

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

CESMA NEWS



SEPTEMBER 2020



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CESMA NEWS

SEPTEMBER 2020

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

SECRETARIAT: MUNTPLEIN 10
NL-1012WR AMSTERDAM
THE NETHERLANDS
TEL: SEE LIST OF BOARD MEMBERS BELOW
e-mail cesma-eu@introweb.nl

PRESIDENT: CAPT. H. ARDILLON, FRANCE
TEL: +33 2 35 801 505 MOB: +33 6 09 450 057
e-mail: hubert.ardillon@afcan.org; hubert.ardillon@gmail.com

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

VICE PRESIDENT: CAPT. G. RIBARIC, SLOVENIA
TEL/FAX: +386 56772642 MOB: +386 31 375 823
e-mail: zpu.slo@siol.net; jrg.ribaric@gmail.com

GEN.SECRETARY: VACANCY
TEL/FAX: MOB:
e-mail:

ADMINISTRATOR: CAPT. L. GEENEVASSEN TEL: +31 512 510 528
MOB: +31 6 3052 3886
e-mail: ljhgeenevasen@cs.com

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

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

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

CESMA LOGBOOK (2020 – 3)

We were represented at the following occasions:

6 AUGUST – NI WEBINAR DEVELOPING PROFESSIONALS

20 AUGUST - NI WEBINAR HATCH COVER

27 AUGUST - NI WEBINAR BULK CARRIER

03 SEPTEMBER - NI WEBINAR WORLD OCEAN RESPONSIBILITY

24 SEPTEMBER – CESMA COUNCIL MEETING AND ANNUAL GENERAL ASSEMBLY

24 SEPTEMBER – WORLD MARITIME DAY 2020

On the front page:

World Maritime Day 2020; Log Carrier Funning in New Zealand; m/v Wakashio around Mauritius; Kongsberg autonomous zero emission ro ro vessel

MINUTES OF THE 25th CESMA COUNCIL MEETING ON 24TH SEPTEMBER 2020 MADE ON LINE VIA GOOGLE MEET

Those present: Captain H. Ardillon, President (AFCAN, France), Captain D. Dimitrov. Deputy President, BSMA, Bulgaria, Captain G. Ribaric, Vice President, (ZPU, Slovenia), Captain Captain W.Martens, VDKS, Germany, Captain B. Kavanagh, IIMM, Ireland, Captain D. Grey, IIMM, Ireland. Captain B. Baert, KBZ, Belgium, Captain L. Geenevasen, NVKK, Netherlands, Captain M. Badell Serra, ACCMM, Spain, Captain D. Quaini, HYDROS, France, Captain A. Ozols, LSMA, Latvia, Captain I. Susic, UKPTM, Croatia, Captain I. Conev, BSMA, Bulgaria, Captain Lucian Murariu, ACRO, Romania

The Council is welcomed on line by the President of CESMA, Captain Hubert Ardillon.

ITEM 1: OPENING BY THE PRESIDENT

The Deputy President, Captain Dimitar Dimitrov, opened the 25th CESMA Council Meeting on line via Google Meet. He welcomed all the attendees and expressed the hope that all CESMA captains are in good health. The CESMA Board met a month ago and due to travel restrictions in Europe decided to make the AGA on line. As the representative of the newly joined Romanian association is present on line capt. Dimitrov proposed the council members to vote for adoption of Romanian Shipmasters Association as associate member which is in agenda item 11. The proposal was adopted unanimously and capt. Lucian Murariu was welcomed in CESMA family as representative of Romanian captains. Due to some technical problems the President of CESMA, Captain Hubert Ardillon joined the meeting twenty minutes later and welcomed the participants. He commenced with the thanks to KBZ for the fruitful 24th AGA in Antwerp during 2019. He continued with thanks to captain Leo Geenevasen for all the efforts he made to re-establish CESMA bank operations, registration and internet communications.

ITEM 2: Apologies

No apologies are received as the AGA is on line. There is a message from our Italian colleagues who decided to not attend on line AGA with the following explanation:

Quote

Internet AGA 23/24 September 2020

From: Collegio Capitani Trieste (collegio69@collegioditrieste.191.it)

To: cesma-eu@introweb.nl; hubert.ardillon@gmail.com

Cc: zpu.slo@siol.net; jrg.ribaric@gmail.com; mitko652012@yahoo.com;
mitko652012@gmail.com;

info@collegionazionalecapitani.it; claudiotomei@ymail.com; luca@triggiani.it;
training@italianyachmasters.com; anngiolet@libero.it

Date: Monday, September 21, 2020, 7:33 PM GMT+3

Dear President Capt. Hubert,

in these last weeks Giovanni Lettich, Claudio Tomei, Luca Triggiani and myself, we have discussed about the next AGA via internet and main purpose of it . As members of the mentioned Council Meeting representing the Italian associations, below reported, we do agree in giving our assent regarding the budget settlement presented by you. In general, we also agree with what is expressed in your email dated 17 August, papers for council 2020. However We have a different view on the urgent need to vote for a candidate to replace the current Vice President who is in standstill agreement, Giorgio Ribaric, and following are the thinkings:

1) we do believe that the confidentiality of the vote expressed is not sufficiently guaranteed via internet.

2) we do believe that in the face of the candidates, it needs a wide debate by physical presence and would be necessary to obtain evidence of the orientations of the council members all.

3) to have and receive sufficient feedback from candidates in their answers/replies to questions posted for the commitments to CESMA's scopes.

With much regret, we have to decline your call for this internet AGA; therefore, it is our intention to abstain from the election of the vice president. For these reasons, may we suggest, recommend, postponing the election in this exceptional

circumstance due to COVID-19, for the time being, to confirm the current Board Members, waiting an AGA with the physical presence of all participants.

Sincerely, with best regards,

on behalf of:

CTPC Capt. M. Carobolante, president

CNPC Capt. G. Lettich, president

USCLAC Capt. C. Tomei, president

IYM Capt. L. Triggiani, president

Unquote

The matter had been discussed by all the present Council members and all agreed to proceed with AGA. Capt. Dimitrov suggested discussing the election in agenda item 6 and 10 which was accepted by the floor unanimously.

ITEM 3: PRESENTATION OF COUNCIL MEMBERS

Each council member presents himself and mentions the shipmasters' association and which country he represents. Romanian Shipmaster Association was welcomed to the

Confederation and they ensure the other members that they join organization in order to work together with all European colleagues.

ITEM 4: ADOPTION OF THE AGENDA

The agenda was accepted as proposed. Capt. Dimitrov proposed to discuss and take decisions for Council Meeting and AGA simultaneously as the participants will be the same. The proposal was adopted unanimously and it was decided when the Council Meeting would finish to continue with the additional agenda items mentioned in AGA agenda which was adopted as well.

ITEM 5: ADOPTION OF THE MINUTES OF THE 24th COUNCIL MEETING AT ANWERP, BELGIUM.

Captain Dimitrov informed the floor that the minutes of 24th Council Meeting and AGA in Antwerp had been distributed and agreed on line shortly after the events. No any remarks had been reported and the minutes had been adopted unanimously.

ITEM 6: ORGANIZATION AND RUNNING OF CESMA BOARD (PAST, ACTUAL AND FUTURE

Captain Ardillon informed the council members for the proposals he made and distributed over the mail. Capt. Baert from KBZ suggested the time for presentation and questions and answers to be counted together not to exceed 30 minutes instead of proposed 15 minutes for presentation and 15 minutes for remarks, questions and answers. His proposal was agreed upon. Capt. Leo Geenevasen proposed treasurer to be member of the board and the CESMA Board to increase to five members. Capt. Kavanagh mentioned the necessity of confidentiality during voting. Capt. Ivan Conev, capt. Baert and capt. Mertens proposed the elections to be made via Zoom or Teams where confidentiality is ensured and it was agreed upon unanimously. Capt. Ardillon proposed for the next year elections that he is available for Secretary General of CESMA. The final change of by laws adopted was as follows:

By Law 19 (a) Board Members General and Specific Duties

BOARD MEMBERS DUTIES

CESMA BOARD COMPOSITION

a President

a Deputy President

a Vice President

a General Secretary

a Treasurer (who could be one of the above Member)

Fur purpose of administrative papers with Chamber of Commerce of Amsterdam, where is registered CESMA, and the Bank – ABN AMRO AMSTERDAM, where is the bank account of CESMA, if no one of these Board Member is from The Netherlands, then the NVKK (Association from The Netherlands) representant has to be associated to Board as an Administrator.

ALL BOARD MEMBERS

Representing CESMA in European Commission, Parliament, Conferences, Seminars, Meetings, etc. – CESMA could be represented by one or several Board Members, subject to interest, number of places/rooms to attend at a same time, proximity of Board Members ;

It has to be noted that **ALL COUNCIL MEMBERS** can attend such above events

considering the fact that the event will take place in the country of their Associations, or near of their home. This could minimize the travel expenses for Board members to reach and assist to such a meeting. Of course expenses encountered by a Council Member to reach such a manifestation could be supported by CESMA, at the condition that a report on the manifestation be sent for CESMA NewsLetter.

GENERAL SECRETARY

Checking answering emails received on cesma-eu@introweb.nl, that, in link with GS, could be done by other Members who have the access to the email box ;

Recording activities (logbook) of Cesma Members (Board and Council) ;

CESMA website actualisation ;

Preparing papers for AGA, Council, Board Meeting, in cooperation with other Board Members ;

EU Transparency Register annual update ;

Business cards for CESMA Board Members.

TREASURER

– Requesting subscription form Associations ;
– Reimbursing travel expenses to Board and Council Members, as per the CESMA expense form ;

– Preparing financial documents for Council and Board Meeting ;

These documents should be prepared, filled and signed by the Treasurer, then countersigned by the other Board Member having the signature at the bank.

There always should be **two** persons to have the access at the bank and a bank card in the Board : the Member from The Netherlands (administrative requirement from the bank) plus the Member acting as Treasurer or the President or the General Secretary if the member from The Netherlands is already acting as General Secretary or President.

At any time, these two Members should obligatory come from two different countries.

OTHER DUTIES

Which could/should be split between all Board members

– CESMA NewsLetter : collect of news/reports from Council Members, composition, responsible of printing and sending (postal and email) – it would be better if CESMA NewsLetter is being prepared by two Council Members, one of these two being part of Board.

– EU Transparency Register – access by two Board Members ;

– Contact with other Associations, national, international, and european not being part of CESMA but wishing to be part of.

BOARD UPDATES

After election of new member(s) to the Board, the update is to be done within 2 months to Chamber of Commerce of Amsterdam (each time), and ABN AMRO bank (when deemed necessary).

For language and facility purposes, the change is to be performed by the NVKK (The Netherlands) representant to the Board (Administrator or function if any). Firstly to the Chamber of Commerce, and then to the bank.

In order to keep CESMA finance running (access to bank), the two Members having access to the bank (internet and card) should not be renewed the same year.

By Law 19 (b-1) Voting Guidelines

VOTING GUIDELINES

General Principle : 1 country = 1 vote

Votes to be executed as per Statutes Article 13 and By-Law Item 3

1. Before the vote:

Whatever be the subject of the vote, question or election to Board, it should be sent to all full member association **30 days** (1 month) before the vote.

In order to keep anonymous writing, papers should be prepared by General Secretary before the vote.

In case the vote has to be done using digital means, the mean to be used should propose a confidential vote.

Just before the vote, two assessors should be designated by Council Members for supervising and counting. As Associated members have no rights to vote, they are preferably designed for the assessor function.

2. The vote:

For each ballot, on the voting paper, it should be noted to whom/what the vote goes, and the number of association(s) being part of the country.

Then the counting will be: 1 association: 1 vote

2 associations: 0.5 vote

3 associations: 0.33 vote

4 associations: 0.25 vote

Example:

Subject: Election to Board – General Secretary

Vote goes to: Capt. XXXXXX - Capt. YYYYYY - Capt. ZZZZZZ

(circle the desired answer)

Number of own country' associations represented in CESMA: 1

3. Counting:

Then on the counting table, all votes to be reported with the value of the vote (1 – 0.5 – 0.33 – 0.25). Total to be done manually.

4. Archives:

The counting table (including in case of digital vote) so filled plus all the voting papers (including proxy and email or digital votes) have to be kept for archives at least 6 years in CESMA office and/or one Board Member's home.

By Law 19 (b-2) Proxy Voting Form

PROXY VOTING FORM

Please complete this form and return it by mail to :

cesma-eu@introweb.nl

Association:

Position:

I, representing above mentionned Association, Member of Confédération of European ShipMasters' Association (CESMA) appoint:

Name:

Association:

Country:

or

Board Member:.....

as my Proxy to vote for me during the Council Elections to be held on 7th May 2020
at Rijeka, Croatia.

Name: **Date:**

Signature:

1. This form should be signed by the President or Board Member of the Association.
2. The form is valid only if the Proxy assists at the Council.
3. You are responsible for instructing your Proxy how to vote. Instructions concerning the vote should not appear on this form.

4. The Proxy form does not prevent your association to assist at the Council and to vote directly. Then the Proxy will not be valid anymore.

By Law 19 (b-3) Forms for Voting (sample)

CESMA COUNCIL

25

Ballot number: 1 - 2

**ELECTION FOR BOARD
GENERAL SECRETARY**

DATE

Capt XXXXXX

Capt YYYYYYY

Capt ZZZZZZ

(circle the desired answer) (circle the desired answer)

Number of own country's associations represented in
CESMA:

x

CESMA COUNCIL # 25

ACCEPTATION OF:

DATE

(Resolution title)

YES

NO

ABSTAIN

(circle the desired answer)

Number of own country's associations represented in CESMA:

By Law 19 (c) COUNCIL AND AGA ORGANISATION

General principle

Council will be organised on the first day – preferably Thursday
Annual General Assembly on the second day (so Friday).

1st day: Council

Time allowed: full day (09:00 to 18:00) – at discretion of organising Association.

However in case Council should be ended at 17:00 or earlier for a visit (school, port office, etc.), the Council should not be started after 09:00.

During the Council items to be put on the agenda are:

- **Opening words** by organizing Association and CESMA Board president;
- **Presentation of Council Members** plus Apologies from not present Members;
- **Adoption of the agenda**;
- **Minutes or previous Council** to be adopted;

Minutes should be sent to all associations at least **1 month** before Council in order to be read and corrected by members if necessary. Corrections to be sent to General Secretary not later than **2 weeks** before Council, in order to be inserted in minutes;

- **Financial documents** with explanation from the Board, vote for acceptance, or not;
- **Activities report**, also named General Secretary report, vote for acceptance, or not

Members are required to send to General Secretary every activity or representation they could have done in name of CESMA. Reporting has to be sent soon after such activity in order to be inserted in the logbook before the Council. One month before the Council, GS is in charge to require from Associations if an activity is to be added on logbook ;

- If required by statutes, **election of board members**.

In case of renewal of a board member, it should be said at previous Council in order to give time to associations to present a candidate. Name and CV of such candidate should be received at CESMA at last on 31th december before the Council. Then 2 months before the Council, GS should inform all Council Members of such candidates;

– **List of membership**, discussion with european captains' associations. Eventually a vote could be organised for acceptance of new member;

- **Links** with other Associations and European Community;
- Any point related to organisation of CESMA.
- Following remaining time, the evaluation of resolutions taken previous AGA could be started.

2nd day : Seminar and Annual General Assembly

Time allowed: full day (09:00 to 18:00). The day can be divided in two part : a seminar in the morning and the Annual General Assembly itself in the afternoon.

Seminar

It is not a mandatory part of our meeting, however it is understood by CESMA that the association who organises Council and Annual General Assembly wants to promote itself by organizing conferences on maritime subjects in order for the other associations to see what could be the regional/national meaning or approaches of maritime and environmental problems and for own national administration to show that they are acting.

This seminar should not be too long. Half a day is large enough, as there is the Annual General Assembly on the second part of the day. Also if after the conference itself the organisers want to have a debate with speakers, it should be taken in account that it is very difficult to prevent, to stop and to regularise talkings from present members.

Ideally, a maximum of three speakers with time allowed for a maximum of **30 minutes** each for their presentation, remarks, questions and answers.

Seminar could include one or two presentation(s) from a CESMA Member.

Such a way, with the time used at first for welcome and presentation of the seminar by the officials (major, port captain, etc.), the president of receiving association and the president of Cesma, and also the usual coffee break, noon will be reached without blank

times. So a seminar starting at 09:00 could end at 12:00.

Annual General Assembly

In the afternoon, starting after lunch not later 14:00, but ideally 13:30, following items have to be inserted on agenda:

- **Opening words** and presentation of board members;
- **Adoption of the agenda**;
- **Minutes or previous AGA** to be adopted;

Minutes should be sent to all associations at least **1 month** before AGA in order to be read by members and corrected if necessary. Corrections to be sent to General Secretary **2 weeks** before AGA, in order to be inserted in minute;

- **Evaluation of resolutions**, (can be continued from Council), resolutions which necessitate a larger discussion;
- **Declarations from associations** and board not being in resolutions;
- **New resolutions** if deemed necessary;
- **Invitation** for next Council and AGA;
- **Closure words**.

By Law 19 (d) APPLICATION FOR (ASSOCIATED) CESMA MEMBERSHIP

Association full name:

Full address:

Phone/fax/E-mail:

Name vice president:.....

Name secretary:.....

Name Treasurer:

Number of seagoing masters:.....

Shorebased masters:

Retired masters:

THE PRESIDENT OF THE ASSOCIATION OF SHIPMASTERS, MENTIONED ABOVE, DECLARES THE PARTICULARS TO BE CORRECT TO THE BEST OF KNOWLEDGE AND HEREWITH APPLIES FOR ASSOCIATED MEMBERSHIP OF THE CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS (CESMA) AND AGREES TO COMPLY WITH THE STATUTES AND BY-LAWS OF WHICH HE RECEIVED A COPY.

Date:

Name:

Signature:

ITEM 7: MAILS, BANK AND INTERNET MANAGEMENT

Capt. Ardillon reported success for his actions thanks to capt. Geenevasen to change web site and to restore the mail box of the organization. For the future he will discuss with the web provider changes in the web site to be made at least twice a year. Capt. Geenevasen informed that he visited the office once in two months but now due to strengthening of measures on COVID-19 he calls the office for any important thing available or he will be called by the office.

ITEM 8: RENDERING OF THE 2019 FINANCIAL PAPERS, PREPARED BY THE ACTING TREASURER CAPT. HUBERT ARDILLON. DISCUSSION ON THE ACCOUNT AND BUDGET FOR 2020

The financial papers were presented by capt. Ardillon. He mentioned that actual

budget for the year 2019 is less than adopted due to transition of the duties between board members and absence of the passed away capt. F.J.V.Wijnen who was the motor of the organization and most of the time he travelled to meet CESMA partners. He confirmed that due to COVID-19 pandemic the budget for the year 2020 will be less and that's why it is not necessary to increase subscriptions. It is not good to decrease them as we hope the difficult times for travelling will end soon and the Board will be able to travel again in favour of the organization. To conclude the financial papers had been adopted as proposed.

ITEM 9: GENERAL SECRETARY'S REPORT

Captain Dimitrov, CESMA Deputy President presented in short the General Secretary's Report. It explains the activities of CESMA in the year 2019, which has been a difficult year, due to decease of capt. V. Wijnen but according to the CESMA Logbook there are a lot of activities. There are no remarks on the report and as such it is accepted by the Council.

ITEM 10: ELECTION OF NEW VICE PRESIDENT

Following discussion in agenda item 6 capt. Baert proposed the elections to be made one month later via Zoom and he said he has an account in Zoom and he will organize, record and send to the council members results. Capt. Dimitrov proposed Election committee to be elected now and capt. Baert to send to that committee the results for check and then they to propose the results to the member associations. Capt. Ardillon proposed in that committee members to be capt. Baert as organizer, the Deputy President capt. Dimitrov as member as he'll not express any vote and capt. Ribaric as third member. The proposal was adopted unanimously.

ITEM 11: MEMBERSHIP AND VOTE FOR ROMANIAN SHIPMASTERS ASSOCIATION TO BECOME ASSOCIATE MEMBER

The President capt. Ardillon reported that there is one new associate member already adopted in agenda item 1 (Romanian Shipmasters Association). There are no other applications.

ITEM 12: BY LAW MODIFICATIONS AND ANNEXES. DISCUSSION AND VOTE

See agenda item 6.

ITEM 13: ORGANIZATION OF ANNUAL GENERAL ASSEMBLIES. DISCUSSION AND VOTE.

See agenda item 6.

ITEM 14: COOPERATION WITH OTHER ORGANISATIONS.

Capt. Ardillon explained the participation of CESMA (he and capt. Ribaric) in European Maritime Day in Lisbon and visit to EMSA. Further in September 2019 he and Capt. Dimitrov attended and participated on behalf of their own associations as well as CESMA board members to IFSMA AGA in Helsinki and made interventions. Capt. Dimitrov made presentation on master pilot relationships already discussed during previous CESMA AGA. Captain Dimitrov explained contacts with Nautical Institute head office and mentioned the webinars they arrange for their members as good example of activity in present situation. Capt. Ivan Socic pointed out the necessity to work on unified requirements for crew changes. Capt. Baert proposed CESMA to initiate proposal to institutions for Convention on crew change. Capt. Dermot Grey informed the members of the difficul-

ties the Irish masters face on extension of Certificates of competence. Capt. Baert and Capt. Mertens interfered that there are no problems in Belgium and Germany. The proposal was made to CESMA Board to make questionnaire among the members on problems with crew changes and the problem to be referred to EMSA, EU Commission and EU Parliament.

ITEM 15: ANY OTHER MATERS

Capt. Ivan Conev mentioned the problem raised by Bulgarian shipmasters on discrimination of captains at the age above 60. Some captains are not employed when they reach age of 60 or more and they have no any options to reach the age of retirement. Captains in Germany and Netherlands do not have such problems.

ITEM 16: EVALUATION OF RESOLUTIONS FROM 24th AGA IN ANTWERP, BELGIUM.

Capt. Dimitrov highlighted the proposed resolutions and especially the change of the preamble and inclusion of the COVID-19 pandemic. Capt. Ardillon proposed in resolution 3 regarding the criminalization recent cases of criminalization to be included. The same was proposed by Capt. Mertens regarding the recent case with tanker Maersk Etienne and also another case with German shipmaster in Malta and Italy. Finally the resolutions are adopted as follows:

RESOLUTIONS FROM 25th CESMA AGA ON 24th SEPTEMBER 2020 VIRTUAL ON LINE

The CESMA members attending CESMA AGA noted with concern the problems of COVID 19 pandemic, crew change difficulties and different approaches of the countries all over the world, piracy, safety of ro-ro, ropax and cruise ships, decrease of employment of EU seafarers, continued illegal immigrants in the Mediterranean in the light of the recent case with tanker Maersk Etienne stuck with 27 illegal migrants brought on board in Tunisian waters in Mediterranean and kept at Malta anchorage for 37 days, mooring accidents involving approved equipment, different practices in simulator training in EU countries, excessive paperwork on board commercial ships, decrease of traditional navigational skills, decreased employment of EU seafarers and continued accidents some with fatal end with Very Large Ore Carriers (VLOC's) sticks on the following resolutions of primary importance for shipmasters:

Resolution nr. 1: COVID 19 pandemic and crew change difficulties.

The 25th Annual General Assembly noted with concern COVID 19 pandemic and serious problems the shipmasters face on board ships. The extraordinary situation created new rules in each country and crew changes were delayed on all ships thus leaving some crew members twice or more time passing the duration of their contract time on board. In the intensive shipping longer stays on board are increasing the possibility of breach of safety. At the same time going ashore is almost impossible in all ports of the world which worsens the mental condition of crew members. The delegates insist on EU institutions to adopt common rules in EU countries to allow crew changes of ships in their ports and to insist on the same worldwide. Where possible, shore leave should be ensured for crew in EU ports with all the safeguards either to local population or to the crew.

Resolution nr. 2: Implementation of sulphur cap and ballast water management.

The 25th Annual General Assembly noted continuation of serious problems the shipmasters and crew face with the implementation of 2020 sulphur cap and prosecution of seafarers on violations of the existing rules from the companies and suppliers of fuel. The

bunkers nowadays are ordered by the ship operators and the latter receive all the documents concerning the fuel beforehand. If any problems arise in implementation of sulphur contents restrictions in the fuel or compliance with ballast water management rules the masters are blamed and there are several cases with serious charges against shipmasters. The delegates insist on EU institutions to adjust the existing rules to the latest industry and information technology developments and not to blame the shipmasters for the violations coming from the shore parties involved in ship operation and shipmanagement.

Resolution nr. 3: Criminalisation of seafarers.

The 25th Annual General Assembly again noted that the problem of criminalisation of seafarers and of shipmasters in particular, continues to be a matter of great concern in the light of the recent arrest of German captain Carola Rackete, master of m/v Sea Watch 3 with a number of illegal migrants picked up from the sea in Mediterranean arrested because of her sea rescue operation to save life at sea. CESMA urgently requests ship owners and/or operators to always provide legal assistance for masters, serving on their ships, in case of an incident as a consequence of which they are detained by local authorities, until, at least, a final verdict has been pronounced. Moreover masters are urgently advised to consider taking risk insurance.

Resolution nr. 4: Fatigue and safe manning.

The Assembly again discussed the problem of fatigue in the maritime industry. The requirement of a minimum of three certified bridge watch keepers, including the master, on each seagoing vessel of 500 GT and more, is still supported by CESMA, although we see improvement due to better controls by some flag states (Spain) and Port State Control officers. It continues to urge Port State Control officers to intensify verification of work and rest periods during shipboard inspections. CESMA supports the results of the Martha project.

Resolution nr. 5: Shipmaster key role in navigating the ship in VTS control areas.

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

The resolutions had been adopted unanimously.

ITEM 13: CLOSURE BY THE PRESIDENT

The President, Captain Hubert Ardillon, thanks the attendants of the council meeting for their input and closes the 25th CESMA council meeting.

Captain H. Ardillon

President

Captain D. Dimitrov

Acting General Secretary

24th September 2020

MINUTES OF THE 25TH ANNUAL GENERAL ASSEMBLY VIRTUAL ON LINE ON 24TH SEPTEMBER 2020

Based on the fact that the attendants of the council meeting are the same as the attendant of AGA the participants in the council meeting decided to continue with AGA on the same day. The agenda included the same discussions, decisions and comments. The minutes of 24th AGA in Antwerp had been adopted unanimously. Capt. Dimitrov asked the Croatian colleagues whether the invitation for the organization of the next AGA when pos-

sible is still in force. Capt. Socic from ZHUPK confirmed that the invitation is still valid. The participating organizations decided next AGA to be in Rijeka in May 2021 if travel to Croatia is possible. Capt. Dimitrov proposed annual general assemblies to be planned avoiding the common maritime events like European Maritime Day on May 20th, Seafarer's Day on 25th of June and World Maritime Day in the last Thursday of September when there are a lot of maritime events in which all of CESMA members participate.

Capt. Ardillon closed the 25th CESMA AGA and sent farewell to all colleagues.

Captain H. Ardillon

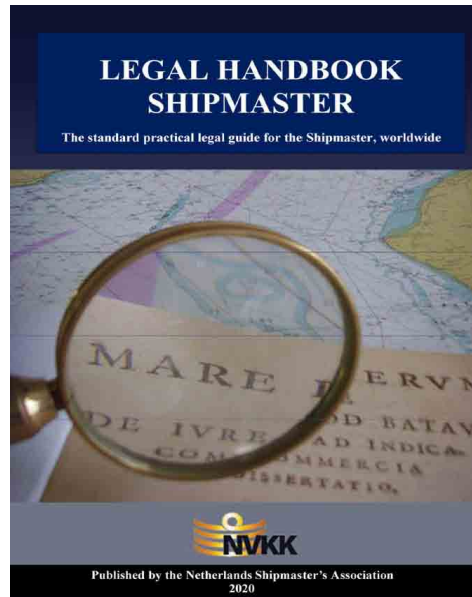
President

24th September 2020

Captain D. Dimitrov

Acting General Secretary

NVKK ISSUED LEGAL HANDBOOK FOR SHIPMASTER



This book is the worldwide international standard Handbook for the shipmaster and all other interested parties whatever the ship's flag state or nationality of the crew may be.

National maritime laws of states are almost comparable because these legislations originate from a variety of international maritime agreements. Maritime law follows, in most nations, a separate code and has jurisdiction independent of national laws. International pillars for national maritime laws are:

- United Nations Convention on the Law of the Sea (UNCLOS)
- International Convention for the Prevention of Pollution from Ships (MARPOL)
- International Convention for the Safety of Life at Sea (SOLAS)
- International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW)
- Maritime Labour Convention (MLC)

This Handbook explains the most important legal terms of international and national law for the shipmaster. The influence of EU rules on national maritime legislation of EU member states is also described. National legislation of the flag state has priority on board unless the vessel is located in the waters of a foreign coastal state. The hierarchy or priority of various jurisdictions and legislations in different maritime zones is therefore extensively explained in the Handbook.

National maritime legislation (NL) is described in detail with many examples from maritime legislations.

This Handbook has not been written in legal language, but in the language of the shipmaster and seafarers. The Legal Handbook Shipmaster will be invaluable to any shipmaster wherever on the globe. The shipmaster is at the heart of this book.

The Legal Handbook Shipmaster is available though [this link](#).

Any financial donation would however be greatly received by the NL Shipmaster's Association. Your financial donation will be used to update the Handbook as treaties, codes, acts and regulations constantly change.

Please, submit your financial contribution via: <https://www.nvkk.nl/legal-handbook-shipmaster/>

WORLD MARITIME DAY 2020 ON LINE EVENT



International Maritime Organization's (IMO) online event had been organized to mark the 2020 World Maritime Day on **Thursday, 24 September 2020**. World Maritime Day is an official United Nations international observance which takes place every year at the end of September. It is organized by IMO and aims to increase awareness on the importance of shipping safety, maritime security and the marine environment, and annually emphasizes a particular theme relevant to IMO's work, which for 2020 was ***Sustainable shipping for a sustainable planet***.

To address this theme, the online event consisted of several topics, including how a sustainable shipping industry could contribute to the sustainable planet we long for, and the work IMO is doing to support this aim. The panel also looked into how the COVID-19 pandemic has made this year's theme even more relevant and the challenges it has presented for shipping. The panel was composed of the following distinguished experts:

- H.E. Prof. Ricardo Serrão Santos, Minister of the Sea (Portugal)
- H.E. Mr. Robert Courts MP, Minister for Aviation, Maritime and Security, Department for Transport (United Kingdom)
- Dr. Jaouad Mahjour, Assistant Director-General, Emergency Preparedness, World Health Organization Health Emergencies Programme (WHO)
- Mr. Alastair Fischbacher, President Elect and Trustee at The Institute of Marine Engineering, Science and Technology (IMarEST)
- Ms. Birgit Marie Liødden, Founder and CEO, The Ocean Opportunity Lab

The debate following the presentations was moderated by Mr. Frederick J. Kenney, Director, Legal Affairs and External Relations Division, and participants were able to submit questions during the webinar through the Live event Q&A window. This event was held on Thursday, 24 September 2020, from 10:30 a.m. - 11:45 a.m. (BST (London, United Kingdom)) in English only. No registration was required and the Teams platform was used.

Resume from the webinar in the IMO website <http://www.imo.org/en/About/Events/WorldMaritimeDay/Pages/World-Maritime-Theme-2020.aspx>

The theme for this year is "Sustainable shipping for a sustainable planet," which provides an excellent opportunity to raise awareness of the United Nations' Sustainable Development Goals (SDGs) and to showcase the work that the International Maritime Organization (IMO) and its Member States are undertaking to achieve the targets. The theme

will provide opportunities for leaders from various sectors, including shipping, to both reflect on the work done and the urgent steps they further plan towards a sustainable future.

The shipping industry, with the support of the IMO regulatory framework, has already started the transition towards this sustainable future. IMO has adopted and will continue to develop measures to cut greenhouse gas emissions, reduce the sulphur content of ships' fuel oil, implement the Ballast Water Management Convention, protect the polar regions, reduce marine litter, improve the efficiency of shipping through the electronic exchange of information, meet the challenges of the digitalization of shipping and enhance the participation of women in the maritime community.

The COVID-19 pandemic has highlighted the professionalism and sacrifice of the two million seafarers who serve on the world's merchant fleet. Shipping has continued to transport more than 80% of world trade, including vital medical supplies, food and other basic goods that are critical for the COVID-19 response and recovery – but hundreds of thousands of seafarers face a humanitarian crisis as they have been stranded at sea, unable to get off the ships they operate with contracts extended by many months. This needs to be addressed urgently, through Governments designating seafarers as essential workers and ensuring safe crew changes can take place.

This year's World Maritime Day was celebrated on 24 September 2020 in the form of an online event. A global audience heard how innovation, the maritime workforce and the role of industry and governments can work to realise shipping's sustainable future.

The webinar brought together speakers from government, international organizations and innovative enterprise. They raised issues and highlighted solutions facing shipping, particularly in the context of the Covid-19 pandemic. One overarching theme was that the pandemic could and should be the catalyst for positive change, with international and cross-sector cooperation being the key.

In his opening remarks, IMO Secretary-General Kitack Lim set the tone by praising the unprecedented level of cooperation between all those involved in the maritime sector in response to the pandemic. He said, „never has the spirit of cooperation been more important than now. I can assure you that IMO, as the global regulator of international shipping, is ready to establish new partnerships for cooperation and sustainable economic recovery, and to help drive the SDGs, for the benefit of all humankind.“

H.E. Mr. Robert Courts, Minister for Aviation, Maritime and Security, Department for Transport, United Kingdom, emphasised the need to protect our marine environment, saying that „today's summit is testimony to our international efforts. It is right that as we build our way out of the Covid-19 pandemic, we double down on protecting our environment to deliver a greener future“.

IMarEST's Mr. Alastair Fischbacher said that the pandemic had not changed our shared sustainable shipping target, but raised the issue that „in a competitive world, it is easier to follow than to lead – easier to let others take risks“. The solution, he said, was coordinated, international cooperation.

The event heard from the WHO's Dr. Jaouad Mahjour, who said that „strong action calls for more collaboration between the health sector and the maritime sector because health is a shared responsibility“.

The message of shared responsibility was also raised in response to a question on how to combine ambitious goals on international ship emissions and sustainable growth of developing countries.

On the topic of maritime careers, Ms. Birgit Liodden (Ocean Opportunity Lab) said

the old way of looking at maritime careers was outdated, and that a „lifespan‘ approach that mixes onboard and onshore work was needed. „We need to move to achieve work-family fusion“ to attract the best and broadest range of talents, because new generations have „different values and expectations about how they are spending the hours in their lives“, she said.

The issue of ocean plastic was also discussed, with H.E. Prof. Ricardo Serrão Santos, Minister of the Sea, Portugal, emphasising that „to tackle the problem of illegal littering we need new approaches and mechanisms which goes beyond regulation. We need to adopt measures within a circular economy and focus on systematic approach involving all stakeholders“.

At the end IMO proposed the following resolution to UN:

[...] session

[Sixth] [Third] Committee

Agenda item [...]

Draft resolution

Responsibility of States to minimize disruptions to the global supply chain and seafarers' challenges as a result of the COVID-19 pandemic

The General Assembly,

Recognizing that the COVID-19 pandemic is one of the greatest global challenges in the history of the United Nations, and further noting with deep concern its impact on health and the loss of life, mental health and wellbeing, as well as the negative impact on global humanitarian needs, the enjoyment of human rights and across all spheres of society, including on livelihoods, food security and nutrition, education, the exacerbation of poverty and hunger, disruption to economies, trade, societies, environments, and the exacerbation of economic and social inequalities within and among countries, which is reversing hard-won development gains and hampering progress towards achieving the 2030 Agenda for Sustainable Development, all its goals and targets,

Recognizing also the crucial role that international shipping and seafarers play on the integrity of the global supply chain and the importance that Governments and relevant authorities establish a coordinated and proactive approach to ensure the integrity and continued facilitation of the global supply chain,

Recalling that the Council of the International Maritime Organization (IMO), at its thirty-first extraordinary session, urged flag and port States to ensure the welfare of seafarers, in particular that their rights to wages, shore leave, sick leave, access to medical care, food supplies and repatriation were preserved,

[*Recalling also* the statement adopted by the IMO Council, at its thirty-second extraordinary session, on recognition of the importance of the flow of trade by sea during the COVID-19 pandemic,]

Taking note of the numerous [appeals][calls] made by specialized agencies and other organizations of the United Nations system, and the international community for collaborative action in support of keeping ships moving, ports open and cross-border trade flowing in order to ensure the integrity of the global supply chain during the pandemic,

Deeply concerned about the significant challenges faced by the global shipping community to effect crew change and repatriation of seafarers as a result of the COVID-19 pandemic,

Welcoming initiatives such as the International Maritime Virtual Summit on Crew

Changes, organized by the United Kingdom in July 2020 in order to overcome the obstacles affecting ships' crew change, address the impact on seafarers' wellbeing, and the impact that any failure by Governments to resolve these issues might have on the safe, continuous and efficient operation of maritime transport,

Bearing in mind that regulation 2.5 of the International Labour Organization's 2006 Maritime Labour Convention (MLC, 2006) provides that seafarers have a right to be repatriated at the end of their contracts,

Conscious of the large numbers of seafarers that have had to extend their service on board ships after many months at sea, unable to be replaced or repatriated to their home countries,

Noting that each month more than 150,000 seafarers need to be changed over to and from ships which they operate, to ensure compliance with international maritime regulations for ensuring safety, crew health and welfare, and the prevention of fatigue,

Noting with concern that it has been estimated that more than 300,000 seafarers require immediate repatriation, with many more serving on extended crew contracts and being overdue to return home, and that a similar number of seafarers urgently need to join ships to replace them,

Mindful that in accordance with the MLC, 2006, the maximum continuous period a seafarer should serve on board a ship without leave is 11 months,

Noting with appreciation that the Secretary-General of IMO established in April 2020 the Seafarers Crisis Action Team (SCAT) in the IMO Secretariat in order to, *inter alia*, monitor developments, coordinate efforts, communicate with all relevant stakeholders and provide targeted support in seafarers' individual cases and particularly urgent situations regarding crew changes, repatriation, access to medical care and/or abandonment, where resolution at the United Nations and diplomatic level is required,

Having noted the Recommended Framework of Protocols for Ensuring Safe Ship Crew Changes and Travel during the Coronavirus (COVID-19) pandemic, proposed by a broad cross section of global industry associations in consultative status with IMO representing the maritime transportation sector,

Emphasizing that implementation of the above Recommended Framework of Protocols and other Member States' initiatives have significantly contributed to facilitating crew change and repatriation of seafarers during the COVID-19 pandemic,

1. *Calls upon* Member States to put in place government response to the COVID-19 pandemic with a view to minimizing disruptions to global trade, supply chains, efficient operation of maritime transport and ensure the continued movement of food and livestock, products and essential goods by sea, contributing to getting back on track to achieve the Sustainable Development Goals (SDGs)

2. *Urges* Member States and relevant national authorities to:

(a) *Engage* nationally and internationally in collaborative actions in order to implement the Recommended Framework of Protocols for Ensuring Safe Ship Crew Changes and Travel during the Coronavirus (COVID-19) pandemic, as may be revised, or other coordinated approaches to ensure safe crew change and travel of seafarers;

(b) *Designate* seafarers as "key workers" providing an essential service, in order to facilitate safe and unhindered movement for embarking or disembarking a vessel and consider legal possibilities for accepting internationally recognised documentation carried by seafarers as evidence of their status as "key workers", and for the purpose of their travel and movement for crew change; in order to allow such personnel to efficiently and safely

perform their task;

(c) *Consider*, in liaison with relevant ministries and authorities, including those responsible for immigration, temporary measures including (where possible under relevant law) waivers, exemptions or other relaxations from any visa or documentary requirements that might normally apply to seafarers;

(d) *Provide* seafarers with immediate access to medical care, medical facilities and facilitate medical evacuation of seafarers in need of urgent medical attention when the required medical care cannot be provided either on board or in the port of call; and address the situation of seafarers who, due to their unforeseen longer periods on board, are facing expiration of essential medical prescriptions;

3. *Calls on* international organizations and other relevant stakeholders to support Member States in the implementation of government response and policies aimed at ensuring the integrity of the global supply chain, as well as employment and human rights of seafarers;

4. *Invites* Member States to initiate a process of peer review and comprehensive evaluation of the experience achieved by the international community in countering the COVID-19 pandemic with a view to developing preparedness, response and contingency plans for future similar crises and enhancing the effective implementation of international conventions and multilateral instruments on transport and transit with the aim of promoting long-term global sustainable transport.

Master Pleads Guilty to Leaving Port With Known Engine Problems



By [The Maritime Executive](#) 09-15-2020 04:50:18

The captain and chief engineer of the log carrier *Funing* have pleaded guilty to charges that they knowingly left the port of Tauranga, New Zealand with a malfunctioning engine. The vessel partially lost power and ran aground during the transit out of the harbor.

On the night of July 5, while the *Funing* was preparing to depart the port of Tauranga, one of the main engine's fuel quantity pistons showed an error code. The chief engineer tested the system several times, but the code recurred each time. The vessel's officers then made the decision to override the engine management system and prevent it from automatically reducing power in the event of a malfunction.

At midnight, the *Funing* took aboard a pilot and prepared for departure. The master did not tell the pilot about the vessel's engine difficulties, and they got under way towards Tauranga's narrow harbor entrance. The wind was gusting to 15-30 knots, the wave height was in the range of 12 feet and visibility was low.

„As the ship tried to increase speed on leaving port, the chief engineer realized there was still a problem with one of the fuel quantity pistons and that the engine was not responding with the shift to ‘full ahead.’ The pilot asked the master several times why the ship was going slowly, but did not receive a clear explanation,” said Michael-Paul Abbott, Maritime NZ’s central region compliance manager.

At 0043 hours, the pilot called for tug boat assistance. Four minutes later, the *Funing*’s propeller became entangled with the chain for a channel marker and the vessel lost propulsion. Her stern drifted aground on a sand bank.



The Funing's trackline prior to the grounding (Maritime NZ)

Assist tugs quickly removed the vessel from the bank and towed her out to the harbor’s anchorage, where she waited for an additional week. The vessel is now under tow and making a slow trip to Singapore for repairs.

Capt. Liang Guang Hong and chief engineer Chameekara Prasad Nanayakkara have both pleaded guilty to charges that they operated or maintained the vessel „in a manner that caused unnecessary danger or risk.“ Each will pay a fine of \$2,200 plus \$90 in court fees.

<https://www.maritime-executive.com/article/master-pleads-guilty-to-leaving-port-with-known-engine-problems>

Mauritius Arrests Officers and Tows Wakashio as Questions Persist



Wakashio after it broke at the beginning of the week and before towing began – courtesy of the IMO

By **The Maritime Executive** 08-18-2020 03:22:15

The Government of Mauritius today arrested the captain of the bulk carrier *Wakashio* while it also moved ahead with the plans to tow the forward section of the wrecked ship out to sea and sink it. All of this was happening as increasing questions emerged over why the vessel ran aground on July 25.

Captain Sunil Kumar Nandeshwar, who was in command of the *Wakashio* on its voyage to Brazil, was re-interviewed by the authorities who later announced that he had been placed under arrest. The New York Times is also reporting that the ship's chief officer was later arrested. The captain was brought before a district court on Mauritius and charged with endangering safe navigation. He was remanded to jail with his next court appearance scheduled for August 25. Representatives for the ship's owners have so far not responded to requests for comments regarding the arrests.

After saying the sea conditions were too rough to work on the vessel, images appeared today of the large forward section being towed out to sea. All of the cargo hatches were open and it is believed that they are proceeding with a plan to sink the forward section in deep water. It is unclear how far out they are taking the section as some reports have suggested a little more than one mile while others said six miles and still others suggest further out into international waters.

The efforts to sink the portion of the *Wakashio* appeared to come as a surprise to many. France's minister had said yesterday that several different plans were under consideration and today reportedly raised concerns about the environmental impact from the sinking. Environmentalists also questioned the plan and the area that they believe was selected for the sinking. Forbes quoted environmentalists as saying that it is an important area for whales.

Many sources, however, continue to explore exactly what lead up to the grounding. Multiple media outlets have reported that there might have been a birthday party on board or that the vessel intentionally moved closer to shore attempting to obtain a Wi-Fi signal. One theory even suggests that the ship was on autopilot at the time of the grounding, inferring that a proper watch was not being maintained.

The local newspaper L'Express is increasingly questioning these theories. They quoted experts pointing out how difficult it would have been for the ship to obtain a shore side Wi-Fi signal and even more difficult to maintain it for any period of time. The newspaper is raising questions about why the ship seems to have intentionally headed for Mauritius and what the motives might have been of the captain and officers aboard the *Wakashio*.

The authorities in Mauritius are continuing their investigations. The ship owner has also promised to explore the circumstances saying however that its representatives were waiting for the government investigators before they could speak with the crew.

Regardless of the motives, the outcome is the same that Mauritius is confronted by the oil spill in a highly sensitive ecological area. The wind and the waves have continued to spread the oil complicating the efforts to contain the spill. Yesterday, France's minister suggested it could take at least 10 months to complete the clean-up.

FROM THE EDITOR

1. Norwegian Initiative to Develop Autonomous Zero Emission Ro-Ro Vessels



Design of the autonomous ro-ro barges to be built in Norway - courtesy Kongsberg

By [The Maritime Executive](#) 09-01-2020 04:46:54

A new Norwegian initiative is joining the efforts to develop next-generation autonomous shipping vessels. This new effort seeks to design and launch two commercial ro-ro barges that will operate crossing the Oslo fjord replacing traditional truck traffic. The goal is to replace two million kilometers of truck transportation resulting in a saving of 5,000 tons of CO₂ annually.

Kongsberg Maritime and Massterly, a joint venture between Kongsberg and Wilhelmsen, will develop and manage the new generation vessels for ASKO, a Norwegian grocery distributor. The two fully electric ships will each be equipped with the technology required for zero emission and unmanned operation by Kongsberg Maritime, while Massterly will ensure ship management and safe operations from their shore-based Remote Operations Centre.



The vessels, which are due to be delivered early in 2022, have been designed by Norwegian vessel designer Naval Dynamics and will be constructed at the state-owned Cochin Shipyard in India. The functionality enabling autonomous operation will be implemented and tested after arrival in the operational area in the Oslo fjord. Because of the regulations and the need to prove the technology, it is anticipated that the two vessels will initially operate with a reduced crew, before moving towards unmanned voyages.

ASKO, one of Norway's largest grocery distributors, currently transports its goods on more than 800 trucks each day. With their warehouses on the west side of the Oslo fjord

and the distribution center on the east side, road transport is the current means of linking their operations. The new ro-ro vessels will replace the current vehicles with a zero emission transport alternative that will also seek to prove autonomous technologies.

“We have a clear ambition to be climate neutral and have set ambitious goals, including being a self-sufficient provider of clean energy and having 100% emission-free transport by 2026. These innovative ships are key to fulfilling that ambition and will form an essential component of a zero-emissions logistics chain linking our facilities,” explains Kai Just Olsen, Director, ASKO Maritime. “Fully electric trucks will take the cargo between the warehouses and the ports of Moss and Horten, and in shipments of 16 the trailers will be transported across the fjord on the battery-driven vessels. This solution is cost-effective, sustainable, and will remove trucks from a heavily trafficked road.”



According to the announcement, ENOVA is also supporting the project, including the required port infrastructure, with 119 MNOK, in line with the Norwegian society's commitment to reduce emissions and transfer transport from road to sea where feasible.

Because the ASKO operation lies within Norway's coastal jurisdiction, the Norwegian Maritime Authorities (NMA) must also be satisfied that a sufficient level of safety has been achieved before they will issue an approval of operation for these vessels. NMA will therefore follow the project through a detailed risk assessment, based on IMO 1455 guidelines with regards to equivalent and alternative designs, new technology, verification, and approval for operation. DNV GL will also support this process as an independent third party.

2. Danes Use Drones to Monitor Sulfur Emissions of Ships



Danes to employ drones to monitor sulfur emissions from ships - courtesy Danish Maritime Authority

By **The Maritime Executive** 07-24-2020 07:09:05

The Danish Maritime Authority announced the expansion of its program employing drones to check the emissions of ships in an area north of The Great Belt, where many large ships pass en route to and from the Baltic Sea.

Over the next four months, until October 31, a new drone provided by the European Maritime Safety Agency will operate in the area to monitor the sulfur emissions levels. The drone that will be used has previously conducted a variety of surveillance tasks.

This is the second time EMSA is testing what it calls a “sulfur-sniffing” drone in Denmark. Last year, a different model patrolled in the area for three months.



The drone being employed in 2020 to measure sulfur content in emissions

By flying into the ship’s exhaust gas plume, the drone can use its so-called “sniffer technology” to register the sulfur content in the ship’s fuel. The data is immediately available to the Danish Environmental Protection Agency, which can then follow up if a ship is emitting too much sulfur.

Several Danish authorities have cooperated to get the drone from EMSA in action above Danish waters. The test project is carried out as a collaboration between the Ministry of Environment and Food of Denmark, the Danish Environmental Protection Agency and the Danish Maritime Authority.

In 2019, when the project was first tested, the Danish Authorities said, “The project will contribute to a more efficient enforcement of the sulfur rules, thereby ensuring fair competition for shipping companies and less pollution from ships.”

<https://www.maritime-executive.com/article/danes-use-drones-to-monitor-sulfur-emissions-of-ships>

3. R&D for Zero-Emissions Automated Electric Ships



Concept for an electric tanker - courtesy of Mitsubishi

By **The Maritime Executive** 08-25-2020 06:35:35

Japan's e5 Lab, a project focusing on the electrification and digitization of ocean-going vessels, announced the next step in their research. The company unveiled the first version of Roboship, electrically powered vessels, and an integrated system Roboship Box, which brings together telecommunications, the Internet of Things (IoT), and software.

Through this initiative, e5 Lab is working to address critical issues facing Japan's ocean shipping and maritime industries, including a shortage of seafarers, environmental concerns, safety, and the sustainable growth of the shipbuilding/ship machinery sectors. With strategic partners in Japan and overseas, the development project team is targeting the commercialization of electric-powered merchant vessels.

The team developed two types of electric vessels in the Roboship Ver. 1.0, with a gross tonnage of 499 tons and 749 tons. They expect that the vessels will be able to achieve the same speed and sailing range as vessels currently in service, while producing zero-emissions in port by employing large-capacity storage batteries in combination with a diesel-powered generator. By employing the world's most efficient electric devices, including DC grids, PM motors, and AI technology. e5 projects that these vessels will achieve a higher energy efficiency than other vessels currently in service.



Concept for an automated harbor ferry - courtesy of e5

Beyond seeking to produce a sustainable, low emissions vessel, e5 is also working to develop designs to address a growing shortage of seafarers and aging on the workforce. They believe that the Roboship Ver. 1.0 can significantly reduce not only the workload of seafarers, but also lower the risk of mechanical problems and decrease maintenance costs with its electric power.

The team's current target is to keep construction costs less than five percent above the cost of comparable existing vessels. The Roboship Ver. 1.0 is slated for delivery within 2022. To support and accelerate the transformation of the shipping industry, e5 will also be offering the Roboship Box as well as the EV powertrain, which is a key technology of the Roboship, to all interested shipyards and shipowners.

The Roboship Box is the foundation that connects the vessel and shore and enables shore-side support using digital technology. According to e5, the broad application of the Roboship and Roboship Box will realize competitive and value-added vessels from aspects such as environmental friendliness, economy, quality, and performance. Their goal is to leverage these technologies to achieve a transition to electric vessels and digitalization in the ocean shipping and maritime industries.

4. Using Liquid Air for Energy Storage and Maritime Propulsion



Liquid air energy storage and regeneration plant (illustration courtesy Highview)

By **Harry Valentine** 08-16-2020 11:29:51

<https://www.maritime-executive.com/editorials/using-liquid-air-for-energy-storage-and-maritime-propulsion>

In the area of renewable energy vessel propulsion, the scale of maritime vessel technology allows for application of grid-scale energy storage technologies that would otherwise be impractical for road or rail vehicle propulsion. Initiatives are underway in the UK to develop grid-scale liquid air energy storage, with potential for a mega-scale plant at a coastal location being able to provide maritime vessels with liquid air.

Introduction

The cost-competitiveness of many renewable energy technologies requires access to energy storage technology. As a result, there has been much investment into the development of grid-scale energy storage technologies such as compressed air storage for wind power, ocean wave and ocean tidal current conversion. The solar thermal sector has developed heat-of-fusion thermal energy storage to store energy for use after sunset. The technology can also be applied to nuclear power stations to store off-peak thermal energy that can be redeployed during peak demand periods. Much progress has also occurred in grid-scale electrical battery technology.

Stationary grid-scale technology such as the vanadium-oxide flow battery and its competitor, the high-temperature liquid metal battery can both deliver over 20,000-deep discharge cycles. There is scope to apply both technologies to inland waterway maritime propulsion courtesy of the nature of the scale of the transportation technology and its operating characteristics. High-pressure spherical storage tanks built to 48-inches internal diameter can hold compressed air to sustain the operation of air-over-water propulsion in ferry vessels, with water under pressure driving a motor and in turn a propeller. Development of grid-scale liquid air energy storage offers possible maritime propulsive applications.

Compressed Air Propulsion

During the early to mid-20th century, mining locomotives were powered by compressed air and carried tanks of hot water to preheat the air prior to expansion in the cylinders. Air temperature rises under compression. Heat pumps can transfer the heat into the thermal storage material, so as to increase the density of stored compressed air. Ultra-high pressure spherical tanks built to 48-inches inside diameter can hold 10.7-cu.ft of compressed air at 5000-psi (70-bar) that if cooled to seawater temperature, incur a density of

20 to 25-lb per sq. ft. or less than half that of water.

For temperatures above 85-deg C, water functions well as a refrigerant for use in high-temperature heat pumps. A small ship carrying several spherical tanks of compressed air, would release bursts of air into a low pressure tank that would supply an engine with air at variable low pressure. Heat of fusion thermal storage would preheat the compressed air prior to expansion in a turbine engine. Alternatively, combustion of LNG could also preheat the air, allowing such compressed air energy storage to be applied to local short-distance tug boat operation.

Liquid Air Propulsion

Grid-scale installations super-cool air to -196-deg C allows for storage of liquid air at low pressure inside massive insulated cylindrical tanks that hold many times the volume of an array of spherical tanks. There appears scope for ships to carry such large tanks to provide for propulsion. Ambient heat from seawater could convert liquid air pumped from the super-cooled storage tanks to the gaseous state, increasing volume by a factor of 700 times. The air would be further heated to high temperature from heat-of-fusion thermal storage before being expanded in a turbine engine driving an electrical generator.

Varying the air pressure upstream of the turbine would allow energy efficient turbine operation over a range of power output, with the turbine spinning at constant maximum RPM with constant maximum air inlet temperature. The sheer size and internal storage volume of grid-scale super-cooled tanks would extend the operating range of a liquid air powered ship to operate domestic coastal service or ferry service across comparatively wide water channels. Liquid air energy storage is a recyclable technology that offers potential for long-life service involving several thousand deep-cycle discharges that would rival the best electrochemical storage batteries.

System Hardware

For stationary mega-size grid-scale applications, industry already provides proven technology and components required to repeatedly pump and cool atmospheric air to the liquid state. Industry also offers proven insulated mega-size storage tanks capable of storing liquid air at -196-deg C, at low pressure. The British based Highview Company has developed proprietary thermal storage compounds to maintain super-cold temperature as well as to preheat liquid air prior to combustion-free expansion in a turbine engine. There may be scope to negotiate with Highview to adapt their thermal storage technology for installation and application onboard a ship.

The development of offshore and coastal wind power installations along with ocean wave and ocean current energy conversion technology provides scope to develop grid-scale liquid air production and storage installations at coastal locations, including at or near to ports. Close proximity to ports provides the basis by which to transfer liquid air into cooled and insulated storage tanks installed aboard coastal ships. Should the technology gain acceptance, a pair of coastal liquid air stations located within the sailing distance of a liquid air ship would be able to provide for the operation of such renewable energy ships.

Competing Technologies

Liquid air energy storage technology promises to be a long-life technology capable of delivering tens of thousands of repeated deep discharge cycles over a period of many years. Grid-scale vanadium-oxide flow batteries and high-temperature liquid metal batteries offer useable life expectancies of over 20,000-deep cycle discharge cycles and could be

installed aboard ships that sail along inland waterways, to be partially recharged as vessels transit across navigation locks. Heat-of-fusion thermal storage technology capable of raising steam can offer useable life expectancies in excess of 100,000 deep discharge cycles, with potential for energy recharging at coastal thermal power stations.

Solar thermal power stations have for several years transferred thermal energy into heat-of-fusion thermal storage to provide after sunset power generation. The nuclear power industry is considering transferring off-peak thermal energy into heat-of-fusion thermal storage. At coastal power stations, the stored thermal energy could provide for both peak electrical power generation as well as transfer thermal energy into thermal batteries installed aboard ships. Such power stations located within the sailing distance of a thermal rechargeable ship would sustain the operation of such ships. Thermal rechargeable and liquid air energy storage technologies appear cost-competitive against electrochemical battery technologies.

Proven option

The sheer scale of some maritime transportation technologies allows for installations of energy storage technologies for propulsion that would be beyond road and railway propulsion. While the road industry seeks to develop a battery capable of delivering one million miles of service, proven technology is already available to the large vessels. A battery that offers 20,000-deep cycle discharges and propels a vessel for over 100 miles along a waterway could deliver two million miles of service. There is scope to adapt liquid air energy storage technology for short-distance coastal or waterway ship propulsion.

Liquid air energy storage promises to be a cost-competitive technology that is free from toxic compounds and that can offer extremely long service lives in both stationary and possibly mobile application. Proven technology to produce and store liquid air is available from industry, with potential to install some of the technology such as storage tanks, thermal storage and engine aboard ship. There may also be scope to introduce liquid air energy storage technology at major transportation terminals, to provide peak hour electric power and to recharge vessels powered by liquid air energy technology.

5. Australia Bans Two More Ships as it Enforces Rules for Crew Welfare



Port of Newcastle

By **The Maritime Executive** 09-01-2020 06:54:47

The Australian Maritime Safety Authority (AMSA) continued its strict enforcement of rules seeking to ensure the welfare of seafarers announcing that it has banned two additional vessels. This comes after AMSA announced several other actions in the past few

months and an ongoing inspection effort on all container ships calling in Australian ports.

After being detained in the port of Newcastle, Australia for a month, the Hong Kong-flagged bulk carrier *Unison Jasper* has now been banned from Australian ports for six months. The year-old, 37,000 DWT bulk carrier was detained on July 25 for breaches to the Maritime Labour Convention. According to AMSA, they have found several sets of wage accounts and multiple conflicting seafarer employment agreements as well as insufficient quantity and variety of food on board and an ineffective complaints procedure.

On July 31, 2020, AMSA reported that 11 crew members exercised their right to leave the ship and entered into quarantine arrangements in Sydney so they could be repatriated to their own country. The ship remained under detention in Newcastle because there were not enough crew onboard to sail the ship safely. The operator, Unison Marine Corporation arranged for a replacement crew which arrived from overseas and then the vessel was permitted to depart Australia.

AMSA's General Manager Operations Allan Schwartz said the lengthy detention of the ship had no doubt been an extremely costly exercise in non-compliance for the ship's operator. The decision to ban the *Unison Jasper* he said was the result of a combination of factors and systemic failings by the operator, and the ship resulting in serious breaches of the Maritime Labour Convention.

"We are sending a simple message to operators: Pay your crew properly, treat them respectfully, and comply with the requirements of the Maritime Labour Convention or you will not be welcome in Australia. We do not tolerate this in Australian waters and *Unison Jasper* is now the fifth ship in the last 12 months to be banned by AMSA for failing to pay seafarers their wages in full and on time."

This came just a day after AMSA also announced that the 18,000 DWT Hong Kong-flagged cargo ship *BBC Rio*, was also being banned from Australian ports for three months due to what AMSA called serious and repeated safety and pollution prevention related failures.

The ship was detained on August 18, 2020 in Bunbury, Western Australia according to AMSA after a routine inspection revealed 20 deficiencies. Those deficiencies ranged from serious electrical hazards, faulty fuel oil leak alarms, defective forepeak tank head, a defective bridge window, a broken sewage treatment plant and significant oil accumulation in the engine room.

According to Schwartz AMSA had also previously detained a sister ship, the *BBC Rainbow*, on February 12, 2020 for similar failures relating to safety and pollution prevention.

"The operator was issued with a formal letter warning that should *BBC Rainbow* or another ship in its fleet be caught with serious deficiencies in Australian waters again, that it may attract more serious regulatory action," said Schwartz. "Fast forward six months and here we are with *BBC Rio* in a similar sub-standard condition, placing the safety of the seafarers on board the ship and Australia's marine environment at risk."

The *BBC Rio* rectified the most serious safety deficiencies according to AMSA while detained in Bunbury and was permitted to offload its remaining cargo in Adelaide, South Australia as scheduled to avoid any disruption to cargo operations.

AIMS OF THE ORGANISATION

- **TO WORLDWIDE PROTECT THE PROFESSIONAL INTERESTS AND STATUS OF EUROPEAN SEAGOING SHIPMASTERS.**
- **TO PROMOTE MARITIME SAFETY AND PROTECT THE MARINE ENVIRONMENT.**
- **TO PROMOTE ESTABLISHMENT OF EFFECTIVE RULES WHICH PROVIDE HIGH PROFESSIONAL MARITIME STANDARDS AND PROPER MANNING SCALES FOR VESSELS UNDER AN EUROPEAN NATION FLAG.**
- **TO INFORM THE PUBLIC IN THE EU ABOUT DEVELOPMENTS IN THE EUROPEAN MARITIME INDUSTRY AND THOSE CONCERNING SHIPMASTERS IN PARTICULAR.**
- **TO CO-OPERATE WITH OTHER INTERNATIONAL MARITIME ORGANISATIONS.**
- **TO RETAIN AND DEVELOP THE HIGHEST MARITIME KNOWLEDGE AND EXPERIENCE IN EUROPE.**
- **TO BE INVOLVED IN RESEARCH CONCERNING MARITIME MATTERS IF APPLICABLE IN CO- OPERATION WITH OTHER EUROPEAN INSTITUTIONS AND/OR ORGANISATIONS.**
- **TO ASSIST MEMBER SHIPMASTERS WHO ENCOUNTER DIFFICULTIES IN PORTS WITHIN THE REACH OF NATIONS REPRESENTED BY CESMA MEMBER ASSOCIATIONS**
- **TO PROMOTE THE SEAFARING PROFESSION IN EU MEMBER STATES**

ANNUAL SUBSCRIPTION:

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

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

LIST OF CESMA MEMBERS AND REPRESENTATIVES

MEMBER REPR VDKS GERMANY	CAPT. W. MERTENS PALMAILLE 29 22767 HAMBURG	TEL: 0049 40 384981 FAX: 0049 40 3892114 E-MAIL: vdks.office@t-online.de
MEMBER REPR AFCAN FRANCE	CAPT. B. DERENNES RUE DE BASSAM 29200 BREST	TEL: 0033 2 98463760 E-MAIL: courrier@afcan.org
MEMBER REPR HYDROS FRANCE	CAPT. F. VANOOSTEN 201 RUE RENE CASTELIN 59240 DUNKERQUE	E-MAIL: vanoosten.francis@wanadoo.fr
MEMBER REPR NVKK NETHERLANDS	CAPT. L.J.H. GEENEVASEN WASSENAARSEWEG 2 2596 CH THE HAGUE	TEL: 0031 512 510528 E-MAIL: nvkk@introweb.nl
MEMBER REPR CTPC ITALY	CAPT. M. CAROBOLANTE VIA MAZZINI 30 34121 TRIESTE	TEL: 0039 040 362364 MOB.: 0039 334 7400488 E-MAIL: collegio69@collegioditrieste.191.it
MEMBER REPR CNPC ITALY	CAPT. G. LETTICH VICO DELL' AGNELLO 2/28 16124 GENOA	TEL: 0039 010 2472746 E-MAIL: info@collegionazionalecapitani.it
MEMBER REPR USCLAC ITALY	CAPT. C. TOMEI VIA XX SETTEMBRE 21/10 16121 GENOA	TEL: 0039 010 5761424 FAX: 0039 010 5535129 E-MAIL: segreteria@usclac.it
MEMBER REPR IYM ITALY	CAPT. L. TRIGGIANI MOLO CENTRALE BANCHINA PORTO 17025 LOANO (SV)	TEL: 0039 3483365010 E-MAIL: italianyachtmasters@hotmail.com
MEMBER REPR ACCMM SPAIN SPAIN	CAOT. M. BADELL SERRA CARRER DE SARDENYA 259 1-4 08013 BARCELONA	TEL: 0034 934089288 MOB: 0034 680321138 E-MAIL: info@capitansmercants.com
MEMBER REPR AVCCMM SPAIN	CAPT.J. ZARRAGOIKOETXEA C/BAILLEN, 5 PLANTA – 1 48003 BILBAO	TEL: 0034 94 416 65 06 MOB: 0034636 44 90 54 E-MAIL: avccmm@avccmm.org
MEMBER REPR KBZ BELGIUM	CAPT.B. BAERT ITALIELEI 72 ANTWERP	TEL +32 475435942 E-MAIL: secretary-general@kbz-crmb.be

MEMBER REPR IIMM IRELAND	CAPT. B. KAVANAGH NATIONAL MARITIME COLLEGE RINGASKIDDY / CORK	TEL: +353 214335637 E-MAIL: bill.kavanagh@nmci.ie
MEMBER REPR ZPU SLOVENIA	CAPT. G. RIBARIC OBALA 55 SI – 6320 PORTOROZ	TEL(GSM): +386 31 375 823 E-MAIL: zpu.slo@siol.net
MEMBER REPR BSMA BULGARIA	CAPT. I. CONEV 49B CHATALDZHA BUL 9000 VARNA	TEL : +359 888 435977 E-MAIL: chairman@bsma-bg.org
MEMBER REPR LKKA LATVIA	CAPT. J. SPRIDZANS TRIJADIBAS STREET 5 RIGA, LV-10 48	TEL: +371 67099400 FAX: + 371 67323100 E-MAIL: jazeps.spridzans@lja.lv
MEMBER REPR ZHUPK CROATIA	CAPT. I. SOSIC TRG PAPE ALEKSANDRA III, 3 23000 ZADAR – HRVATSKA	E-MAIL: udruga.kapetana@zd.t-com.hr
MEMBER REPR UPKCG MONTENEGRO	CAPT. J. MILUTIN PELUZICA b.b 85330 KOTOR	E-MAIL: captain@t-com.me TEL : +382 32 304 672 FAX : +382 325 107
MEMBER REPR com LCC LITHUANIA	CAPT. J.LIEPUONIUS AGLUNOS g.5 KLAIPEDA/ LT – 93235	E-MAIL : jurukapitonuklubas@gmail. TEL : +37069875704
MEMBER REPR SINCOMAR Portugal	CAPT. J. TEIXEIRA CAIA DE ROCHA CONDE D OBIDA ARMAZEM 113 1350 352 LISBON	E-MAIL: sincomar.fesmar@net.vodafone.pt TEL: +351 213918180
MEMBER REPR HELSINKI SHIPMASTERS SF-FINLAND	CAPT. S. SUNDBERG VEHNAKUJA 4 06400 PORVOO	E-MAIL: stig.sundberg@pp1.inet.fi TEL: +358 40 5944954
MEMBER REPR ROMANIA SHIPMASTERS	CAPT. M. TUTUIANU STR. AL.STEFLEA NR. 8A CONSTANTA	E-MAIL: office@acnr.ro TEL: +40722727123

