

# CESMA NEWS

## DECEMBER 2014

THE EUROPEAN UNION SHIPMASTER INFORMATION CHRONICLE

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# MOTORWAYS OF THE SEA CONFERENCE

(Sustainable Shipping for Reduction of Emissions)

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The Swedish city of Gothenburg was the scene for the next conference on Motorways of the Seas. The meeting, named as GotMoS, again draw a large audience together with a number of excellent speakers from the political as well as from the industry side. Also administrators from Scandinavian countries were present to listen to a large number of presentations on the project which is seen as crucial for the future transportation of goods in Europe and beyond. As the name says, shipping is an important factor together with railways. The Motorways will connect countries and ports in Europe as well as "corridors" which will also make connections with ports in the Middle East and North Africa possible. The general idea is to clear the European roads from traffic jams and polluting trucks with other words to create a more environmental friendly and safer system of transportation in Europe from which trade and the environment will benefit. MoS will have to prove itself and we should not expect the system to develop in the near future. It will be 2020 and beyond before we see the real benefits. It also aims at better competing with international economic blocs as the America's and the Far East.

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Mr. Brian Simpson

The meeting brought together also a lot of stakeholders in the European transport sector. From them the initiators of the project seek to receive the "bright" and innovative ideas. Mr. Brian Simpson, former president of the transport commission of the European Parliament and ardent supporter of the project, expect stakeholders to "deliver", meaning that any new ideas also from CESMA member associations are welcome to be included in the outcome of the project.

In general it involves also a better integration of ports in the transport system together with the connecting railways to bring goods further inland. Also the inland waterway traffic is playing an important role in the entire setup.

The conference in Gothenburg concentrated on the environmental aspects of the transport, especially the consumption of vessels which is known to polluting especially because of the percentage of sulphur in the exhaust gasses of ships.

On 1 January 2015 the new EU sulphur directive will come into force, stipulating that the percentage of sulphur measured from the exhaust gasses must not exceed 0,1%, implying that ships cannot consume the, up to now, used heavy fuel which is one the most polluting and cheap fuels in the market. As most ships are built to consume this heavy fuel oil, they will have to change over to the more expensive gas or diesel oil which will bring shipping companies into difficulties profit wise. During the conference possible solutions were widely discussed by experts from the oil industry, shipyards and ship owners. The main presentations and discussions concerned the three possibilities for shipping to adapt to the new regulations in which the European Commission cooperates by so called pilots.

The first pilot is evaluating the use of scrubbers. It involves a new generation of light weight scrubber technology. Installing a full scale scrubber on a vessel, operating in the Baltic and North Sea, depends on salinity and winter conditions with ice. Also waste handling is an issue. The testing is done in two existing RoRo ships operating in the Baltic Sea and the North Sea. It verifies and evaluates the specific port structure and preparatory investments needed for a full scale

implementation of the scrubber technology. It also investigates how a financial strategy and mechanism can be established in order to support ship-owners/operators in converting the vessels in their fleets into the new technology. It also gives recommendations to decision makers on how this mechanism can be formulated and eventually improved. In the meantime several scrubbers are installed on vessels operating in the SECA areas with financial assistance of Europe.



**Viking Grace**

The second option discussed was the possibility to power ships with LNG. The pilot LNG is looking at designing and building small bulk/dry cargo vessels with LNG without losing cargo carrying capacity. The LNG tanks are carried on deck. There are also initiatives to convert existing vessels to LNG. The project is closely following the different stages from technology implementation at the shipyard via bunkering facilities

to operational start. Problems are mainly the lack of sufficient bunker facilities although various possibilities are emerging for example via bunker barges. With the facilities now available bunker procedures shall in fact have to be carefully planned. The first passenger ferry which runs on LNG was delivered recently. The "Viking Grace" links Sweden and Finland.



**Stena Germanica**

Another possibility is methanol as marine fuel. The overall objective of the Pilot is to prove and showcase that methanol is an innovative, safe and sustainable fuel for shipping. It can in fact be already used in short term in the Trans-European Network (TEN-T) which is part of the Motorways of the Seas policy. STENA has reacted by planning to convert its Ro-Pax ferry "Stena Germanica" which makes a daily voyage between Kiel in Germany to Gothenburg in Sweden, to the consumption of methanol. The vessel measures 46.353 GT and transports up to 1.300

passengers, 300 cars and 300 lorries (3.900 lane meters). The design for the conversion is ready and class approved. The converting will be done at the Remontowa shipyard in Gdansk, Poland in the first quarter of 2015. Apart from Stena, the ports of Gothenburg and Kiel, the participants are Wärtsilä, Finland and Stena oil.

It is a sad story that notwithstanding all the efforts by the European Commission to support short sea connections in Motorways of the Seas, some shipping companies have decided to cancel shipping routes as a result of the introduction of the low sulphur emissions, specifically because of the short time they were given to adapt to the new regulations. This traffic is now returning to road transport which is the most environment unfriendly mode of transport.



We were alarmed by the recent disaster on the Italian ferry "Norman Atlantic", which caught fire during her regular voyage from the Greek port of Patras to Ancona in Italy. More than ten people are believed not to have survived the accident. The master of the vessel, Captain Argilio Giacomazzi, who left the ship after everyone was evacuated, will be persecuted together with the ship owner for serious negligence, breaking important safety regulations, forging passenger lists and manslaughter. During a safety inspection on 19<sup>th</sup> December several deficiencies were reported. The company had been given two months to correct the defects. We will revert in our next CESMA NEWS on this tragedy.

# PROCESS CAPTAIN SCHETTINO IS COMING TO AN END



After many sessions in the Teatro Moderno in Grosseto, the trial against Captain Schettino of the "Costa Concordia" is finally drawing to a close. Hundreds of witnesses and lawyers of those having an interest in the case, have been heard by the court. Many questions were asked and answered. A totally new investigation, ordered by the President of the court, in which Captain Schettino has given his cooperation, has taken place.

## Teatro Moderno, Grosseto

By being present at a number of sessions, part of the deliberations have been digested and by contacting and speaking to several witnesses of the accident, including Captain Schettino himself and a number of the passengers then on board of the "Costa Concordia", we now have a clear picture of the circumstances that led to the disaster and of all the events which happened afterwards. The reasons for the trial are well known and have been described extensively in these columns. The consequences of the disaster were unprecedented. 32 lives were lost and the luxurious passenger liner was reduced to no more than scrap.

Our interest in the case was triggered by relatives of Captain Schettino in the first place. This was followed by a request for assistance from the shipmasters' association of which Captain Schettino is still a member. (USCLAC is an associated member of CESMA). The main question was whether Captain Schettino would get a fair trial and if convicted, would receive a punishment which should be based on facts and not on allegations as expressed in the press after the accident.

At first, Costa Crociere, the ship operator, assumed a realistic attitude, commenting that a human error had been the cause of the accident and that the ship's master would be held accountable, nothing more, nothing less. After a few days this policy was completely abandoned. In the media, big headlines appeared that the ship's master was the only one to be blamed, that he was a coward who left the ship soon after the accident without caring for his passengers and crew and that his abilities were thoroughly questioned. He was even pictured as an idiot who could not be taken seriously.



**Capt. Francesco Schettino**

Why did the attitude against Captain Francesco Schettino, until the accident a well respected captain in the Costa company, changed so suddenly? At the IFSMA annual general assembly in June this year, we heard rumours which brought some light in the darkness. A few days after the accident the top brass of those interested in the cruise industry is said to have met in London to discuss the consequences, not only for Costa

and Carnival but also for the cruise industry in general. With the knowledge on the accident then, it became clear that apart from the navigational error which was the original cause, many other issues had become to light which played an important role in the aftermath of the disaster. In the meantime the company and IMO have amended a number of safety procedures which had proved to be insufficient during the evacuation of the vessel. Even the construction of the vessel, such as the location of the emergency equipment and generators was evaluated. Also the role of the local Coastguard was questioned. In fact they were in charge of the evacuation of the crew and passengers as soon as the vessel touched the shore near the Island of Giglio. We have seen images of coastguard cutters laying idle while people were in the water. trying to swim ashore to save their lives.



**Comm. de Falco**

Was Mr. de Falco, who made an unprecedented remark to Captain Schettino to go back on board, already trying to save his skin? Is it a secret that the chief executive of the Italian Coastguard travelled to the USA a few days after the accident to discuss the entire rescue operation with the US Coastguard, experts in this field?

But what to do? The simple decision was to appoint one man as responsible and guilty for the entire disaster. A scapegoat was born. Prompted by the industry, all media in the world began to depict Captain Schettino as a scoundrel, a coward and an incompetent idiot who should never have had the command of a cruise vessel such as the "Costa Concordia". They knew that they sacrificed a human being and a career at sea, with the possibility that Francesco Schettino could await a lengthy prison sentence as he could be depicted as a criminal.



**The three judges**

In this article we are not going to pose the question of guilt. That is for the judges in Grosseto to decide. A few statements during his deposition by Captain Schettino during the last days of the hearings in Grosseto might be important. He declared that his initiative to pass the Island of Giglio at a small distance was his decision and that Costa had no influence on his decision and had not been informed. He also declared that the officers responsible for the watch had not disputed the plan to approach the island more closely and made the original error, bringing the vessel at a dangerous short distance to the shore, closer than given in the voyage plan. Captain Schettino, in his efforts to steer clear of the island, did not receive proper cooperation from his bridge team. Therefore the officers of the watch, according to the opinion of Captain Schettino, are just as guilty of the accident.

During the recent yearly assembly of my Nautical College in Amsterdam, where school and class mates are meeting to join a traditional meal, the case of the "Costa Concordia" was widely discussed. Many know of my involvement in the case and asked for developments. Curiously enough a number of experienced master mariners did appear to have some understanding for the actions of Captain Schettino and posed the opinion that reactions on an incident, as with the "Costa Concordia", cannot be predicted and that every mariner with whatever experience, reacts in his own way. Moreover, nobody is trained for accidents of this extent because they very seldom or never occur and can hardly be simulated. It is very easy to criticize persons involved afterwards, sitting in a comfortable office, sometimes months or years later. (FVW)



## INVESTIGATION ON FIRE "SCANDINAVIAN STAR" REOPENED



The Norwegian Ministry of Justice has accorded the re-opening of the investigation into the fire on board of the ferry "Scandinavian Star" in 1990. As a result of the fire during the voyage from Oslo to Frederikshaven, 159 persons lost their lives.

A Danish driver of a truck on board , who died during the accident, was said to have been the fire raiser according to the opinion after the first investigation. Various experts and relatives of victims have given to understand during the years that they did not believe in this scenario. They were of the opinion that the crew of the vessel had raised the fire, probably initiated by an insurance swindle.

From later investigations it became clear that the truck driver was already deceased before the fourth fire was ignited. Moreover, he could never have ignited all the fires, with his limited knowledge of the lay-out of the vessel, especially not in the short time span available.

The new investigation which will take a considerable time span, will be executed by the Norwegian police in cooperation with their Danish colleagues. They will primarily direct their investigation onto possible financial motives of the Norwegian owner of the vessel. The investigation in 1991/1992 was not specifically aimed at that possibility. The so-called evidence that pointed at the truck driver as the guilty person, will again be scrutinized.

It is evident that this investigation is directed at a possible criminal motive which caused the disaster. All other aspects of the accident which caused the death of so many people seem to be sufficiently evaluated, as far as safety issues are concerned, by the Norwegian and Danish maritime administrations.

(translated from SV)



## A EUROPEAN ACTION PLAN FOR SAFE AND SECURE SEAS

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On 16<sup>th</sup> December 2014, EU ministers have backed a set of actions to make Europe's seas safer and to protect the EU's maritime security interests from the threats which it faces. The Action Plan, part of the EU's Maritime Security Strategy adopted in June 2014, takes a cross-border and cross-sector approach to confronting the seaborne perils which the EU is confronted with. The plan is also central to the EU's commitment to boost the maritime economy since investments in the European maritime domain can only be prosperous if the seas are safe and secure.

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The Maritime Security strategy and its action plan is a response to the new threats which continue to emerge in the ever changing global security environment. The criminal smuggling of people, arms, or drugs is now more organised and more international than ever. Illegal fishing continues to be a plight on our oceans whilst terrorism and cyber-attacks are threats we cannot ignore. These trends jeopardize European and global maritime interests, as well as the prosperity and security of citizens at home and abroad.

The action plan, jointly implemented at EU and national level, is made up of 5 key strands of work:

- 1) Intensifying EU external action – a better use of the tools at the EU's disposal, including strengthened political dialogue and development aid
- 2) Shared maritime awareness and surveillance – focus on developing a common information sharing environment.
- 3) Capability development reinforced - for instance by promoting dual - use technologies.
- 4) Working towards a common risk analysis - risk management, protection of critical maritime infrastructure and crisis response will be bolstered
- 5) Strengthening maritime security research and training

The Action Plan covers both the internal and external aspects of the Union's maritime security. Its guiding principles are a cross-sectorial approach, rules-based governance of the global maritime domain, respect for existing instruments and competences, as well as maritime multilateralism. The implementation of the 130 specific actions foreseen in the Action Plan will be carried out by EU institutions and by EU Member States. From the external action perspective, this comprises measures such as engaging with third parties on maritime security matters, further promoting the existing international legal framework, particularly the United Nations Convention on the Law of the Sea, contributing to maritime capacity building in third countries, as the Critical Maritime Routes Programme already does, to build on lessons learned as the Contact Group on Piracy off the Shore of Somalia, and to conduct operational activities including missions such as the counter-piracy operation ATALANTA.

More information

[Action Plan as adopted by the Council \(General Affairs\) on 16 December 2014](#)



## EMSA OVERVIEW OF MARINE CASUALTIES AND INCIDENTS

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The European Maritime Safety Agency (EMSA) Annual Overview of Marine Casualties and Incidents consists in a high-level analysis of accidents reported by the EU Member States. This first edition relates to accidents that happened during the years 2011, 2012 and 2013.

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Following the entry into force of Directive 2009/18/EC1 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector, EU Member States shall, among other obligations:

- Establish independent accident investigation bodies. Landlocked countries without a maritime fleet are not obliged to comply with this provision, other than to designate a focal point. This is the case currently for the Czech Republic and Slovakia
- Require to be notified of marine accidents and incidents. This obligation covers casualties and incidents that:
  - Involve ships flying the flag of one of the Member States
  - Occur within Member States' territorial seas and internal waters
  - Involve other substantial interests of Member States

- Investigate accidents depending on their severity. Casualties which are classified as very serious shall be investigated. Serious casualties shall be assessed in order to decide if the accident needs to be investigated, while it is left to the accident investigation body to decide whether to investigate a less serious accident or marine incident.
- Publish investigation reports
- Notify the European Commission of marine casualties and incidents via EMCIP

This EMSA-run platform relies on the competent national authorities to provide data. It is this data which forms the basis of the Annual Overview of Marine Casualties and Incidents. In this publication, the terms “Europe” and “EU Member States” are considered to be the 28 Member States plus the EFTA Member States Iceland and Norway. The contribution of Croatia is limited as it joined the EU on 1 July 2013.

A total of 5,816 occurrences have been reported to EMCIP over its first three years in operation, 2011-2013, and have been used to produce this publication.

EU Member States are increasingly using EMCIP to report casualties and incidents. Comparison of the notifications in EMCIP against commercial sources that record accidents, suggested that approximately 3.500 occurrences (ranging from marine incidents at the lower end of the scale through to very serious accidents) could be expected to be notified annually.

It should be noted that the implementation of the reporting of marine casualties and incidents into EMCIP has been a gradual process. While the data can be used to shed light on certain aspects of maritime safety, it should not be used as an indication of the full picture.

Over the three years under consideration, 228 persons lost their lives and 1952 were injured.

Source: EMSA



## SMART MACHINES OR STUPID PEOPLE?

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There are concerns that smart navigation systems are becoming too clever for their own good. As navigation systems on ships become ever more sophisticated and complex, there are growing fears they may be becoming too smart for the user.

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At a recent conference on Navigation and Vessel Optimisation, the following question was asked: “ECDIS is intelligent, but is it smart?” In their zeal to attract more customers, makers of these systems are adding ever more features, which may eventually end up confusing users.

There needs to be an emphasis on proper training, indeed every change in technology has inherent risks that need to be managed. With the most advanced forms of navigation gear there are options galore, with most having super sophisticated options...but it has to be remembered that navigators can only choose the right one if they are properly trained.



In just a few short years we have leapt from two-dimensional Admiralty paper charts, which Nelson would have recognised, through to new systems which can display up to 256 layers of detail. Such massive strides in information provision and management must have a knock on effect.

Often the only person deciding which display to use is the officer of the watch, they will have their preferences – which is only right – they are professionals after all. But there are concerns that too much information, or displays not geared up correctly will cause problems. This is especially concerning as there will be varying levels of competence within each bridge team. Many a shore based training company will tell you otherwise, but not all seafarers are as blessed with technical skills as others – there are young officers, old officers, savvy officers and paper-preferring curmudgeons – all need to be accommodated and assisted in making the decisions they need to make for safe navigation.

A few years ago, the Nautical Institute suggested an “S-Mode” or “simplify” button which could reset any integrated navigation system back to some most basic of information settings. At the time this idea was derided, now it seems time to revisit this. (From: Shiptalk)



## WELCOME TO EUROPEAN MARITIME DAY 2015



European Maritime Day is celebrated annually in Europe around 20<sup>th</sup> May. This annual platform welcomes Europe's growing maritime community joining policy makers to discuss, debate and exchange best practices. The seas and oceans, and the opportunities they offer, are at the heart of the discussions.

This year, the European Maritime Day Conference will be organised in the “Peace and



Friendship” Stadium in Piraeus (Greece) on 28 and 29 May 2015. The Conference will focus on ports and coasts as engines for Blue Growth. Piraeus will also celebrate its maritime community on 30 and 31 May. The conference is hosted by the Ministry of Shipping, Maritime Affairs and the Aegean and the Municipality of Piraeus.



MUNICIPALITY  
OF PIRAEUS

As every year, high level sessions and stakeholder workshops, as well as exhibitions, public happenings and networking events will be organised.



**MINISTRY OF SHIPPING, MARITIME AFFAIRS AND THE AEGEAN**

# EUROPEAN PROJECT "IPATCH"

(Intelligent Piracy Avoidance using Threat detection and Countermeasure Heuristics)



Co-funded by the European Commission's 7<sup>th</sup> Framework Programme, the IPATCH research project addresses Security Topic SEC-2013.2.4-2: Non-military protection measures for merchant shipping

against piracy. IPATCH is tackling the issue of modern piracy and the challenges faced by merchant shipping in keeping crews safe whilst minimising costs. IPATCH will provide ships with new technology for enhanced early detection of piracy threats and real-time decision support for utilising countermeasures appropriately, effectively and safely if they come under attack.

The end of the 20<sup>th</sup> Century has seen an unprecedented resurgence of piracy. In particular, the breakdown of governments and the ensuing lack of "law and order" in African nations have turned the Gulf of Aden and, more recently, the Gulf of Guinea into some of the world's most dangerous places for commercial and private vessels. Piracy is also on the rise in other regions of the world, including South East Asia and South America. The international community has reacted to these threats with an increased military presence but the immense costs of these operations demand that further non-military options need to be explored.

Recent years have seen an increase in the use of private maritime security companies on board ships. Whilst effective, these companies often act in a legal "grey area", and the high cost and risk of escalation of violence means they are not a viable solution for all shipping companies. More generally, a comprehensive analysis of available countermeasures is lacking, and inappropriate use can result in unnecessary extra cost for shipping companies and can actually place the ship and its crew at further risk.

IPATCH seeks to address these challenges by first performing an in-depth analysis of the effectiveness and costs – including the legal, ethical and societal implications – of piracy countermeasures. This analysis will be based on historical data, expert knowledge and consultation with shipping companies and other stakeholders. The results from this analysis will be compiled in a manual to provide well-founded and quantified recommendations to the industry, extending and complementing the IMO's Best Management Practices. Finally, IPATCH will develop an on-board system for the early detection and classification of piracy threats with a decision support tool to assist the crew in making critical decisions on what actions to take for a given scenario.

Towards the end of the project, a demonstration of automated detection and decision support for piracy threats will be carried out on board a real vessel and threat scenarios will be simulated in order to evaluate the performance of different aspects of the system.

The three-year, €4.2M project started in April 2014 and receives around €3M funding from the European Commission. The project consortium consists of 9 companies from around Europe:

- BMT Group Ltd (United Kingdom)
- Totalforsvarets Forskningsinstitut (Sweden)
- University of Reading (United Kingdom)
- ITTI Sp. z o.o. (Poland)
- Università Cattolica del Sacro Cuore (Italy)
- Sagem Défense Sécurité (France)
- Termisk Systemteknik i Sverige AB (Sweden)
- Université de Namur ASBL (Belgium)
- Foinikas Shipping Company NE (Greece)

For more information, please visit the website: [www.ipatchproject.eu](http://www.ipatchproject.eu)



## RANSOM BAN AND PIRACY FEARS

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**Britain is moving to ban insurance companies from paying for terrorist ransoms. The legislation change will prevent insurers from making ransom payments to terrorist groups to free captives.**

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The killing of hostages by the Islamic State has stiffened the resolve of nations which refuse to negotiate with terrorists, or to make ransom payments. They are now asserting that such payments should be illegal because they fund terrorism. With other states taking a different approach, the debate over the legality of ransom payments has been reignited. Lawyers have been quick to remind the shipping industry that certain ransom payments are permissible under UK law following and it has been previously held that such payments were not illegal and not contrary to public policy. However, in cases where a ransom payment may go towards funding terrorism, anyone involved in the transaction could be violating a range of laws – namely, the UK Terrorism Act 2000.

It has long been seen that piracy does appear to be removed from terrorism – but it seems the agenda of many politicians is to rather simplistically lump all such problems together. Unions and welfare agencies have spoken out too, and they believe a ban could also have a devastating effect on global trade and industry, if the capability to free hostages is removed, the risk of capture and almost certain death may well be too much for seafarers to bear, or indeed shipping companies to accept.

There are fears the spread of a ban into piracy domains, would likely lead to ransom payments being driven underground. We would lose the ability to track them and thus to capture and prosecute the pirates who kidnap seafarers. All in all, the basic premise of stopping terrorists receiving cash is a fair one – but any suggestion that piracy is lumped into the equation would be dangerous, inflammatory and plain wrong. Not paying ransom to terrorist kidnapers is an efficient solution: It has been proved to reduce the number of hostages taken. Except that maybe it isn't the best solution. It is to be hoped that someone in the decision chain knows the difference between terrorists and pirates.

From: Shiptalk



## EU COUNTER PIRACY OPERATION EXTENDED

The EU Council of Ministers has extended the EU's counter-piracy Operation Atalanta by two more years, until 12 December 2016. The Operation's main focus is the protection of World Food Programme vessels, delivering humanitarian aid to Somalia. Moreover the deterrence, repression and disruption of piracy off the Somali coast. In addition, Operation Atalanta contributes to the monitoring of fishing activities off the coast of Somalia. Despite the significant progress that has been achieved off the coast of Somalia, since the operation was launched in 2008, it is widely recognized that the threat from piracy remains; the pirate business model is fractured but not broken.

The Council has therefore added certain secondary tasks to the Operation's mandate. EU Naval Force will now contribute, within existing means and capabilities, more widely to the EU's comprehensive approach to Somalia, including in support of the EU Special Representative for the Horn of Africa. It will also be able to contribute to other relevant international community activities helping to address the root causes of piracy in Somalia. In this respect, the operation could, for example, provide logistical support, expertise or training at sea for other EU actors, in particular the EU mission on regional maritime capacity building (EUCAP NESTOR). In addition, Operation Atalanta can also support the EU Training Mission (EUTM) Somalia.



"EU Operation Atalanta has considerably helped in reducing piracy off the Somali coast. We must maintain the pressure on pirates to help ensuring security in the Horn of Africa. This is in our mutual interest", EU High Representative for Foreign Affairs and Security Policy, Federica Mogherini said. "The EU Naval Force will now also contribute to addressing the root causes of piracy," she added. The common costs of EU Naval Force for the two years 2015 and 2016 are estimated at €14.7 million. The operation is currently commanded by Major General Martin Smith MBE of the UK Royal Marines. Together with 21 EU member states, two non-EU countries currently contribute to Operation Atalanta. (Source : MAREX)



## SAN GIUSTO AWARDS PRESENTED IN TRIESTE



On 12<sup>th</sup> December, Italia Marittima, former Lloyd Triestino, hosted the ceremony of plaques "San Giusto 2014, recognition that "Captains' and Masters' Association of Trieste" offers annually to the most deserving graduates of the local Nautical Institute. Five best students of the same school-year were also awarded by the "Foundation Brovedani".

The event, which was held at the conference hall of Italia Marittima (Evergreen Group), was attended by the top management of this Company, Wärtsilä Italia, Coast-Guard of the Port of Trieste, the SIOT, CEO's of Tripmare and Ocean, the International Propeller Club, the deputy President Capt. Giorgio Ribaric, on behalf of CESMA, Leadership and teachers of the Trieste Nautical Institute together with a large audience of participants.



The initiative was made possible thanks to the sponsorship of numerous sponsors, including Italia Marittima and Wärtsilä Italia again, Fincantieri, Siot, Tripmare, Ocean and the International Propeller Club and was promoted by our Captains' Association. It marks the deep collaboration, from the starting of the annual event, between the latter and the historic Shipping Company of Trieste. Furthermore, this year,

the Italia Marittima will have on board of a company vessel a cadet, newly graduated and awarded with the Targa St. Giusto. (Capt. M. Carbolante)



## 20 YEARS SHIPPING COURSE OF LECTURE

At the 19<sup>th</sup> /20<sup>th</sup> of November 2014, the 20<sup>th</sup> Course of Lecture for shipping took place at Rostock-Warnemünde. This event was organized by the shipping-institute part of the High School Wismar.

The main theme of the year 2014: „Intended challenges of the shipping“



**Shipping Institute Warnemuende**

Most speakers are professors at the above-mentioned shipping-institute at Warnemünde.

At first we heard a lecture with the title:

„The Future is not waiting: Safe maritime traffic with unmanned vessels?“

At next speaker gave a lecture with the topic:

„Innovation-pusher pilot: Digitalization in relation with German pilots“ Next to this lecture a member of the German company „Aida Cruises“ spoke about a company owned leading centre with the title:

„ Problems and intentions of a company-owned leading centre at the example of „Aida Cruises“

Also very interesting was the lecture with the topic:

„Positive aspects of the „Human Factor“ on the bridge by the leading team(Captain and officers)“

The German Navy presented a lecture with the title:

„ Organisation of the bridge team during transit-voyages“

This lecture showed us, that the commander of warships has much more personnel on the bridge than a captain or leading officer on a cargo/passenger vessel.

In the afternoon we listened following interesting lectures:

At first one with the heading:

„Greatness-increase of containervessels – a critical reflection“

This lecture we heard in connection with the next:

„Increase-limits of the international harbours“

Both speeches showed us that the size-increase of containerships is not finished up to now. In the short future the world will see ships with more as 20.000 TEU´s. This increase requires a new policy from the ports. The terminals have to have enough container places at their disposal for a smooth cargo (container) handling. That will be a great task for international ports and not all ports can solve this problem in time.

The next two lecture concerned the "perfect collision-warning".

These lectures were a little bit difficult to understand, because they were very theoretical.

Lastly we heard, in late afternoon, to lectures with the headings:

„Leadership: Requirements in the bridge leading team“

and to conclude a lecture presented by a female lawyer (very interesting)

with the title: „ Evacuation of passenger ships – a juridical disaster“

The second day was reserved for technical problems with a panel discussion about the power efficiency of ship's engines.

- Practical demonstration of a gasmotor, followed by a demonstration of a dieselmotor.

If you want know some more, please look at the internet side: [www.schiffahrtsinstitut.de](http://www.schiffahrtsinstitut.de)

Capt.Wolf von Presentin



## 20<sup>th</sup> CESMA ANNUAL GENERAL ASSEMBLY

The 20<sup>th</sup> CESMA Annual General Assembly will be organised in the ancient city of Viareggio in Italy at the invitation of the Italian shipmasters' association USCLAC on 15 and 16 May 2015 (Friday and Saturday). The Council Meeting and General Assembly will be held at the "Principe Piemonte".



Principe Piemonte

The Assembly on Saturday in the afternoon will be preceded in the morning by a seminar on a number of interesting subjects. Complete programme will be advised in due time.

Viareggio can be easily reached via the international airport of Pisa. The town originates from a castle that was built in the year 1172 by the cities of Genoa and Lucca as defence against the city of Pisa. It is specially known as the birthplace of the composer Puccini.

Your hosts will be senior President of USCLAC, Captain Nobile and Captain Claudio Tomei.



## FROM THE EDITOR

- During the first twelve months since the Maritime Labour Convention (MLC 2006) entered into force, 113 ships were detained by one of the Paris MoU Authorities for MLC-related deficiencies. This represents 17,4% percent of the total number of detentions (649). During this first year 7,4 percent (3.447) of the total number of 46.798 deficiencies recorded was linked to the MLC. Most deficiencies were most frequently recorded in the areas payment of wages, manning levels, health and safety and accident prevention, food and catering, accommodation and hours of work or rest (7,7 %).
- A recent tragic accident on board the cruise-vessel "Coral Princess", has again shown that concerns by CESMA as repeatedly voiced during Assemblies are still necessary. It is still lacking decent proper design, maintenance and sufficient training by the crew. The designated working group at IMO is once again invited to come forward with proper legislation to prevent more accidents and casualties among ship's crews.
- Experts have warned that terrorists are aiming at executing strategic attacks on choke-points of oil shipments. The resurgence of Al-Qaeda and affiliate organisations is occurring alongside some of the world's most strategically vulnerable and crowded waterways. Terrorists have the potential to do real harm to maritime activity in the Mediterranean, the Red Sea, the Indian Ocean and particularly in the key strategic choke points namely the Straits of Hormuz, the Suez Canal or the Bab El Mendeb Strait. While Al-Qaeda specifically threatened oil tankers, large cargo ships and cruise liners could also be at risk.
- Lloyd's Register predicts that mega container ships, capable of carrying 24.000 TEU, will soon be plying the world's oceans. Only eight years ago, researchers were looking at Malaccamaxs, 18.000 TEU vessels which were able to transit the Malacca Strait and received negative reactions. Since then, according to Lloyd's, several conditions have developed to the extent that ships of 24.000 TEU will become a possibility. However a representative of Lloyd's have stressed that there are still safety and technical challenges for a ship of that size, in particular the size of port terminals and bridges that span certain waterways, such as the Suez Canal.
- The last session in 2014 in the trial against captain Schettino of the Costa Concordia took place in Grosseto, Italy, on 1st December. The final verdict is expected early next year.
- The European Space Agency (ESA) and the European Maritime Safety Agency (EMSA) have selected the new unmanned aerial system ARS Life Ray, developed by technological group TEKEVER, to create the first European maritime surveillance system composed of an Unmanned Aerial System (UAS).
- The Belgian Council of Ministers has approved a royal decree which stipulates that the law of 16<sup>th</sup> January 2013, which includes several measures to combat piracy, will be continued until 31st December 2016. This law permits ship owners to employ certified private security guard teams to protect the crew on a ship against maritime piracy.
- The Safety Council of the United Nations has adopted resolution 2184 which aims at continuation of the battle against piracy near the coast of Somalia. It calls nations to participate in the combat against piracy such as providing navy vessels and aircraft and by arresting skiffs, weapons and other equipment which are used for acts of piracy or of which can be reasonably suspected that they have been used for piracy purposes. The UN also encourages judicial measures to prosecute pirates suspected of criminal acts.
- The International Maritime Organisation has adopted the International Code for Ships operating in Polar Waters (Polar Code) and related amendments to the SOLAS Convention to make it mandatory. This marks an historic milestone in the Organization's work to protect ships and people aboard them, both seafarers and passengers, in the harsh environment of the waters surrounding the two Poles. Both the Code and amendments to SOLAS were adopted during the 94<sup>th</sup> session of the Maritime Safety Committee On 17-21 November 2014.



# CESMA LOGBOOK (2014 – 4)

We were represented at the following occasions:

05 Nov Barcelona	Conference EU Project MONA LISA
19 Nov Travemuende	20 <sup>th</sup> Course of Lectures
20 Nov Travemuende	20th Course of Lectures (cont.)
20 Nov Amsterdam	The Future of Maritime Simulation (NI)
03 Dec London	Visit to TRANSEC exhibition (maritime security)
4 Dec London	Meeting IPATCH project
13 Dec Trieste	San Giusto celebration
17 Dec The Hague	Anti-piracy debate NL Parliament



The Board of CESMA wishes all members, supporters and their families a happy, prosperous and healthy year 2015 and the colleagues on board always fair winds. This year we celebrate 20 years of CESMA.



Capt.Sobadzhiev / daughter in Panama 2013

As latest new we can inform you that all papers are signed for Captain Sobadzhiev to return to Bulgaria where he has to serve the remainder of his prison sentence. We wait for one final signature from the Minister of Government before he can depart from his prison La Joya.

We are grateful for the cooperation of the Panamese IMO representatives in London who did their utmost to convince the Panamese legal department. Even the Minister of Foreign Affairs was involved in the efforts to bring Captain Sobadzhiev to Bulgaria where he will be re-united with his family after years of captivity in Panama.





## CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS



### AIMS OF THE ORGANISATION (abridged)

- TO WORLDWIDE PROTECT THE PROFESSIONAL INTERESTS AND STATUS OF EUROPEAN SEAGOING SHIPMASTERS.
- TO PROMOTE MARITIME SAFETY AND PROTECT THE MARINE ENVIRONMENT.
- TO PROMOTE ESTABLISHMENT OF EFFECTIVE RULES WHICH PROVIDE HIGH PROFESSIONAL MARITIME STANDARDS AND PROPER MANNING SCALES FOR VESSELS UNDER AN EUROPEAN NATION FLAG.
- TO INFORM THE PUBLIC IN THE EU ABOUT PROBLEMS 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

#### ANNUAL SUBSCRIPTION:

EURO 16,- (EXCL EURO 5,- ENTR. FEE)  
PER SEAGOING MASTER  
(WITH A MINIMUM OF 25)  
FOR FULL MEMBER ASSOCIATIONS  
EURO 8,- PER SEAGOING MASTER  
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FOR ASSOCIATED MEMBER ASSOC.)

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