CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

CESMA NEWS

SEPTEMBER 2025

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THE MYSTERY OF CAPTAIN BEKAVAC

This is not the first time that CESMA Newsletter will talk about Captain BEKAVAC. The captain of the Phoenician-M was arrested in Turkey, along with his chief mate, and sentenced to 30 years in prison, not for drug trafficking but as responsible for a ship on which drugs were found.

Both men had appealed their convictions and the prosecutor had already dropped charges against the crew, with the decision on their release expected from the Turkish Supreme Court.

And now on August 9, 2025, after two years spent in prison, we learned that Captain BEKAVAC arrived home in the morning. And no one, including his family or his lawyers, knew about this movement.

Obviously this is good news.

But his chief mate of Finnish nationality, Ali ALBOKHARI, did not receive the same treatment, telephone cut off several days before and during the release of his captain.

And, according to lawyers, the case is still before the Supreme Court and under review. Furthermore, it appears that there was no recorded release decision. The Turkish Minister of Justice said that Captain BEKAVAC had been handed over to Croatian authorities for further legal proceedings. According to the Croatian government, the release was achieved through a process of "quiet diplomacy".

On the Finnish side, the authorities are trying to understand the reason which would have led to a single release. But it's impossible to learn more because the answer to each question remains the same: "secret". One wonders what Croatian diplomacy can do that Finnish diplomacy cannot do.

And since his return, Captain BEKAVAC has remained silent. This can be understood.

But on the other hand, there is still waiting for the decision of the Supreme Court. And will Captain BEKAVAC have to travel to Türkiye to hear this decision? And what will happen to his chief mate?

The captain's unique release, even if it seems good news to us, raises more questions than it provides answers.

Capt. BEKAVAC and C/Mate ALBOKHARI

Capt. Hubert ARDILLON
Secretary General CESMA

USCLAC FORMER PRESIDENT CAPT. CLAUDIO TOMEI PASSED AWAY

Captain Claudio TOMEI passed away on September, 14th at the age of 77. A figure of reference for workers in the sector, Claudio TOMEI was president of USCLAC from 2012 to 2024, after a long career as captain and trade unionist.

His career at sea began at 17 years old, in 1965, aboard the ocean-going fishing ship "Genepesca 10". Three years later, after obtaining his diploma, he embarked as cadet for one year on the vessel "Paola Costa", the as 3rd mate on the "Frederico C", then on different Costa units.

In 1978 he was captain on the bulk carrier Capitan Alberto for the first time. In the following years he worked for Eni and Saipem, on platforms and supply vessels in the Mediterranean, until 2005.

At the same time, from 1984, Claudio TOMEI developed a strong union commitment which led him to hold positions of increasing responsibility within USCLAC: vice president from 2005 to 2012, then president for over a decade.

Captain Claudio TOMEI – CESMA AGA – GENOA 2022

During his presidency he led decisive battles: from protecting seafarers exposed to asbestos, to putting maritime work on the list of strenuous jobs, to recognizing the right to vote for seafarers on board and committing to a greater female presence in the sector.

Captain Claudio TOMEI was with CESMA many years, and he made a great job organizing the AGAs in Viareggio in 2015 and Genoa in 2022, AGAs where we add fruitful discussions, useful decisions and resolutions, and not the least a joyful atmosphere.

"Competence, passion, frankness and sympathy: this is how we all remember it", USCLAC-UNCDIM-SMACD-CASCODI colleagues wrote in a note, underlining how Claudio TOMEI has always pursued with determination the objective of improving the living and working conditions of Italian seafarers.

Due to the very short notice between death and funeral ceremony, CESMA Board Members were unable to assist to the ceremony. However Capt. Giovanni LETTICH, from CNPC Genoa, represented CNPC as well as CESMA.

Capt. Antonio RAGGI – USCLAC
Capt. Hubert ARDILLON
Secretary General CESMA

SEMINAR HOLD BEFORE 30TH ANNUAL GENERAL ASSEMBLY ON 16TH MAY 2025, AT EMSA, LISBON, PORTUGAL

As usual, the day of AGA commences with a seminar. After the safety instructions, it is opened by Mr. Peter KIROV – Head of EMSA Department Safety, Security and Surveillance, whose words were inserted in the minutes of the AGA, as well as those of Capt. Antonio CANECO, vice president of Sincomar and of Capt. Dimitar DIMITROV, CESMA president.

Then the floor is given to the speakers.

1st speaker, Madam Radina RUSSEVA – EMSA Policy Adviser
Title: Overview Presentation of EMSA

The maritime moves the wordl: it is 12 billion tones of goods worldwide, 72.5 million TEU container throughputs; and in Europe it is 30% world GT and 350 million passengers though EU ports. But on the other face, it is also incidents and often pollution related to.

EMSA can be seen as a glance to EU Member States and it can deliver and help on sustainability, safety, security, surveillance, and simplification and digitalisation.

EMSA gives a scientific assistance by issuing several publications such as an annual Safety Report and an annual Environmental Report, guidances on the carriage of Alternative Fuel Vehicles (AFVs) in ro-ro spaces, guidances to port authorities and administrations on Shore-side Electricity, and technical papers on Alternative Fuels (Ammonia and Biofuels).

EMSA also delivers a technical assistance: in 2024, 1333 Member States participants to workshops and training events but also for south Mediterannean countries and non EU Black Sea countries; also 18 visits and inspections were performed to Member States.

For operational support, it is 1280 Remmotely Piloted Aircraft System (RPAS) deployments days, 11 000 daily Automated Behaviour Monitoring (ABM) alerts, 16 240 earth observation images delivered, and 54 million daily average position messages. It is also 50 activations of EMSA Contingency Plan for wich EMSA can use 14 Oil Spill Response Vessels.

The results can be demonstrated in last 20 years, where detention rate decreases from 5.84% to 3.81%, 35 banned vessels to 11 only, and 21 black listed flag States to 12.

The new challenges for EMSA are firstly sustainability (only 1% representing 3.3% GT of all ships is using alternative fuels), and also Ukraine, Red Sea, Shadow fleet, and of course all abour cybersecurity.

2nd speaker, Mr Diaz YRAOLA, Project Officer for Passenger ship
Title: STEERSAFE Project

SOLAS requirements for steering and manoeuvrability were developed decades ago, with a prescriptive approach, based on the general standard at that time: single propeller, mechanically moved by an engine, and a rudder.

Today's modern propulsion/steering systems & configurations are completely different – UI needed: MSC.1/Circ.1416/Rev.1. Then IMO SSE 6 expressed the need of a new output to address holistically this issue.

To address this concern of EU interest (passenger ships, manufacturers, safety), EMSA launched the STEERSAFE study.

The objective of the STEERSAFE Project is to provide sound technical knowledge and proposals to accomplish an update of related SOLAS requirements, as well as the

associated IMO Resolutions & Circulars.

The project was commissioned by EMSA, with DNV as contractor. The final consolidated report was delivered in June 2021, it can be downloaded on:

http://emsa.europa.eu/publications/reports/item/4398-steersafe.html

Project overview:

a- Ship stopping ability

The current regulations require stopping ability but do not provide criteria. The Resolution MSC.137(76) "Standards for ship manoeuvrability" is available, but on avoluntary basis (Full astern stopping test).

STEERSAFE proposals are to enforce full astern stopping test criteria, and to reduce criteria applicable to ships provided with multiple propulsion lines while only one of the propulsion systems and its corresponding steering system is out of operation.

b- Ship steering performance

The current regulations do not consider ship steering performance, Resolution MSC.137(76) is available, but on a voluntary basis: criterias are turning circle test and zig-zag test. However latest test might have problem for vessels with Cb>0.7 and L/B<6. (Cb: block coefficient, L: length, B: breadth).

STEERSAFE proposals are o enforce turning circle test criteria, to set and enforce a new Headin keeping test criteria (ship ability to keep a straight course at a pre-set heading) with the maximum yaw deviation not xceeding 2 degrees for 30 minutes, and to keep present steering gear performance criteria.

It was submitted at MSC104, but postponed, and again submitted at MSC105, for a start of study in work groups for SDC10 and further. Just before SDC 11, Japan established contact with the other submitters (EU & NO): they would be ready to implement mandatory manoeuvring performance standards, after a minimum reviewing (2032). The EU and Norway agreed with that approach provided that the Sub-Committee approved the corresponding extension. The latter was unanimously agreed in Plenary. Consequently, SDC 11 decided on a new roadmap to extend this agenda item until SDC 14, with a view to adoption at MSC 116 (2029). The new SOLAS requirements would enter into force on 1 Jan 2032.It is agreed work collaboration between Japan, EC (technical work by EMSA) and Norway to accomplish the roadmap and to prepare the submissions indicated therein.

3rd speaker, Mr Lanfranco BENEDETTI, Project Officer for Ship Safety
Title: Navigating Hazards: Technology Solutions for Ship Safety

Alternative Fuels

In actual world fleet (all ship types), 99.17% of vessels in operation are running with conventional fuel. Alternative fuel is used by only 0.83%, splited in 0.62% for LNG, 0.15% for LPG, 0.06% for Methanol, and 0.01% for Hydrogen. Ammonia is not yet used as fuel.

On order, for a delivery until 2033, 82.31% of vessels are equipped for engines running with conventional fuel. That means 17.69% for alternative fuels in which 9.73% for LNG, 1.83% fro LPG, 5.26% fro Methanol, 0.48% for Hydrogen and 0.38% for Ammonia.

If we consider only LNG, there are 3 times more ships operated with in 2023 compared with 2019, 20% on those vesse'ls are containerships and 13% are tankers.

LPG is using as fuel only on LPG carriers.

For methanol, 43 ships are in operation, and 300 additional are expected for delivery until 2028, in which 60% are containerships.

5 vessels in operation are with fuel cells, and more than 900 ships in operation are equipped with batteries.

To regulate operation vessels and on order vessels, IMO works on safety of alternative sources od power, by editing somes guidelines such as for fuel cells and methanol (2021 Interim Guidelines), for LPG (2023 Interim Guidelines), Amonnia (2024 Interim Guidelines), Hydrogen (2025 Interim Guidelines), and guidelines to be edited in 2026 for fuels with flashpoint between 52°C and 60°C, and in 2027 for methyl/ethyl alcohol.

In a same way, EMSA published guidances for the carriage of AFVs in ro-ro spaces, on batteries for ship's services, and on shore-side electricity. Also some EMSA studies are published on ammonia, bunkering of biofuels, and hydrogen. All those guidances and studies are loadable on EMSA internet site.

MASS: Risk Based Assessment Tool (RBAT)

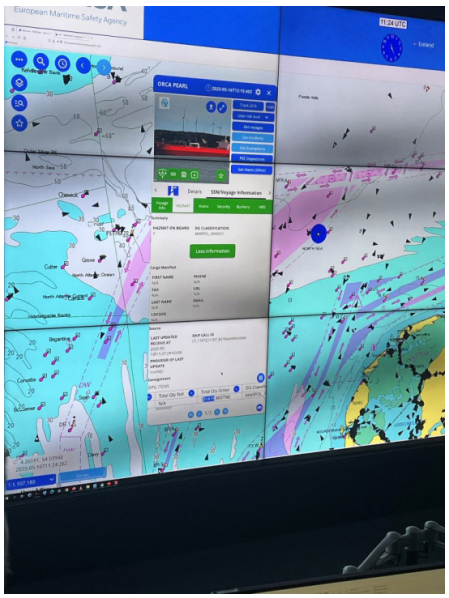
RBAT is developed for autonomous and remotely operated vessels, with functions being automated or remotely controlled. It addresses risks from transferring control, function-based and flexible. It is adaptable to different technology stages with a focus on systematic failures and human errors.

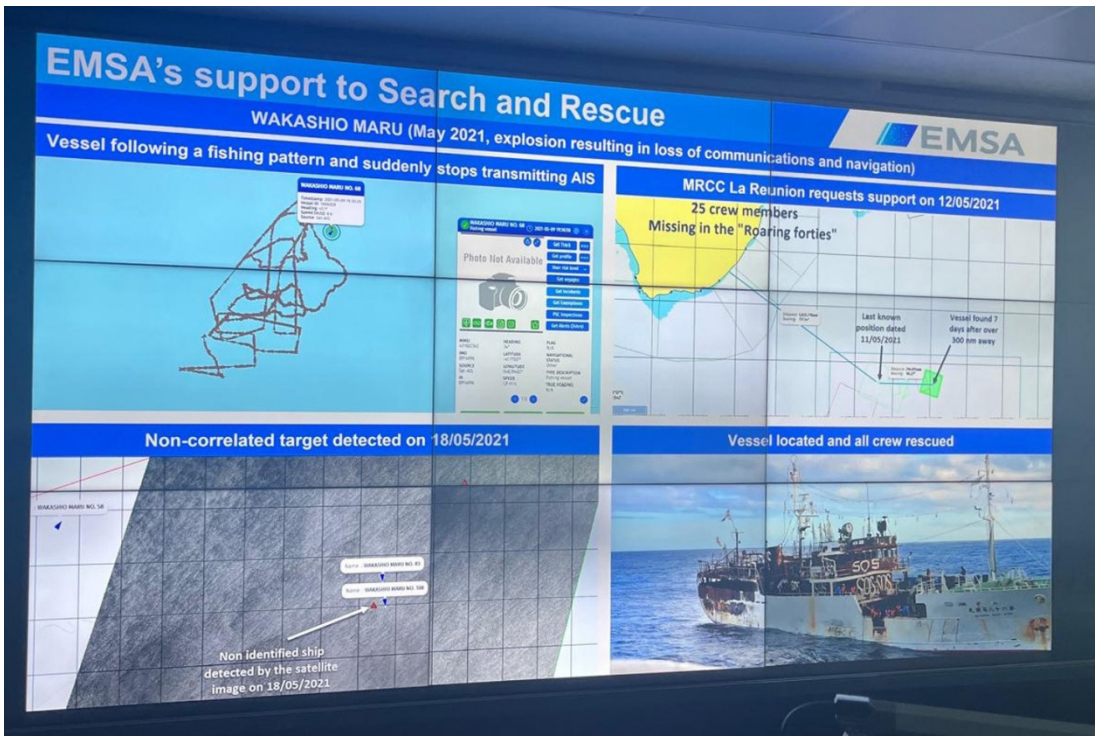
RBAT for MASS contains:

- Function-based approach
- Novelty in risk management
- Hazard cause analysis
- Human integration
- Lack of historical data
- Fallback functions/states identification
- Mitigation evaluation
- Criticalsystem identification
- Project alingnment
- Transparency and traceability
- RBAT awareness sessions (first quarter of 2025)

4th presentation: Visit to the EMSA Maritime Support Services Centre

After those three presentations, we were invited by EMSA to visit the Maritime Support Services Center. On very large screens, we were explained about the surveillance exerced by EMSA on all oceans and routes, surveillance in terms of safety, security, search and rescue operations, and of course on pollution screening.





5th speaker, Mr Jorge ANTUNES, Professor, PhD Marine Engineering, CEO Tecnoveritas

Title: Influences of Sailing Practices on Fuel EU Maritime

Efficiency of a ship depends of fuel of course, but also on ship profile.

Some fuels are more suitable than others. Cheaper fuels may not be cheaper for the vessels, as the consumption might be greater. The problem is the quality of fuel; a very low price may be a very high risk for machinery.

Slow steaming: of course, slow steaming reduces the consumption, but too long slow steaming could damage engines.

What is important to save fuel, is the way on increasing the speed. Upon departure port, to increase the ship speed up to the sailing speed, it should not be done too quickly. To increase too fast the speed is to increase too much the ppower of the engine, which is

not good for the consumption as well as for the engine itself. It is better to increase step by step, letting the engine to be run at good and stable temperature.

One of the solutions to save fuel is the "just in time arrival". However it is precised that the rules for Notice of Readiness (NOR) should be changed. Laycans are, in a general manner, started at 00:01. And very often, pilot boarding and berthing are scheduled for the morning daylight. As the waiting time is paid by the port or terminal, the Captain maintains the ship's speed to arrive at pilot station at beginning of laycans in order to tender NOR, so at 00:01; then the vessel is proceeding to waiting zone or anchorage till maoneuvrering for pilot boarding.

Last remark from the assistance:

– Who buy the fuel? Charterers
– Who pay the tax? Owners
– And who is responsible for the quality of fuel? Captain
– Find the error…

Capt. Hubert ARDILLON
Secretary General CESMA

CONFERENCE ON AUTONOMOUS VEHICLES AND SHIPS, FROM THE SURFACE TO THE DEEP SEA – April 7, 2025 – Paris

On April 7, the Marine Academy, the Maritime and Aeronautical Technical Association (ATMA), the French Maritime Cluster (CMF) and the "Groupement des Industries de Construction et Activities Navales" (GICAN) organized, at the Hôtel de l'Industrie in Paris, a conference on Autonomous Vehicles and Ships, from the surface to the deep sea, a conference which AFCAN was able to attend.

In his welcome speech, **Mr Bovis, ATMA**, describes the two challenges to be met:

- Multiplication of needs: exploration (water and funds), surveillance, intervention
- Defense of human and financial resources

The use of artificial intelligence (AI) makes it easier to face these challenges. Because monitoring from space does not allow exploration of the water column.

Another possible challenge: MASS ships could make it possible to reduce safety standards – since there would no longer be humans on board.

Then **Ms. Mercier-Perrin, President of the CMF**, asks the question of what drones can be used for:

- Exploration by mapping of the seabed
- Maritime surveillance and security (cables, illegal fishing)

- Environmental monitoring (temperature, salinity, pollution), therefore improving the responsiveness of emergency services
- Offshore and port maintenance (salary gain, drone costs, more security)
- Cybercrime monitoring

In 2050, drones will be a major plus for a safer, cleaner, more sustainable maritime future.

Finally, **Mr Missoffe, CEO of GICAN**, sees six areas of work:

- Regulation
- Establishment of shipping sites at sea
- Travel of operators at sea
- Development of industrial capacity
- Service centers in the territories
- Training linked to the increasing use of drones

1- <u>«What autonomous machine and for what purpose?»</u>

<u>Presentations :</u>

«Military uses on and under the surface of autonomous vehicles»,
Mr. Fliche, Naval Group

In 2030, navies will have:

- "Dronized" part of the means of control
- Equipped their ships with drones operating in groups
- Deployed the first series of autonomous spheres for intelligence and combat
- Deployed naval collaborative combat assets

And this is accelerated in light of the lessons from events in Ukraine.

What are the major challenges?

- Key technologies
  - Decision-making autonomy
  - Integration into the force
  - Energy
  - "Low SWAP-C" sensors & effectors – an effector is a multi-mission drone (reconnaissance, decoy, electronic warfare, transport and dropping of munitions)
  - GNSS & Cyber
- Development strategy
  - Tempo of the sword and the breastplate
  - Agility and "V" cycle
  - Modularity and increments
  - Massification / scaling up
  - Test & Learn
- Push/pull adoption
  - Anticipate and support the need
  - Interaction with doctrine
  - SKILLS
  - Man-Machine Teaming
- Societal, legal, contractual framework
  - Post-Ukraine perception
  - Trusted AI
  - New working and contracting methods

«Deep oceanographic explorations by underwater drones: motivations and means», Mr Sornin, ABYSSA

Abyssa presents a new offering for deep-sea exploration serving fast-growing underlying markets.

The autonomous underwater vehicle (AUV) is a robot that moves in the water autonomously, unlike the remotely operated underwater vehicle (ROV).

On the surface we are stuck at 30 meters, which is why we have to use an AUV. In bathymetry, we have an accuracy of 3 meters with an AUV, while the accuracy is 150 meters from the surface.

In addition, an AUV consumes less than a surface vehicle.

«The economic variable in the choice of solutions based on uses», Mr Glade, Sea Owl

These two boats are unmanned

Sea Owl is developing a 60 meter long Marine Supply Vessel, without a crew. But he remains a master, at a distance – "at a distance" does not necessarily mean "on land".

As an advantage: no cabin, no black water, and 20% additional cargo.

This type of vessel is planned for use on oil platforms in Nigeria.

A USV (Unmaned Surface Vehicle) is a multitude of different technologies, with therefore choices of equipment depending on the costs for each user.

Round table (moderator: **Alexandre Luczkiewick**)

Participants: **IFREMER, Mr Operdecker – SHOM, Mr Créach – Ship as a Service, Mr Allaire – ABYSSA, Mr Sornin – Naval Group, Mr Fliche – Sea Owl, Mr Glade**.

Existing ones:

Operated by a scientific user, an AUV is an information collector and serves as a connection with the surface. A USV can also collect live data with a submarine.

Remotely operated vessels and underwater drones are used for better quality data collection on the nature of the seabed. They can be operational in underwater canyons; there is less risk than with a wire-guided drone.

They are more precise at depth and can go twice as fast, therefore an increase in the number of sensors. A deep-sea AUV (up to 6,000 meters) works with high resolution, which provides better knowledge of the seabed and promotes their mastery.

Small ships are most often remotely operated for a specific mission. The commander is based on a larger ship for decision making. Very small vessels (like jet skis) are used in pack logic.

USVs are already marketed for use from a frigate, as underwater combat drones.

The choice of a drone depends on the objective of the campaign. For example, if the

depth does not exceed 300 meters, it is not necessary to arm or use drones capable of diving to 6,000 meters.

Decision-making autonomy:

Regarding decision-making autonomy, this is not possible in the military domain; you must be able to decide during the mission.

Of course, there is the necessary "Machine Learning", but this model is not enough because a lot of data is required, which increase the capacities and also the costs of such machines.

We must therefore keep the "human aspect" of the decision, and be in touch with reality with the operations in progress. AI can be applied to data analysis, helps with analysis but not with decision-making. And the decision must also comply with certain regulations, such as COLREG.

Decision-making autonomy has existed for a long time, see the torpedoes.

The civilian and the military have different missions: the economy is more important for the civilian and tactical logic for the military.

The challenges:

Permanence, in terms of surveillance, on and under the sea: this is a next step.

Small USVs have an autonomy of 7 hours for an average use of 1 hour, the autonomy depending on the actual use of the machine. So everything is done piecemeal, depending on the weather, the duration and quality of the mission, the descent and ascent times to the surface, and the sensors used.

These devices must comply with regulations and have navigation permits issued by French or European authorities.

Sailors must be trained to be drone operators.

Conclusion:

Underwater drones may become essential: cables, bathymetry, endurance (sea conditions), without drones we will be less efficient. But they must comply with maritime use and behavior.

Danger: cyber attacks. Need for programmed destruction of data in the event of a successful attack, and resistance to jamming. Which is still very expensive.

2- Regulatory framework applicable to maritime drones

Presentation done by **Ms Bathilde, DGAMPA (French Maritime Affairs)**

Decree of May 22, 2024 (Art. R. 5000-1):

A maritime drone, within the meaning of Article L. 5000-2-2, is any floating surface or underwater vehicle operated remotely or by its own operating systems which meets the following cumulative conditions:

1° not having any personnel, passengers or freight on board;

2° have an overall length greater than 1 meter but less than 16 meters;

3° have a maximum speed less than or equal to 20 knots;

4° have a kinetic energy less than 300 KJ;

5° have a gross tonnage of less than 100.

Autonomous floating devices not meeting these cumulative conditions will be considered autonomous vessels, for which the operating regime is more restrictive.

"Annex drones" are considered to be machines controlled from a mother ship, and respecting a certain number of criteria defined by the technical decree, namely:

– Size is smaller than that of the mother ship;
– Action radius is limited to 5 miles from the mother ship;
– Orders placed from the mother ship.

Drones are also considered annexes, floating surface or underwater vehicles controlled by wire guidance from a mother ship.

Exclusion: Apart from the identification rules (different marking), the specific regulations for the operation of maritime drones are not applicable to "ancillary drones" (no proper registration, no security checks, no mandatory equipment, etc.).

Definitions:

Remote operations center:

Places in which all or part of the driving and command of the maritime drone are carried out. The command center is established remotely from the maritime drone and can be mobile.

Maritime drone captain:

Person responsible for maritime shipping and exercising command of the maritime drone who meets the conditions to be a maritime drone operator and who ensures, where applicable, command of the operators responsible for operating the maritime drone.

Maritime drone operator:

Any natural person responsible for operating a maritime drone either by operating it manually remotely, or, when the drone evolves in an automated manner, by monitoring its trajectory and remaining able to modify this trajectory at any time and to communicate with surrounding vessels and maritime authorities in order to ensure navigation safety.

Training for maritime drones operators: prerequisites

The maritime drone operator must hold a sea driving license:

1° either a valid maritime professional certificate;

2° either a valid recognition visa for a maritime professional certificate;

3° either, hold an authorization to exercise the functions of maritime drone operator issued by the Minister responsible for the sea.

The operator must have completed specific training in operating a maritime drone at sea corresponding to the category of drone in question. This training, approved by the Ministry of the Sea, is provided by the manufacturer. The training certificate is issued by the drone manufacturer.

Operation of maritime drones – registration procedure

The applicant sends his request, as well as all supporting documents, to the Single Window of the French International Register (GURIF).

The request must contain in particular a risk analysis established according to criteria and a risk acceptance matrix, evaluated by a dedicated organization. This analysis specifies, among other things: operational limits, risks relating to cyber attacks, assessment of pollution risks, and list of critical equipment.

The request is followed by a mandatory documentary check which may be followed, if necessary, by a security visit, carried out within the remote operation center in order to ensure compliance with the documents transmitted.

If at the end of the documentary check and the possible safety visit, the drone is compliant, GURIF issues the registration certificate. The drone is then registered in the French maritime drone register, it is therefore Frenchified and registered.

If, conversely, it is found at the end of the safety check that the maritime drone or its operating conditions do not comply with the general maintenance and operating rules intended to ensure the safety and security of the navigation of maritime drones as well as the prevention of professional risks and pollution or that it presents a risk to maritime safety, the request is refused.

Temporary registration for tests and experiments

A temporary registration certificate may be issued by GURIF to a maritime drone under test in the following cases:

– Technical tests and development;

– Experiments;

– Evaluation of performance in the situation for the use for which the maritime drone is intended;

– Public demonstration, particularly during special events.

At the end of the trial phase and the transmission of updated documents, the registration can be made definitive; the registration number blocked during the trial phase is then maintained.

Technical requirements for maritime drone operations

Carrying mandatory equipment such as fire protection equipment and protection against flooding. However, when the carriage is neither realistic nor reasonable or technically infeasible with regard to the design characteristics or operating conditions of the maritime drone, exemptions may be granted in support of the risk analysis.

Compliance with the relevant rules of the COLREG Convention. The maritime drone is equipped to monitor its trajectory autonomously or to allow the operator to constantly maintain appropriate visual and auditory monitoring. The drone indicates its speed and is capable of signaling its presence and detecting any obstacle likely to be in its trajectory, this detection taking place at a sufficient distance to allow the operator or the maritime drone to modify its trajectory in real time. The drone is capable of reporting its operations at sea in accordance with navigation rules (lights and marks). The relay of any distress signal must be ensured by the maritime drone or by the operator from the remote operations center to other vessels and CROSS.

Compliance with the relevant rules of the MARPOL Convention (Annex I and VI).

3- <u>The technological challenges with autonomous marine vehicles</u>

<u>Presentations :</u>

«Lauch and recovery systems for surface drones from a ship» by Mr Benoits from CDA

Presentation of the Atlantic Shipyards (CDA) Launch And Recovery System (LARS).

Performance objectives:

Dimensions of the machine to be recovered: 14 m long for 21 tones

The system must operate up to rough seas level 5 Beaufort

No action required from the vehicle to be recovered, whether drones or manned vehicles

The system must be passive with intrinsic redundancy.

For satisfaction, 250 ascents and descents must be completed without problems or damage.

Watch on: https://www.youtube.com/watch?v=TNHLb_NRo-c

Note: This system, it seems quite reliable, was created for drones, so as not to damage them when launching or recovering. It is true that the electronics making up a drone represent a very significant market value. However, one could imagine that it could also be used for lifeboats. Unless the market value of crew members injured or killed during lifeboat launching tests is much lower than that of unmanned drones containing much more electronics and sensitive data...

«Exail and maritime autonomy: a first assessment of operational succcesses and challenges» by Mr Gracieux from Exail

A9-M and A18-M: AUVs for geophysical prospecting, stable, fast and durable.

24 hours in data acquisition
Max speed of 6 knots, operational speed of 3 knots
Depth from 300 m to 3,000 m
Payload: sonar, sediment sounder, multibeam, magnetometer, and other sensors on demand depending on the user.

Regulation:

In the beginning, technology was far ahead of regulations. Work is currently being done with the DGAMPA, GICAN and the Maritime Cluster to help establish a legal framework compatible with operational realities. Not just in France. Hence an effort at harmonization linked to operations carried out across several territorial waters, and to favor the crossing of EEZs rather than territorial waters, and the creation of the MOU MASS North Sea (UK – France – Belgium – Netherlands – Denmark – Norway).

Technical impacts of the diversity of regulatory requirements:

- Favor regulations adapted to technical and operational reality
- Take into account the deployment of autonomous systems in the design of surface ships
- Adaptation of communication systems (favor local connection systems), see Japan
- Taking into account the Work Boat 3 requirements for MCA certification on drone design, see UK
- Determine the legal link between the drone and its Command Center (ROC)

The status of military drones:

– Are military drones warships within the meaning of the law of the sea?
– Do military drones benefit from immunity in the context of their operations?
– Do military drones have to comply with the technical requirements of regulations?

«Technological challenges enabling us to meet the challenges of implementing drones » by Mr Gagneux from Naval Group

We are talking about drones, autonomous systems. But we always come back to the human.

Issues:

– Act under human control, if necessary by delegation
– Apply military tactical reasoning under doctrine constraints
– Guarantee interoperability with other (possibly heterogeneous) agents and with humans
– Allow deployment from another naval unit
– Operate in a multi-environment (submerged, surface and aerial)
– Ensure security and safety
– Guarantee compliance with regulations

Challenges:

– Acceleration of development cycles
– Difficulty increasing by the integration of complex technologies
– Demonstrate predictability and explainability
– Perceive the environment independently of weather hazards
– Master the dynamics of platforms
– Communicate in a multi-environment and uncertain environment (jamming)
– Have the energy to guarantee the completion of missions

Simulation work, as in experimentation, generates a lot of data. This leads to an evolution of knowledge, therefore learning, therefore a new qualification for operators.

Round table (moderator: **Timothée Moulinier**)

Participants: **Bureau Véritas, Mr Faivre – Moteurs JM, Mr Bacon – Arkéocéan, Ms Brizard – Naval Group, Mr Gagneux – Exail, Mr Gracieux and Mr Roudant – Chantiers de l'Atlantique, Mr Benoist**

Moteurs JM developed the nautilus propulsion engine (with IFREMER), a titanium engine operating in a vacuum. The pressure is modified depending on the exterior, therefore the depth. Moteurs JM manufactures custom asynchronous or synchronous electric motors. Motors with air and liquid cooling (water, oil), with reinforced protection for constrained, intense and critical environments (pressure, temperature, humidity, salinity, aggressive gas, vacuum, dust, irradiation, vibration, shock, etc.). These motors have a power varying from 0.1 to 500 kW.

Arkéocean: the first system will be launched at sea at the end of 2025. There will be millions of drones within two years. We are talking about swarms of drones.

Bureau Veritas (BV Solution) is involved, within the IMO, IACS, INSA and ISO, in the writing of regulations, mainly with regard to critical equipment by risk analysis and failures of this equipment.

Exail: we manufactured the drones before knowing the real needs of the users. From now on, there is adaptation to user questions.

Naval Group: there is a paradigm shift: we must now produce in series to be able to reduce costs.

Chantiers de l'Atlantique: you first need contact with the client and manufacturers to learn and thus present new ideas.

But for everyone, feedback is needed, especially on reliability at sea. And should we make the technology or the mission more reliable? It's a choice to make.

Communication is another major problem: there will be use of several drones: collection of data, recovery and transmission of this data, mainly under the surface, communication requiring an intermediary depending on the depth of the collecting drones, therefore drones operating in "pair". AI will also make it possible to process and sort data to only transmit those that are necessary for the mission.

Conclusion by Admiral Chetaille

Military perspectives of the drone: it must preferably be low cost because it is lost immediately (example of a drone armed with a torpedo).

The drone keeps humans away from the threat by:

– Collection of environmental data
– Including acoustic information
– Denials of access
– Mine/anti-mine warfare with surface and underwater actions.

Capt. Hubert ARDILLON
Secretary General CESMA

EUROPEAN MARITIME DAYS 2025

The European Maritime Day event is hosted annually in a European port city. The 2025 European Maritime Day took place in Cork from the 21st to the 23rd of May.

For EMD 2025 there were 1,277 participants from every corner of Ireland and Europe representing a variety of organisations within the maritime sphere. The organisations represented a broad spectrum of maritime activites.

The meticulous planning and organising of the EMD, presented by the Government of Ireland, Cork City Council and the European Commission was outstanding from start to finish in facilitating the EMD. With EMD being an open platform event, this contributed to it being the success that it was.

EMD was held at Cork City Hall and a nearby hotel was also a venue for some workshops. There was a timetable covering a range of scheduled presentations with interesting topics spurring challenging questions and quality debate.

The agenda included the official opening session with speeches from dignitries including the Taoiseach, Government Ministers, the Lord Mayor of Cork, the EU Commissioner for Fisheries and Oceans and Members of the European Parliament which highlighted the significance of the Maritime sector locally, Europe-wide and beyond. There

were a number of sessions and workshops, some of which are listed below to give an idea of what was included.

- The sessions for fisheries and ocean dialogue covered policy, sustainable blue economy and the international dimension.
- The EMD cities network emphasised the importance of maritime cities in shaping European Comission policies.
- The Blue innovation ocean energy scaleup through the European Ocean pact.
- Blue women champions, the young generation approach for resilient blue economy and 20 years of advisory councils' stakeholder expertise for oceans pact.
- EU strenghtening cosatal resilience, Greater North Sea Basin initiative (GNSBI) engagement with other users of the North Sea.
- Navigating the future: Sustainable trade and ships, protecting subsea infrastructure.
- Launch of the report of the Valentia Island inaugural symposium on subsea cable security and resilience.
- EU Maritime Security Strategy (EUMSS), the role of european Fisheries Control Agency (EFCA), European Maritime Safety Agency (EMSA), and FRONTEX (European Border and Coast Guard Agency).
- Common Information Sharing Environment (CISE) as a key tool for EU response to maritime security threats.

There were 76 stands on display in the city hall representing a variety of marine related companies, Govenment departments and agencies, EU maritime bodies, Training establishments and Marine Institutes to mention a few.

Capt. Crowley, President of IIMM and Capt. Hubert Ardillon, CESMA SG.

The city docks had a number of vessels alongside including from the Irish Naval Service, the European Fisheries Control Agency (EFCA) and the Irish Lights Vessel ILV Granuaile. All were open to the public and we visited onboard where we enjoyed a reunion with IIMM members.

Capt. Crowley, Capt. Gray (Former President of IIMM), and Capt. Ardillon onboard ILV Granuaile

CESMA assisted to following workshops:

Blue Innovation: Ocean Energy scaleup through the European Ocean Pact

With Mr. Thomas BASTABLE, Electricity Supply Board – MR. Xavier GUILLOU, EU Commission – DG MARE – Ms Aisling GREENE, Irish Department of Environment, Climate and Communications

The 10 reasons why ocean energy:

1. 10% pf EU electricity
2. Domestic resource
3. 100% Made in Europe
4. Europe-led technology
5. Easy to mass-manufacture
6. Highly predictable
7. Complements wind & solar
8. Mostly invisible
9. Uses small sea areas
10. Environmentally friendly

Ocean Pact to support blue innovation

1- Ocean Energy Task Force
   High-level political initiative
   Spur Member State action
   Contracts for Differencies
2- Financial support
   Horizon and Innovation Fund grants
   EIB loan guarantees
   Leverage private investment
   Unlock more farms

The EU perspective: already 20% of the EU energy consumtop, from renewable sources by 2020; and at least 42.5% by 2030, mainly from wind and solar photovoltaic, the offshore renewable energy being marginal today but with a large potential.

For Irish Offshore Renewable Energy (ORE), 29 key actions exist to develop Ireland's long-term, plan-led approach to offshore wind, after an analysis of economic opportunities to encourage investment and maximize the financial and economic return of ORE to the State and local communities. Potentially it could be possible to export excess renewable energy through increaser interconnection.

Protecting Subsea Infrastructure

With Ms Johanna KARVONEN, EU Project Coordinator – Mr. Mike BRUNICARDI, Irish Navy – Mr. Sebastian SERWIAK, MTU Policy Officer – Ms Camino KAVANAGH, King's college London

On February 21, 2025, the European Commission and the High Representative of the Union for Foreign Affairs and Security Policy unveiled a comprehensive EU Action

Plan on Cable Security. This plan further addresses the critical need to protect submarine cables, stressing their importance for EU's strategic interests. The Action Plan represents a coordinated European response to the growing threats facing this critical underwater intrastructure. The EU Action Plan for Cable Security includes 4 key measures: Prevention, Detection, Response and Recovery, and Deterrence.

The EUMSS – the role of EFCAn EMSA, and Frontex

With Ms Charlina VITCHEVA, Director-General DG MARE – Dr Lars GERDES, Fontex Deputy Executive Director for Operations – Dr Susan STEELE, EFCA Executive Director – Ms Maja MARKOVCIC KOSTELAC, EMSA Executive Director

EUMSS (European Union Maritime Security Strategy) covers several duties, such as illegal reporting for fishing, and security aspect is more and more relevant. With all EU agencies working together, there is a capacity to top up the ability of Member States in case of pollution.

Concerning fishing, there were in 2024 more than 44 000 inspections in EU waters. And there is a project for survey/inspection in West Africa, Mediterranean Sea, and also Asia.

Even if each agency has its own duty and specificity, to share informations has a positive impact on the security, and on the safety and pollution risks.

CISE as a key tool for EU response to maritime security threats

With Ms Maja MARKOVCIC KOSTELAC, EMSA Executive Director – Mr Valtteri VIITALA, Permanent Representation of Finland to the EU – Ms Mojca OBID, CISE-ALERT Commonication manager – Mr Francesco DATTIS, EMSA Officer for Coastguard Cooperation – Ms Margaret STANLEY, Irish Maritime Security Unit, Defence

Baltic Sea and Finland's Approach:

Baltic Sea is one of the busiest sea areas in the world, with a medium depth of only 54 meters (means environmentally very fragile), with a significant strategic importance, and surrounded by eight EU & NATO countries and Russia wich creates a degraded security and safety environment (shadow fleet, disruptions in satellite navigation and AIS services, incidents related to critical maritime infrastructures, etc.).

The Finland's approach concerns the vessels (abnormal movement, flag change, ownership change, vessel condition, PSC details, cargo info), the safety and security (SAR, oil and chemical spills), critical infrastructure incidents (what, where, when, which vessels are suspected), and AIS and GNSS manipulation and disturbances.

Then there was a small report on a CISE-ALERT trial done in Slovenia.

How EMSA can contribute to support Member States and European Commission with protection of common maritime infrastructures:

- To share a list of vessels with other authorities and to let notified when a vessel in the list is detected
- To inform other authorities about events occurring on board of vessels, seaborne or airborne assets, or at any location in the EU maritime territorial waters
- To alert about risks in particular maritime geographical areas that mey affect vessels, activities or the environment
- To request operational assistance from other authorities based on the availability of the latter's assets (aerial or maritime)
- To gather information (satellite imageries, detections of illegal activities, etc.) in a specific area

Maximising support blue skills and ocean literacy

With Mr Matteo BOCCI, – Mr Alessandro PITITTO, COGEA – Ms Olga MASHKINA, EU4Ocean – Mr Paul HEGARTY, Marine Ireland Industry Network

There are 4 EU Sea Basins: Atlantic (France, Ireland, Portugal, and Spain since 2013), Western Mediterranean (France, Italy, Malta, Portugal, Spain + Algeria, Lybia, Mauritania, Morocco, and Tunisia since 2015), Black Sea (Bulgaria, Romania + Georgia, Moldova, Turkiye and Ukraine since 2018), and North Sea (Belgium, Denmark, France, Germany, Ireland, Netherlands, Sweden + Norway, and United Kingdom since 2024).

Patterns amongst sea-basins:

Innovative sectors also targeted in the Atlantic, a more generalist / cross-cutting approach in the Black Sea and the WestMED positioned in between the two

Choices of topics / financing sources across sea-basins

Emerging messages:

Skills development and upskilling and reskilling important at grass-roots level

Specificities of relevant blue economy sectors – greening and digitalization for traditional sectors (transport, tourism and fisheries), new skills for emerging sectors (renewable and bio-tech)

Better and more specific policy support is also essential at the local level, including through further engagement with local authorities, ocal / national investors, universities and VET organizations – with priorities that varies depending on the specific gaps across sea-basins

Ocean literacy is an outcome – a society that understands, values, and cares for the ocean. It is about re-connecting humans to their ocean. Skills needed are: working on careers and opportunities in ocean literacy and blue economy/vocational training, stronger connection between “blue” and “green”, coastal and inland, the role of arts, media, games, and advocacy.

Preliminary results of the study to support and design skills development in the blue economy:

- Difficulty in attracting and retainin talent, which was closely linked to a lack of awareness about career opportunities and unclear career pathway
- Limited funding for training and upskilling, compounced by time constraints for the workforce
- Rapid technological changes ouotpacing skills development
- Insufficient collaboration between industry and education providers
- Integration of blue skills into existing educational programmes is favoured over the development of specialized blue skills curricula
- Emerging roles: AI specialists, blue-carbon advisors, marine biotechnologists, energy transition managers, maritime spatial planners
- Increasing interest in digital skills, through some sectors lament scarity of traditional maritime skills
- Skills in high demand (across sectors): artificial intelligence, autonomous vehicles, bioinformatics, project management, data management, decarbonisation and carbon foorprint management, alternative fuels.

Seawards, the European University Ocean Cluster

With Mercedes RUIZ-CARREIRA, University of Cadiz-Spain – Luana MONTEIRO, University of Ghent-Belgium – Anne-Marie O'HAGARI, University College Cork-Ireland – Francesco MUSCA, University of Venice-Italy

Sea-EU is an alliance of 9 European coastal universities (Cadiz, Bretagne Occidentale, Kiel, Gdansk, Split, Malta, Naples, Algarve and NORD). The goal is to become an inter-university and pluridisciplinary European Supercampus located in 9 peripherical cities united by the coast and the European values.

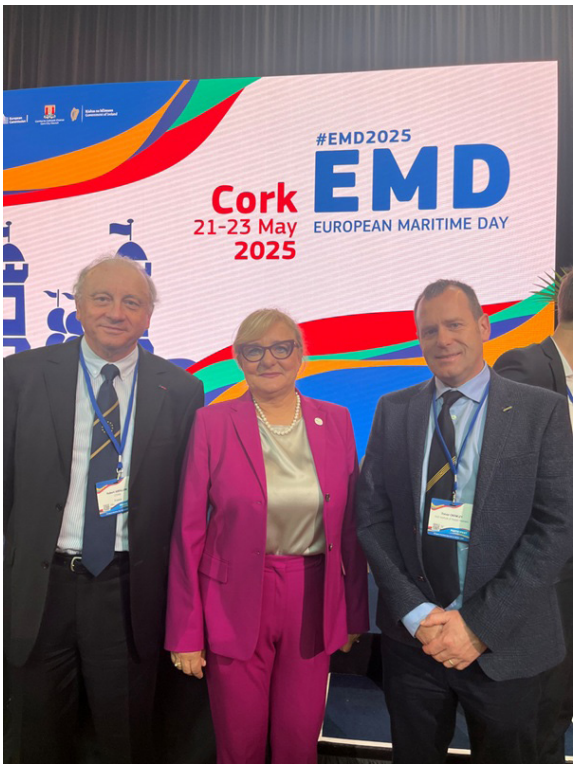
IMBRsea, coordinated by Ghent University is a consortium of 11 universities with "Marine Biological Resources" as thematic orientation, a combination of classical scientific research and applied sciences.

MaREI, a consortium of 6 partners and also several industries, has 7 research areas on Marine Energy and Climate, with a multi-disciplinary approach: ecologists, engineers, lawyers, social scientists, economists, education and public engagement (EPE) specialists, climate scientists.

MSP-MUNDUS, a consortium of 3 universitiesfrom Venice, Seville and Azores, proposes a Joint Master Course on Maritime Spatial Planning, a two-years advanced professional master program. Students are familiarized with key issues in policies formulation and planning strategies for maritime space to improve the management of resources from an environmental, economic, social and legal perspective within the framework of Maritime policies. Each semester is followed in a different University.

Meetings

CESMA also met with the Executive Director of the European Maritime Safety Agency (EMSA), Maja Marokvčić Kostelac, and discussed the successful meeting when the Confederation of European Shipmasters' Associations (CESMA) recently held its 30th AGA at EMSA's headquarters in Lisbon. We discussed how continuous cooperation with recognised stakeholder engagement was acknowledged as a positive benefit.



During the EMD I crossed paths with a former shipmate, Harbour Master Deirdre Lane of the Nautical Institute, Ireland Branch. Overall, a sucessful event where there was a sense of appetite for another similar event to be hosted in the future.

Capt. Trevor CROLEY – President IIMM
Capt. Hubert ARDILLON – Secretary General CESMA
And thanks to Gerard O'DONNELL – Institute News

DAY OF THE SEAFARER 2025.

On 25 June, the global maritime community come together to celebrate the Day of the Seafarer.

CESMA representative capt. Damir Lakos from ZHUPK, Croatia had meeting with Mr. Srdan Subotic head of office MEP Tonino Picula. MEP Tonino Picula is vicechair of intergroup on Seas, Rivers, Islands and Coastal Areas (SEARICA).

CESMA resolutions were presented and discussed during the meeting. Main topic was Crew member visas Resolution No.2: "The Assembly, considering the difficulties

in providing crew visas to non-EU Seafarers joining and leaving their vessels when in the EU, and in order to observe and recognise the Maritime Labour Convention (2006) (MLC), urges EU State Authorities to recognise seafarers' entitlements for repatriation under seafarers' employment agreements. Consideration should be given to the creation of a visa in the similar manner to that of the combination C1/D visa being issued by the US State Department, Crewmember Visa".

The follow-up meeting will be arranged for September/October 2025.

Capt. Damir LAKOS
ZHUPK – CESMA Webmaster

CONNECTIVITY IN THE BLACK SEA REGION: TRANSLATING INNOVATIVE IDEAS INTO PRACTICAL SOLUTIONS CONFERENCE IN VARNA, BULGARIA ON 27TH JUNE 2025

On June 27, 2025, at the Graffit Gallery Hotel in Varna, Bulgaria, was hosted a conference on the topic: "Connectivity in the Black Sea Region: Translating innovative ideas into practical solutions".

The event was organised with the support of BSAM, Enterprise Europe Network, Bulgarian National Association of Shipbuilding and Shiprepair (BULNAS) and Bulgarian Chamber of Shipping (BCS). It is part of the Common Maritime Agenda in My Country initiative.

The event brought together over 70 representatives from local authorities, business, academia, port administrations, as well as international speakers from France, Spain, Turkey, Austria and other countries.

The opening session featured welcome addresses from Ms. Delilah Al Khudhairy, Director of "Maritime Policy and Blue Economy" at the Directorate-General for Maritime Affairs and Fisheries (DG MARE), Mr. Angel Zaburtov, Deputy Minister of Transport and Communications of the Republic of Bulgaria, Mr. Blagomir Kotsev, Mayor of Varna Municipality, and Mr. Alexander Kalchev, Chairman of the Board of the Bulgarian Chamber of Shipping.

The event began with a presentation session focused on current EU support mechanisms for maritime basins, the prospects and challenges facing the Bulgarian shipbuilding industry – presented by Mr. Svetlin Stoyanov, Chairman of the Board of the Bulgarian National Association of Shipbuilding and Shiprepair – as well as an experimental study by a talented young physicist.

The first panel discussion explored innovative technologies in maritime transport and coastal tourism, such as the world's lowest carbon emission cargo ship, a high-speed hydrogen-powered ferry with hydrofoils and the potential for developing hydrogen systems in Bulgaria.

The next panel discussion centered on the potential of the Black Sea region to develop a new value chain through the S3 Partnership "Shipbuilding Propulsion Systems Alliance" – a strategic partnership in shipbuilding and innovative projects such as floating resorts and the development of the yachting industry.

The afternoon program featured a discussion session dedicated to financial instruments supporting innovation in the Black Sea region. Funding opportunities for the development

of a sustainable blue economy were presented, including Horizon Europe and the European Innovation Council Accelerator (EIC Accelerator). The session concluded with a Q&A that sparked active dialogue among participants.

In the following workshop, titled "Connectivity in the Black Sea Region – Opportunities and Challenges in Building International Partnerships" participants positively evaluated the idea of developing a conceptual pilot project for an innovative hydrogen-powered vessel adapted to the specific conditions of the Black Sea, as well as a proposal to create a simulator for training in the yachting industry. The proponents of these ideas will continue working on developing them into project proposals, seeking suitable regional partnerships and funding.

The conference concluded with a networking session that provided opportunities for knowledge exchange, establishing new contacts, and discussing future joint initiatives for the modernization and sustainable development of the maritime economy in Bulgaria and the region.

The event demonstrated Bulgaria's strong commitment, together with its regional partners, to sustainable development and the effective use of EU instruments in support of the blue economy.

All presentations can be found on:
https://www.marinecluster.com/en/news-more/conference-connectivity-in-the-black-sea-region-translating-innovative-ideas-into-practical-solutions-was-held-in-varna-bulgaria

Capt. Dimitar DIMITROV, PHD, FNI
CESMA President

EU GOODWILL MARITIME AMBASSADOR SCHEME TO BE PROMOTED BY CESMA

IMO Goodwill Maritime Ambassadors Scheme running from 2016 to 2025 was a good attempt to promote maritime profession worldwide. In recent years there is decline in the practicing of maritime professions in the traditional maritime nations and especially in Europe. That has long term effect on the maritime industry. To have less maritime professionals with maritime background leads to decrease of the experience and skills, less people in the maritime education and training and losing of positions in the maritime profession. The statistics shows more than 90 percent of world trade done by sea and never mind the trends ships are still sailing and goods are delivered to their destinations. But seems that at sea we see more people working on board ships from Far Eastern nations and nowadays we see also that the management and operations are shifted from traditional maritime nations to new destinations. That is creating risk to the industry and possible gap between the parties, responsible for management of ships and people with experience at sea. We have less experienced and prepared professionals in the busy European waters which increase the risk to the coastal states and the future of the maritime industry in Europe.

As IMO is UN agency responsible for the maritime industry worldwide it is not so deeply interested in the trends in regions and transfer of power from one region to another. For Europeans there is a real need to revitalize the interest to the maritime professions in order to keep the leading role of Europe in ocean transportation. Looking for cheap labor

has good short term effect and lowers the total expenses connected with the transportation of goods but it has negative effect in long term as mentioned above. On behalf of European seafarers I think there is good opportunity to respect the people engaged in the maritime industry and to promote maritime professions if we continue the scheme of goodwill maritime ambassadorships in Europe by establishment of European Goodwill Maritime Ambassador Scheme. The decision should be taken in EU Parliament and EU Commission and it could be administered by DG MOVE in cooperation with DG MARE.

The original idea of IMO as stated in the IMO Maritime Ambassador Scheme brochure was that the multi-faceted maritime world offers a series of rich and fulfilling career opportunities for young people, both at sea and ashore.Seafaring can provide young generations not only with an opportunity to provide for their families but also with unique opportunities to navigate the seas of the globe and encounter the wonders of the world. Other avenues such as marine engineering, naval architecture and maritime law provide the chance for an exciting and dynamic life in a truly vital professional sphere. But young people need to be engaged and enthused if they are to see and understand these opportunities. With this in mind, IMO has launched the IMO Maritime Ambassadors scheme. IMO Goodwill Maritime Ambassadors were supposed to share their knowledge and experience, to visit local youth groups or other local community groups to deliver a presentation highlighting the importance of the maritime industry, to have a stand or give a talk at a local careers forum, community fair or other local event, to visit local schools and further education colleges and offer a "day-in-the-life" view of the Maritime Ambassador's profession. The IMO Maritime Ambassador was a spokesperson or advocate for the maritime and seafaring professions. Member Governments and international organizations were invited to participate in the scheme by selecting and identifying "IMO Maritime Ambassadors" to promote the maritime and seafaring professions and raise awareness of the positive benefits of choosing a career at sea or other maritime profession. IMO Maritime Ambassadors are encouraged to share their passion about the maritime world with others, particularly young people who are starting out on their further education, apprenticeships and career pathways. By reaching out, IMO Maritime Ambassadors can engage, inspire and call upon young people to consider careers at sea or in the maritime industries. The goal is to reach new target audiences and inspire a new generation of maritime experts and seafarers.

The objectives of IMO Goodwill Maritime Ambassadors were:

1. An IMO Maritime Ambassador is a spokesperson or advocate for the maritime and seafaring professions.
2. IMO Maritime Ambassadors are encouraged to share their passion about the maritime world with others, particularly young people who are starting out on their further education, apprenticeships and career pathways.
3. The overall objective is to reach new target audiences to educate and inform on the importance of shipping and the role of IMO, and inspire a new generation of seafarers and other maritime professionals.
4. IMO Maritime Ambassadors are expected to promote the theme chosen for the World Maritime Day in their respective regions as well as to support the Day of Seafarers online campaign.
5. IMO may request further collaboration of the IMO Maritime Ambassadors for other activities and/or joint efforts such as bringing awareness to their Administrations about the IMO Award for Exceptional Bravery at Sea, etc.

Activities consistent with the objectives included:

1. Visit local youth groups or other local community groups to deliver a presentation highlighting the importance of the maritime industry;
2. Have a stand or give a talk at a local careers forum, community fair or other local event;
3. Visit local schools and further education colleges;
4. Engage with local radio, television, or newspapers; offer a "day-in-the-life" view of the Maritime Ambassador's profession;
5. Give interviews or provide video clips and information about entry routes and the different seafaring education and training programs;
6. Write into local or national newspapers when a story raises issues which touch on the maritime world, tell them your story "as a maritime professional"; and
7. Develop and promote other activities, consistent with these terms of reference.

In order to continue the above mentioned experience Confederation of European Shipmasters Associations (CESMA) started a campaign to establish similar scheme in EU. The proposal was sent to the EU Commission. A meeting with the Bulgarian member of EU Parliament Kristian Vigenin was arranged on August 08th, 2025, he was acquainted with the idea and he was engaged with the idea to be promoted in the EU Parliament.

CESMA President capt. Dimitar Dimitrov in the Naval Academy Nikola Vaptzarov with Mr. Kristian Vigenin, Member of EU Parliament discussing the idea of EU Goodwill Maritime Ambassador Scheme

CESMA together with European Maritime Pilots Association will continue promoting the idea.

Capt. Dimitar DIMITROV, PHD, FNI
CESMA President

INTERNATIONAL FEDERATION OF SHIPMASTERS ASSOCIATIONS (IFSMA)
48th BIENNIAL GENERAL ASSEMBLY (BGA)
TORSHAVN, FAROE ISLANDS

48th BGA of IFSMA was hosted by Føroya Skipara Og Navigatørfelag (Faroe Islands Shipmasters Association) in Føroyar Hotel, Faroe Island. The nice welcome reception was the end of the annual congress of Northern Navigation (organization of all the Scandinavian captains and officers associations and unions) and the beginning of IFSMA BGA on August 19th, 2025 evening. Pre-BGA Executive Council meeting was on 20th in the morning.

The assembly was opened by Capt. Annfinnur Gardalio, President of Faroe Shipmasters Association. He welcomed all the participants most of them traveling long time to come to Faroe Islands, stressed the importance of the fishing and maritime industry as the backbone of Faroe industry. Reply was made by IFSMA President, Capt. Hans Sande with the thanks to Japan for their exellent organization of previous IFSMA BGA in Tokyo 2023. Then he mentioned the warm welcome by Faroe association, global political situation and need to strengthen our international efforts to ensure safe working environment for all seafarers.

A present from Koichi Akatsuka was presented by captain Shiniya Nakamura, Japan Captains Association to Jim Scorer for his outstanding work. The floor was then given to commodore Jim Scorer, Secretary General of IFSMA.

His report included:

- 36000 GBP profit from the sale of International Law handbook ICS/IFSMA
- IFSMA independent politically professional organization, to express the voice of shipmasters at IMO, 21 papers sponsored or co-sponsored by IFSMA 2023-2025, mostly together with ICS and ITF
- STCW review – 2031 to be approved (suggestion approval 2029)
- Criminalization of the shipmasters – closure of the scheme of shipmasters protection insurance because of lack of interest – next session at IMO case of Croatian shipmaster and Finnish chief officer will be raised by IFSMA and Finnish Officers Association
- IMO to adopt Fair treatment of seafarers guidelines

– Seminar on criminalization before the last MSC meeting
– Abandonement of seafarers – increase of cases,
– MASS developments – MASS code to be finalized end of 2025
– ISM Code revision – by 2028, working hours and rest hours, operational readiness
– Deaths in enclosed spaces number increased – 50 per year, the highest number up to now
– Membership – possible joining of Mexico, Bulgaria.

Treasurers Report:
– Appointment of Honorary Treasurer for 2023 & 2024 Roger McDonald
– Confirmation of future venues for BGAs:
– Ukraine 2027 – Place of the venue to be chosen later.
– Seoul, South Korea, 2029.

Physically Testing 500 Seafarers – Hans Sande/Morten Kveim
– Maritime work is associated with high risk of incidents and accidents
– Seafarers have a shorter life than the most other professions
– Project objectives – mapping of the maritime working environment
– Key working environmental factors – organizational – irregular hours, long shifts, etc.
– Outcome – fatigue and sleepiness, accidents and incidents, physical condition…
– Marcel from Nautilus Netherland– comment with details of Horizon project
– Surveys:
  - Standardized questionnaires
  - Register linkage (e.g. sick leave, turnover)
– Technical measurements:
  - Wearable sensors (body movement, posture, intensity, sleep)
  - Stationary sensors (noise, vibration, air quality)
  - Exposure mapping for various vessel areas
– Deliveries and impact – Scientific knowledge on working conditions and health in Norwegian maritime sector
– Tools to reduce accident risk and improve crew health
– Basis for better training, policies and recruitment strategies
– Anonymous unit-level reports for companies (upon request)

MASS and the Master – David Appleton
– Rolls Royce planned to have autonomous ship by 2020 in local waters, Fugro Vaquita – fully autonomous survey ship
– Non-mandatory MASS Code, later transferred to mandatory
– MSC-LEG_FAL working group – role of master and crew, responsibilities, competencies required, remote operator and his responsibilities
– MASS means a ship which, to a varying degree, can operate independently of human interaction

– Role of the master – does the master of a vessel need to be on board (1) – yes as per UNCLOS, does the master need to be on board if there are people on board (2), can the master be in charge of more than one vessel at any given time (3)

Class NK, Autonomous Ships – Shinya Nakamura – Class NK Guidelines for Automated/Autonomous Operation on ships (Ver. 2.0), a ship navigating with autonomous navigating systems should comply with COLREGs, evaluation area diagram proposed by JCA.

MASS in Canada – Capt. Marshall Dunbar (via Zoom) – short of seafarers in Canada, now 11%, expected 55 % in 5 years, AR – Authorized Representative (shipmaster ashore) – proposal when MASS becomes operational.

Conclusions:

– MASS, remote usages(drones) and self driven vehicles are soon to become the norm and not the exception.
– At this time Canada has great capabilities and opportunities to help develop / lead MASS
– Canada is closely tied to the USA market + technology and we need to work at expanding to work closer with nations (Norway, Japan, Korea) who are leading the world in MASS
– It is a matter of time to see if the domestic market will embrace MASS and take advantage of a technology that will become a reality.

STCW – Sudhir Subhedar – entry level education to be prescribed for the first certificate of competency (CoC), reduction of qualifying sea service – he is not in favor.

Conclusions

– Improve watch keeping practices
– Observance of good seamanship, Look out, Log, & Lead without harassment
– Mental wellbeing of crew
– Opportunities for good on board hands on training
– Lookout for MASS coming sooner than later
– Consideration by IMO bodies' Human Centered Design HCD concepts for better sea going operations
– Papers to ISWG2 especially on issues that impact STCW – clarity in definitions, stronger Regulations, stronger Code A and leaner code B for higher standards uniformly implemented by all.

STCW Amendments & Korea's Maritime Officer Training System– Korean young students in maritime industry decrease, three maritime universities. Strengths of Korea's Maritime Training System

–Government Support:

- Costs for School management, Student tuition, Dormitory accommodation
- Military service substitute programs(Working on board for 3 years)

– Diverse Entry Routes:

- High school, University, Vocational Training Institute
- Fishing vessel officer → Merchant marine officer

(Through conversion exam. and bridging course)

– Industry-Academia Cooperative Education
  - Onboard training on merchant shipsin connection with training vessels
– International Recognition for STCW convention:
  - Consistently listed on the IMO White List
  - Maritime institute's support programfor foreign cadets' sea training

Maritime carrier paths – Hans Sande – trends, recruitment, retaining –20000 Norvegian seafarers sailing, 26300 valid certificates, 17000 endorsements; 33 % ratings, 34 % deck officers, 18 % engine officers, 8 % fishing skippers, 7 % electricians; 2 % in deep sea, 27 % offshore, 20 % ferry, 18 % passenger ships, 9 % aqua ship industry,…, applicant students increase (last 5 years from 1500 to 2000 per year), vital for young seafarers to have internet connection on board, average time at sea 12 years (2012), 16 years (2024); leaving the maritime industry – 69 % say better opportunities ashore, 67 % family reasons

Frida Linehagen presentation (Swedish Navy) – Gender Equality and Resistance in a Military Context

Hybrid threats: GPS, etc. and Shadow Fleet – Martin Björkell – importance of Baltic Sea for maritime traffic for coastal state and world economy, shadow fleet – tankers and freighters operating under ambiguous ownership, cases of Sokol Z, Eagle S, Kiwala, Eventim – damage to underwater infrastructure (pipelines and cables), hybrid maritime operations – cyber incidents targeting infrastructure and commercial disruption. The Baltic Sea shadow fleet challenge demonstrates that modern maritime threats require unprecedented cooperation between nations, maritime organizations, and industry stakeholders to maintain regional stability and economic security.

Ukraine, geo-political problems, global threats – Oleg Grygoriuk – proposed a statement of IFSMA which will be reviewed by IFSMA Board and then it will be distributed to the members and international organizations.

Faroe Is. Jens Meinard Rasmussen, Cooling of Electric Cars and alternative fuels vehicles (AVF), regulations in the maritime industry usually come after major disasters, greatest risks – stability, fire, car manufacturers are trying to neglect the problems, battery fires are different to conventional fires, traditional fire triangle is not applicable to battery fires, DNV Maritime Forecast 2022, Allianz, thermal runaway, BRINE as liquid for cooling the batteries (salt and water cooled to -19 degrees C).

Faroe Is. Hans Johannes Á Brúgv, Faroe Maritime Authority – associated member of IMO and IALA, Faroe Islands ratified all international shipping conventions, 25 percent of Faroe boys enter maritime schools.

Lessons from many years teaching seafarers – Willi Wittig via Zoom – 30 years of experience as professor in the maritime field, evaluated his experience and gave his opinion about the future

Hebie Spirit Incident Capt. Andrew Cook (IFSMA next Secretary General) – evaluated the lessons learnt.

Any other business – Hans Sande – Drug and Alcohol Testing in Shipping – 1988 46 CFR Part 16, mandatory testing, need for fair treatment of seafarers, to be treated as workers in the other industries.

Nice supported event was the boat trip along the islands and GALA Dinner, hosted by Føroya Skipara Og Navigatørfelag at Føroyar Hotel. On Saturday 23rd the participants had the possibility to visit Seaman's Day event in Klaksvik where several fishing ships, one navy ship, one research ship and several traditional Faroe sailing ships had been opened to the public and seafood was served free with thousands of local and foreign attendees.

Capt. Dimitar DIMITROV, PHD, FNI
CESMA President

FROM THE EDITOR

1. Incidents

M/V DALI article

Received from ZPU Capt. Giorgio RIBARIC, CESMA Deputy President, after a questionnaire sent a year ago regarding the avoidance manoeuvre related to the accident of the container vessel *Dali* in Baltimore.
The published article can be read on: **https://authors.elsevier.com/a/1lYXw3OR0Q-21H**

2. Crew

When is a seafarer not a seafarer?

Published Aug 7, 2025 by **Splash**

Steven Jones, founder of the Seafarers Happiness Index, writes about the growing concern of riding squads.

When is a seafarer not a seafarer? It sounds like the start of a lame dad joke, and in many ways, it is. But the answer is far less amusing: when they're aboard as part of a supposedly temporary riding squad.

The latest Seafarers Happiness Index (SHI) reveals growing tensions as some owners are increasingly turning to euphemistic riding squads to get work done and boost numbers on their ships.

In the past, and for many good operators, the ability for temporary contractors to come onboard with a defined remit, usually relating to a specific task, project or equipment is longstanding and an important, useful and sensible approach. The OEM or shipyard for instance, will send a group of people, the repairs are made, installations completed, welding done, testing performed, etc, and the team heads off. That has been the theory and longstanding practice.

When used legitimately, this is not a problem. Knowledgeable technicians with a focused delivery from reputable suppliers who are genuine experts in their kit and field, get on with the task and get off. Job done, literally and figuratively. Where things become more problematic is when people arrive with an open mandate, and end up having a long stay onboard, a very long stay indeed. When they are there to make up a shortfall of seafarers and come without the skills, experience or certification of seafarers, and this is a real issue.

According to ITF policy, legitimate riding squads should be limited to one month in any 12-month period. When we see teams staying for multiple voyages, this clearly indicates they are being used as substitutes for proper crew rather than for specialised temporary work.

So, what do the current concerns sound like? Well according to the SHI responses we received, "These people just arrive, they work hard sure, but where are our reliefs?" "We cannot have time for maintenance, and then a team arrives but stays for many voyages".

The message is clear, without the overheads of competence and certification, these squads are giving dubious owners an answer, but they are causing many questions for the existing crew.

Beyond immediate safety concerns, the widespread use of riding squads threatens the future maritime workforce by eliminating entry-level positions and career advancement opportunities. As one captain noted, “Where will tomorrow’s officers come from if today’s ordinary seaman positions are filled by temporary workers with no career path?”

Industry response

The problem is worsening and likely to accelerate as seafarer costs and availability make it tempting to bypass certification requirements and ignore collective bargaining, minimum wages, and Maritime Labour Convention protections.

If ships struggle to meet minimum safe manning scales, the response should be proper solutions, not sharp practices that demean seafarers, insult the industry, and endanger vulnerable people both physically and professionally.

Without proper protections, standards, qualifications, and maritime experience, these riding solutions threaten jobs and pose dangers to themselves and others. Such practices are unfair to both the individuals involved and the professional mariners they are usurping and undercutting. This becomes a sham process that subverts the system through cut-price solutions that benefit only those ashore, not anyone aboard ship.

The need for action

Bad actors in shipping will take advantage of any loophole, any practice, and any person they can. In sending, possibly unsuspecting and unprepared, teams to ships, they are looking to subvert, to exploit and potentially abuse the people and system. Awareness is key, and then the willingness to talk, share and explain what is acceptable and what really, really is not.

So, what can be done to stem this worrying trend? Auditors, assessors, vetting inspectors and port State control must be more curious about who is onboard, for how long, and what they are doing. When the answers aren’t acceptable, action is needed.

Port state control inspectors should verify riding squad deployment duration and ensure they are not being used as permanent crew substitutes. Classification societies already require documentation of repairs by non-crew members but should also enquire about deployment length. Seafarers should be encouraged to report through confidential channels when riding squads perform regular crew duties for extended periods.

Shipping depends on properly trained, compensated seafarers. When we blur the line between specialised temporary workers and permanent crew, we undermine labour standards and the safety and sustainability of global shipping itself. It is time to restore clarity to when is a seafarer not a seafarer? We must ensure those working at sea receive the protections, training, and recognition they deserve.

CESMA LOGBOOK (2025-3)

We were represented at the following occasions:

25/JUNE	**MEETING WITH EU DEPUTY TONINO PECULA, ZAGRB, CROATIA (ZHUPK)**
27/JUNE	**CONFERENCE ON BLACK SEA REGION, VARNA, BULGARIA (P)**
1-4/JULY	**ENSM INTERNATIONAL SUMMER SCHOOL, LE HAVRE, FRANCE (SG)**
9/AUGUST	**MEETING WITH EU DEPUTY KRISTIAN VIGENIN, VARNA, BULGARIA (P)**
19-20/AUGUST	**IFSMA BGA, TORSHAVN, FAROE ISLANDS (P)**
3-4/SEPTEMBER	**INTERNATIONAL MARITIME FORUM GLOBAL COMPASS, VARNA (P)**
16/SEPTEMBER	**FUNERAL CEREMONY CAPT. CLAUDIO TOMEI, VIAREGGIO, ITALY (CNPC-IT, USCLAC-IT)**

On the front page:

M/V MAGIC SEAS – Sinking in Red Sea after Houthi's attack – July 2025

M/V ETERNITY C – Sinking in Red Sea after Houthi's attack – July 2025

M/V WAN HAI 503 – After explosion and fire off coast of Kerala – June 2025

M/T BRANDS HATCH – At Rotterdam after a Wind-Assisted Maiden Voyage – Sept 2025

(abridged)

AIMS OF THE ORGANISATION

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

ANNUAL SUBSCRIPTION:

EURO 16.00 PER SEAGOING MASTER (WITH A MINIMUM OF 25)

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

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