, and murdered in the Red Sea. That is not the sort of risk anyone should ask our seafarers to take.” He said it was not an issue that the industry or NGOs could solve and much more action was needed from governments.

Guy Platten, Secretary-General of the International Chamber of Shipping (ICS) “Let’s not forget it’s been a year now since the galaxy was se and we still got 25 crew members on board and can you imagine the distress that they and their families are going through at this moment and all our efforts have done nothing.”

“And someone said what would have happened between three aircraft had been hijacked and you think there would be a different response. Because it’s a ship, no.”

Of the 25 crew taken hostage in the hijacking of the Galaxy Leader on 19 November last year 17 are Filipino nationals.

2. Safety



SIRE 2.0 AND HUMAN FACTORS

Published Oct 28, 2024 by **Splash**

OCIMF’s increased focus on human factors through Sire 2.0 comes at a time when seafarers face a range of increasingly complex challenges.

Tanker safety has always been everyone’s business, and Sire 2.0 is designed to make sure human factors take a central role. It is an evolution of the Oil Companies International Marine Forum’s (OCIMF) Ship Inspection Report Programme (SIRE) launched in 1993.

OCIMF has over 100 members united by the vision of a global marine industry that causes no harm to people or the environment. It focuses on promoting best practice in the design, construction, and operation of tankers, barges, and offshore vessels.

The aim of the voluntary but widely adopted SIRE inspection regime is to enable the energy majors that are the core membership of OCIMF to make judgements on the quality and likely future performance of a vessel before entrusting it with cargo. In conjunction with SIRE, OCIMF's Tanker Management and Self-Assessment (TMSA) program provides operators with a way of measuring the effectiveness of their safety management systems as part of their preparation for SIRE inspections.

Sire 2.0, in effect since September 2024, continues OCIMF's original purpose and scope but includes more in-depth reporting outcomes. "The release of SIRE 2.0 ensures this industry is better equipped to identify, understand and respond to emerging issues and to resolve root-causes of risk," said Karen Davis, director of OCIMF. "It represents an important step forward in our collective efforts to make sure the safety of vessels, crews, cargoes and the environment are placed front-and-centre in all decision-making."

There is enhanced focus on human factors which OCIMF defines as the physical, psychological, and social characteristics that affect human interaction with equipment, systems, processes, other individuals, and work teams. "Taking a human factors approach means recognising that it is the people on the ships and in the operations and support teams who make safety work, but that human error still occurs in interaction with conditions, systems, and/or other people. It is by addressing these interactions that the industry can reduce human error and so reduce incidents and improve reliability and productivity."

With SIRE 2.0, inspectors will expect to see good quality hardware and procedures in place, and they will also expect the humans in charge of the processes to be aware of what they are doing, he says. The stronger focus being placed on human factors means there are now questions to be answered by both junior and senior officers to ensure they understand equipment and procedures onboard.

It's important not to under-value or over-simplify human factors, says Dr Rafet Emek Kurt, director of the Maritime Human Factors Centre at the University of Strathclyde, and co-founder of maritime learning solutions firm WiseStella. "Sometimes human factors are just considered to be 'common sense.' Unfortunately, this is not the case. Understanding human factors involves recognition of human limitations. This starts from understanding the cognitive load of seafarers during normal, day-to-day operation and then taking that to how they can be relied on during safety critical procedures.

Kurt points to contextual changes ahead including the adoption of decarbonisation technologies such as sails and air lubrication, new fuels, and automation. "The rush to install these technologies so ships can meet targets should not see human factors overlooked. We have smaller crews nowadays, and while the physical workload is being reduced, the cognitive workload is increasing significantly."

The SIRE 2.0 process requires that the inspector observes officers and crew performing their normal day-to-day activities. Inspectors will also interview officers and crew on aspects of their duties which may not be undertaken during the inspection, such as the use and demonstration of life saving and fire-fighting equipment.

Inspectors have been trained to better understand the impact of the inspection on crews, and OCIMF has recognised that crew nervousness and fear are significant performance influencing factors. Sometimes, this may be due to the inspection itself or it may be a pre-existing factor amongst a crew. In either case, it is expected to be recognised and reported by the inspector.

The new format and content of SIRE 2.0 is a challenge for operators and crews, says Kurt, as each will have to demonstrate a good level of knowledge. “Preparing for it is a multi-level task, and each will need practice and perhaps guidance, on the specific intent of each potential question they will be asked.”

3. Security

NATO WARSHIPS ARE AVOIDING RED SEA

Published Oct 29, 2024 by **GCaptain**

The Red Sea, one of the world’s busiest and most strategically vital waterways, has become so hazardous that even the German Navy is steering clear. Defense Minister Boris Pistorius’s decision to redirect the frigate Baden-Württemberg and support vessel Frankfurt am Main around the Cape of Good Hope on their return from an Indo-Pacific deployment speaks volumes. The Red Sea is now deemed too perilous, underscoring just how ineffective current U.S. and EU naval protections are in this region.

For months, the U.S. and EU have stationed forces to secure the Red Sea’s shipping lanes. Yet, Houthi rebels, equipped and backed by Iran, continue to harass and attack vessels under the guise of “solidarity” with Palestinian forces in Gaza. Reports reveal Houthi attacks extending into the Indian Ocean and even the Mediterranean, a spread that demonstrates their increased capability and adaptability. The EU’s mission Aspides commander warned of escalating danger but lacked the ships and resources needed to respond adequately. The United States Navy continues to send warships through the Red Sea, but its mission to protect merchant ships – Operation Prosperity Guardian – is considered a failure by several naval experts we interviewed and has significantly diminished in scope and size. As a result, even many US-flagged commercial vessels – which the US Navy is obligated by law to protect – are opting to divert their routes around Africa.



CISE AT THE CENTRE OF DISCUSSION IN BRUSSELS

Published Nov 5, 2024 by **EMSA-EU News**

On 17 October 2024, the EU’s maritime community met in Brussels to discuss the present challenges in maritime security domain and the role of CISE in bringing maritime authorities together for a stronger and more effective response to them. The “CISE high-level event”, organised by the European Commission’s DG MARE in cooperation with EMSA and CISE-ALERT Project, was attended by 180 participants in person and 360 online viewers representing a broad range of maritime authorities from across the EU.

The more maritime authorities join and share information via CISE, the more value it will add to their efforts to ensure security at sea. Amid new and evolving maritime threats, CISE can multiply the collective security and surveillance capacities and enhance the awareness of what is happening at sea, both above and below the surface. These are the main messages that were repeatedly stressed throughout the Brussels’ conference dedicated to the Common Information Sharing Environment (CISE) for the EU maritime domain.

The participants to the event reflected on what has been achieved so far, in particular the launch of the CISE Operational Phase on 1 July, which is one of the major accomplishments of the European Maritime Security Strategy (EUMSS) and its Action Plan. The implementation of CISE is well underway, and as demonstrated during the event, the involved maritime authorities have

already carried out extensive testing of information sharing through CISE in different operational settings. The exercises performed addressed activities such as protection of critical maritime infrastructure, fight against illegal activities at sea, pollution response, cybersecurity, etc.

Among the main topics of the event, were the future developments of CISE and the need to further promote this tool and to make sure that it serves maritime authorities located across all sea basins around Europe. It was pointed out that CISE comes at a pertinent moment given the complex and dynamic maritime security context we have today. It is therefore important to build upon the exercises conducted so far, and to start using CISE for enhanced information exchange. Regarding the next steps for CISE, the focus was also set on the CISE CLASSIFIED network which will further facilitate the cooperation between military, law enforcement and civilian authorities in the EU.

The final panel of the event was dedicated to the outcomes of the CISE-ALERT Project as it had an essential role in making CISE operational. The project, which ran from November 2022 to October 2024, was implemented by a consortium of maritime authorities from France, Bulgaria, Greece, Italy, Slovenia, and Portugal. It was concluded by a series of trials which successfully demonstrated the real added value of CISE in maritime operations at sea. The involved authorities highlighted the benefits of using CISE including closer cooperation and coordination among different authorities across sectors, and within and among different EU Member States.

The event featured high-level speakers from several maritime authorities involved in CISE: Bulgarian Maritime Administration, French Secretariat General of the Sea, French Coast Guard Customs, French Naval Hydrographic and Oceanographic Service, Hellenic Navy General Staff, Italian Coast Guard, Italian Space Agency, Slovenian Maritime Administration, Spanish Navy, Permanent Representation of Finland to the EU, Portuguese Navy, Portuguese Directorate General for Maritime Policy. Different EU institutions and bodies were also extensively represented, including: the European Commission's services (DG MARE, DG MOVE, DG HOME), European External Action Service (EEAS), EU Satellite Center (SatCen), European Border and Coast Guard Agency (FRONTEX), European Fisheries Control Agency (EFCA), European Defence Agency (EDA), and the European Maritime Safety Agency (EMSA).

The discussions were divided into four thematic panels: 1) The importance of CISE in maritime security and surveillance, 2) CISE as a key tool for the implementation of the EU Maritime Security Strategy, 3) Current and future use cases of CISE, 4) How the CISE-ALERT project paved the way to the operational use of CISE. The recording of the entire event is available on <https://youtu.be/89oM0nkCYks>

CESMA LOGBOOK (2024-4)

We were represented at the following occasions:

25/SEPTEMBER IMO GMA MEETING, LONDON, UK (P)

26/SEPTEMBER WMD, EXTREME WEATHER SEMINAR, LONDON, UK (P)

10/OCTOBER WEBINAR AUTONOMOUS SHIP (SG)

22/NOVEMBER VIDEO MEETING WITH SINCOMAR, PT (P+SG)

On the front page:

M/V GALAXY LEADER – Hijacked on November, 2023 and still in Yemen

Capt. Marko BEKAVAC – Sentenced 30 years prison in Turkey

Sail Ship ANEMOS – Crossing Atlantic Ocean under sails

HMNZS MANAWANUI – Sank off SAMOA’s Coast on October 2024

**Capt. Avhilash RAWAT – IMO Award for Exceptional Bravery at Sea,
on M/T Marlin Lnanda**

(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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