

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

CESMA NEWS



DECEMBER 2025



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CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

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DEAR COLLEAGUES, Merry Christmas and Happy and Prosperous 2026,

In the light of the Christmas miracle on behalf of CESMA Board I want to wish You and Your families peaceful and successful 2026.

2025 was a challenging year for the shipping world with the continued war in Ukraine, very unsettled situation in the Red Sea, increased range of piracy attacks and increased weather phenomenon. From the other side we have technology developments, automation, digitalization and decarbonization which change rapidly the requirements to the seafarers, new skills, continuous education and professional qualification.

During 2025 we in CESMA strengthened our contacts with other professional organizations like European Shipowners Association, European Maritime Pilots Association, European Trade Union Federation and regulatory bodies in shipping like IMO, EMSA, EU Commission and EU Parliament by attending European Shipping Week, EMSA and IMO conferences and forums. We believe that our goal to express our voice in protecting EU shipmasters from criminalization, fair treatment and respect to the profession driving world economy and moving more than 80 percent of the goods gave its results and our opinion was taken into account when preparing the future legislation in the maritime sector. Our Croatian colleague was released from prison in Turkey, crew of m/v Galaxy Leader with EU seafarers among them on board was release from the Yemeni Houtis, IMO was urged to raise the problem on political level in order to ensure safety of shipping and seafarers at sea to have normal working environment.

We are far from reaching our goals but let's hope that 2026 will be more successful and the problems will be settled ashore first and then we'll have safer working conditions.

Fair winds and calm seas!



Capt. Dimitar Dimitrov
CESMA President
IMO Goodwill Maritime Ambassador for Bulgaria,
On behalf of CESMA Board

CESMA BOARD MEETING 22 OCTOBER 2025

On October 22nd, 2025 there was CESMA Board meeting on line at 14:00 CET via Google Meet.

The following Board members and other captains participated:

Capt. Dimitar Dimitrov – CESMA President;
Capt. Giorgio Ribaric – CESMA Deputy President;
Capt. Mariano Badel – CESMA Vice President;
Capt. Hubert Ardillon – CESMA Secretary General;
Capt. Hans Amerlaan – CESMA Administrator;
Capt. Damir Lakos – CESMA Webmaster;
Capt. Patxi Odiaga Gorostizu – AVCCMM (Bilbao) President;
Capt. Ainara Jauregui – AVCCMM member

The agenda for the meeting was:

- 1- Next CESMA AGA at Bilbao May 28-29th, 2026;
- 2- EMSA Safety Conference December 08th, 2025, CESMA participation;
- 3- On line CESMA meeting – proposal;
- 4- Others.

The meeting confirmed the dates of next CESMA Council Meeting and AGA to be 28th and 29th May 2026. The event will be at Bilbao, Spain in Bilbao Maritime Museum (Itsasmuseum Bilbao, <https://www.itsasmuseum.eu/en/>).



CESMA will be back in Bilbao after 21 years. The previous AGA in Bilbao was in 2004. The gala dinner will be on May 29th, 2026. We hope we'll have fruitful discussions and we'll take our decisions in favor of all CESMA members and EU captains.

Discussing agenda item 2 CESMA Board decided capt. Ardillon and capt. Dimitrov to participate in European Maritime Safety Conference in December 08th, 2025. The agenda of the conference includes presentation of European Maritime Safety Report made by EMSA and discussion about maritime safety from different stakeholders in EU maritime industry.

Capt. Dimitrov presented the idea of video meeting between CESMA members. The possibilities of modern technology give the option to stay connected without any expenses. The proposal is that after each CESMA newsletter a video meeting via Google Meet to be arranged of Council members where the information in the news to be discussed so the members to be able to take more benefits from their membership. The decision was taken the first on line council meeting to be in January 2026.

At the end of the meeting Capt. Dimitrov proposed CESMA Christmas card to be made again. The task was given to Capt. Lakos.

Capt. Dimitar DIMITROV, PHD, FNI
CESMA President

Capt. Hubert ARDILLON
CESMA Secretary General

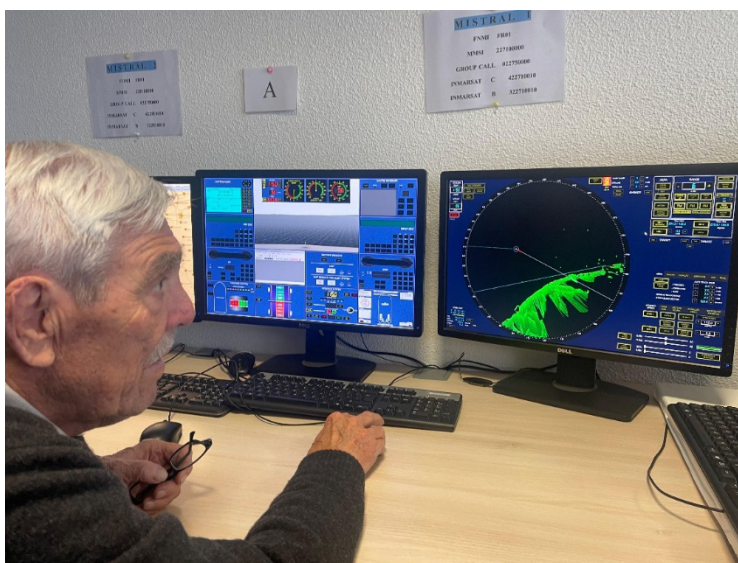
CESMA FORMER PRESIDENT CAPT. THIERRY ROSSIGNOL PASSED AWAY

After being a temporary President of AFCAN in 2004, Capt. ROSSIGNOL was elected Vice-President of CESMA at Bilbao, Spain in 2004. Then from 2006 (at Nice, France) till 2010 he was President. At the same time he was still an active captain – offshore station in Africa on 4 weeks on/off basis.

Capt. ROSSIGNOL was teaching future Captain 3000 students at INSEIT, in Nice, when on Thursday November 27 he felt unwell during class. He was taken to hospital where he remained in intensive care until December 9, the day of his death.

The OCQP (Bridge watch officer) / Captain 3000 training, set up at INSEIT, was his baby. He had prepared the majority of the courses and exams. Four captains were doing the lessons, which was not without problems due to availability, 2 being active at sea and 2 very active retirees.

The training will continue, and the success of all the students in the exam will undoubtedly be the best thanks it could be given.



On December 16, the funeral of Captain ROSSIGNOL took place in the St Michel Basilica in Menton in the presence of his family, members of the SNSM (National Sea Rescue Company) who formed a guard of honor, the management and teaching team of INSEIT as well as certain students of the Captain 3000 course who read a moving tribute to the Captain.

We can say that Thierry ROSSIGNOL will have passed his knowledge until the end.

Capt. Hubert ARDILLON
CESMA Secretary General

1,000TH CENTRAL SAFETY COMMISSION (CCS) MAY 7, 2025 – PARIS

On May 7, the 1000th meeting of the CCS took place. On this occasion, the DGAMPA (French maritime Affairs) organized a lunch cocktail to which various maritime entities were invited, including AFCAN.

AFCAN was represented by captains Jean-Philippe Côte and Hubert ARDILLON, vice-president. François-Xavier NETTERSHEIM, also a member of AFCAN, represented the CFE CGC Marine union as a full member of the CCS.

The afternoon continued with a “Maritime Innovation Day” on the theme “Innovation and Regulation”.

First of all, a little history taken from the brochure published for this occasion by the DGAMPA. Because 1,000 meetings, at the rate of one per month, are more than 83 years, not counting the months of war during which it was difficult to meet as a Commission.

And indeed it was on May 20, 1931 that the first meeting took place, initiated by Mr. Louis de Chappedelaine, French deputy and Minister of the Merchant Navy. The aim of this meeting was the ratification by France of the London Convention for the Safety of Life at Sea of 1929 and the International Convention on Load Lines of 1930.

Some notable dates: July 1933 saw the appointment of a doctor at the 35th CCS. In 1940, the CCS met only twice, for a ship under construction at the La Seyne-sur-Mer shipyards. Then the 96th meeting took place in Vichy, free zone, in July 1942, and the 101st in October 1945 where the monthly rhythm resumed.

In 1946, CCS 167 studied a 12,000 ton tanker and CCS 174 another of 30,000 tons. In 1954 was a study on a request for authorization to cross France-Indochina for a river tug. In 1955, amphibious trucks obtained an exemption for the installation of a gasoline engine for navigation in 4th category. In 1961, the CCS studied the combined SPRINKLER detection and automatic extinguishing device. In 1962, it was the study of an 80,000 ton tanker, in 1969 that of the first Atlantic container ships (M/V Champagne and M/V Cognac) and a 240,000 ton tanker, and in 1976 that of the 550,000 ton Batilus. In 2003 was the study of the first high-speed ship.

Since April 2012, the Commission has no longer processed cargo ship files because they are delegated to classification societies, except with regard to exemptions from specific clauses of international treaties. Certain files remain under the jurisdiction of the CCS such as passenger ships (with safe return to port), nuclear-powered ships of the INF Code, submarine ships, autonomous ships, and certain military ships (for the benefit of the Maritime Safety Commission of the Ministry of Defense – CSM).

Presentations:

1- Mr. SEGUINOT, Directeur de la Flotte et des Opérations, La Méridionale

La Méridionale (French Ferry company in Mediterranean sea) has two vessels under construction, deliveries scheduled for late 2027/early 2027, vessels forming an innovative project combining technological performance and environmental responsibility.

LNG/electric hybrid propulsion: 50% reduction in CO2 emissions, zero-emission maneuvers at the dock in Corsica thanks to high-capacity batteries, reduction in noise and vibration (preservation of the marine ecosystem).

Energy optimization & performance: pods (world first on ships of this size), hydrodynamic design to reduce water resistance and improve energy efficiency (and therefore reduced fuel consumption), 13 MWH batteries for zero-emission maneuvers, energy recovery by ORC (Organic Rankine Cycle) and Heat Recovery Tank systems.

Note: The Organic Rankine Cycle (ORC) reduces temperature demand and allows heat to be recovered economically and transformed into electricity. The operating principle of the ORC is based on the Rankine cycle (concept describing the operation of a steam turbine in power plants). Confined in a closed circuit, the working fluid is first pumped to a boiler where it evaporates. As it passes through a turbine, the organic fluid in the vapor phase expands and ends up recondensing, generally through a closed water circuit equipped with a tubular exchanger. The thermodynamic cycle is completed when the condensate is pumped back to the evaporator. However, this cycle presents very low efficiency as well as sealing problems (turbine shafts and pumps), negligible problems for water but what about with a toxic and flammable fluid?

Additional ecological innovations: production of fresh water by reverse osmosis (200 m3/day), wastewater and bio-waste treatment systems on board.

These two ships were ordered from the “China Merchants Jingling Shipyard Weihai” shipyard. They will be equipped with an electrical connection to the port, for Marseille, and the battery pack will be used at the port in Corsica, 10/12 hour stopover, daytime only, and to ensure port maneuvers without CO2 emissions. The LNG tanks (2 x 450 m3) are located amidships and provide power to 4 generators delivering 11kV on two main panels.

Following a question, it is confirmed that there is no ecological interest in offering the possibility of recharging electric cars during the crossing, but there is an obvious commercial interest when we know the possibilities of recharging electric cars in Corsica.

2- Mrs BICAIS, Senior Vice President Newbuilding, Silenseas

Presentation of the Silenseas Orient Express cruising sailboat, under construction at “Chantiers de l’Atlantique” (CDA) for delivery scheduled for mid-2026 for the first vessel: 220 m long, 3 masts 73 m high for an air draft of 100 m, 4 dual fuel engines, service speed of 12 knots for a maximum speed of 15 knots under engines and 17 knots under sail or in hybrid mode. The ship can accommodate a maximum of 130 passengers for a planned crew of 170 people.



Note that the masts (2 m in diameter) can be folded down to pass under bridges. The masts will be equipped with solid sails, a type of sail developed by Chantiers de l’Atlantique in partnership with regional companies.

These sailboats will be used under weather optimization: routes updated regularly to navigate under sail with changes in the plan following the direction of the wind, therefore “weather routing”. And there was the creation of a digital twin ship in order to model navigation algorithms as closely as possible.

Technical features

HVAC (Heating, ventilation, air conditioning)

High coefficient of performance (COP) multi-stage centrifugal chillers

Variable flow chilled water system

Air treatment units with enthalpy wheels

Data acquisition system to identify the most significant energy consumption items and contribute to crew and guest awareness

REFRIGERATION PLANT

Direct CO2 coolers

INSULATION

Glass with low solar heat transfer for portholes and bay windows (double glazing)

WATER

Black water is treated to be integrated into gray water, all treated with UV, to be discharged into the seas in accordance with MARPOL and local regulations. Compliant system for unloading at port.

100% fresh water production by low-consumption reverse osmosis units

ENERGY PRODUCTION AND CONSUMPTION

Use of the propulsion energy source from least to most carbon-intensive: wind power, then LNG, and finally Marine Diesel (MGO/MDO). Heavy fuel oil (HFO) is prohibited on board

Ready to switch to low carbon fuel as soon as available

Warstila 290F generators, with the lowest methane consumption on the market, used with high efficiency propulsion engines.

Heat recovery for air conditioning, swimming pool heating and hot water

ENERGY MANAGEMENT

Real-time monitoring system for all energy consumption elements.

Energy management data available to crew and passengers

BIODIVERSITY – WILDLIFE

Bypassing areas with a high density of cetaceans

Reduced cruising speed (blue speed) to reduce the risk of collision

Taking underwater noise pollution into account to continue to reduce disruption to marine life

Participate in the collaboration platform (ObserMer/EAW)

Micro-plastic filter for laundry water, use of eco-chemical laundry detergent

In collaboration with our Unidentified Floating Object detection systems, development of the “marine mammals” module

BIODIVERSITY – FLORA

Use of dynamic positioning if necessary to reduce impact on the seabed to avoid anchor anchoring

Ballast water treatment unit in operation, following the strictest ballast water regulations to avoid any new invasive marine species

Hull paint suitable for use where solvent emissions must be reduced

3- Mr. RATAJCZAK, Product Line Developer LH₂, GTT (Gaztransport and Technigaz)

Green hydrogen should play a major role in the energy transition. However, green hydrogen cannot be produced on site, so transport is mandatory. There are several transport vectors for hydrogen: in the form of ammonia (NH₃), in the form of synthetic fuels, and in liquid form (LH₂).

Characteristics of LH₂ compared to those of LNG:

Liquefaction temperature: -253°K vs 163°K

Energy density: -8.5 MJ/L vs -22.2 MJ/L

Density: 70 kg/m³ vs 470 kg/m³

Flammability range in air (P_{atm} & 25°C): 4 to 75% volume vs 5 to 15% volume

Ignition energy: -0.02 mJ vs -0.28 mJ

So LH₂ is a very cold fluid, very flammable and it is a very small molecule. And it will be necessary to be 4 times more efficient than for the transport of LNG. In addition, hydrogen modifies the materials, so there is a greater risk of breakage.

The tank insulation system must be more severe: when H₂ and O₂ meet, there is an explosion (recall from second year chemistry classes with very small quantities). Therefore, the insulation of the tank must be airtight. This results in a first insulation space (inter-barrier) adjacent to the vacuum tank. This first space, under vacuum, cannot be brought into contact with the shell, which requires a second intermediate space. Then the outer hull, possibly containing ballast. We are then in the presence of a “quadruple hull” ship: external hull (ballast), internal hull (secondary insulating inter-barrier space), 3rd hull (primary insulating and vacuum inter-barrier space), then tank envelope.

However, the IGC code applied for the construction of ships transporting liquid gas is not written with the aim of transporting LH2, the specificities of which are not taken into account. Recommendation MSC.565 (108) for the transport of LH2 in the form of cargo gives additional recommendations to the existing IGC code dedicated to the maritime transport of liquid hydrogen, with regular updates gradually integrating the different types of tanks and liquid storage technologies.

Clarification following a question on the primary space is under vacuum: the slightest shock could lead to cracks, therefore loss of vacuum, and consequently a chain of problems, for GTT the loss of vacuum does not necessarily mean a loss of sealing of the tank, but rather an evaporation rate which will increase and therefore a burn-out in the engine, hence the importance of doing everything possible to prevent a leak which is not controlled.

4- Mr. PENLOUP, Head of the Projects Department, GTT

Project on wind assisted propulsion systems (WAPS).

GHG emissions from the maritime sector, constantly growing, represent 2 to 3% of overall emissions, and 11 to 12% of emissions from the transport sector, and 80% of these emissions come from dry bulk carriers, container ships and tankers. The costs of traditional fuels are still increasing, so there is an imperative to reduce consumption, even if the new regulations put in place also represent additional costs.

Currently, the regulations are quite vague, requiring one to “navigate” on sight with various systems.

Example: Bound for Blue (Airbus ships): suction sails, allowing sails 7 (seven) times greater in terms of power, which allows smaller sails for equal power.



However, shipowners are arriving with new projects, mainly retrofit ship projects. It would be possible to install up to 6 sails on an LNG carrier, but it would then be necessary to move the navigation bridge forward so as not to hinder the maneuvering of the sails, and at the same time also have better forward visibility.

Existing regulations are favorable to WAPS:

Fuel EU Maritime (measurement of emissions for ships operating in EU/EEA waters): improve the efficiency of units, WAPS benefit from the Wind Reward Factor

EU ETS (allowance market for ship emissions): forcing a switch to cleaner fuels already available, therefore improving operational efficiency and reducing consumption, which is specific to WAPS

EEXI/EEDI (measurement of energy efficiency of ships): reduce engine power, WAPS makes it possible to maintain a speed

CII (rating ships based on their carbon intensity): route optimization, speed reduction, energy efficiency, all of this corresponds well to WAPS.

Decarbonization solutions:

Operations (speed reduction, vessel size, route optimization): available and effective solutions, which may involve reductions in fleet flexibility – estimate greater than 20%

Hydrodynamics (hull shapes, friction reduction, hull treatment): constantly improving but mainly concerns new constructions or intensive conversions, treatment of fouling requires regular dry dock visits – estimate 5 to 15%

Machinery (efficiency and output, heat management, batteries, fuel cells): improvements to the propulsion chain require major conversions and provide relative efficiency – estimate 5 to 20%

Energy (LNG, LPG, NH3, H2, Wind): the change of fuel is effective, especially for new constructions, LNG available, significant feedback and up-to-date regulations. Sailing propulsion, combined with routing, reduces consumption and has a positive impact on EU/IMO criteria – estimate 0 to 100%

Treatment (carbon capture and storage): carbon capture still needs to be developed – estimate 9 to 90%

WASP:

Different systems exist: “soft sails”, “rigid sails”, “rotor sails”, “suction sails”, and “kite sails”. Currently the most installed systems are “rotor sails” and “rigid sails”. On the other hand, the systems on order since 2024 are mainly “suction sails” and “rigid sails”.

Question: the sailboat has mainly been treated as a refit on ships with a stern castle, resulting in a reduction, or even a lack of forward visibility, what is the solution?

Visibility is a barrier to the development of many sailing systems. This is the reason for installing only two sails, fewer losses than with more sails. We can also install cameras at the front to aid navigation, even if this is not yet regulatory, or even the installation of a lookout post at the front of the ship. However, it will be necessary to adapt SOLAS, but how?

Note: the lookout, why not a topmast at the top of the foremast, like on the old sailing side? But what about the communication with the bridge and the shift changes at this post in bad weather...

5- Conclusion by Mr. LEGER, Deputy Director of Safety and Ecological Transition of Ships (French Maritime Affairs)

The CCS mainly deals with passenger ships, the cause being the delegation to the class for other ships, as well as the derogations/exceptions requested by these other ships, such as for example the use of methanol, liquid hydrogen and battery packs.

Capt. Hubert ARDILLON
CESMA Secretary General

FROM CTPC NEW TUGS AT TRIESTE – October 2025

Capt. Giorgio Ribaric, Deputy President of CESMA, was invited by our Italian colleagues of CTPC to the inauguration of the two new-generation Reversed Stern Drive Tug 2513 units, recently added by Tripmare to its fleet for the Port of Trieste.

The ceremony highlighted the strong collaboration between the Trieste Masters' Association and local maritime companies.



Capt. Modugno (CTPC-P), Cav. Cattaruzza (TRIPMARE-P), Capt. Ribaric (CESMA-DP),
Capt. Carobolante (CTPC)

Cap. L.C. Milena MODUGNO
President CTPC

EUROPEAN MARITIME SAFETY CONFERENCE SAFETY FIRST ON 8TH DECEMBER 2025, AT EMSA, LISBON, PORTUGAL

After the launch of the European Maritime Safety Report, EMSA organised a conference to which CESMA's President Capt. DIMITROV and Secretary General Capt. ARDILLON attended on 8th December 2025 at EMSA Lisbon.

The day started with welcoming words from **Ms. Maja MARKOVČIĆ KOSTELAC**, Executive Director EMSA. This year 2025 sees the holding of the 2nd conference on maritime safety, named Safety First, after that of 2022. Safety is not outdated. EMSAFE is not a compilation of statistics; it reflects the collective work of all those striving to maintain Europe's reputation as the global leader in maritime safety.

In 2022 the 1st conference took place shortly after the pandemic and the Russian Federation illegal invasion in Ukraine. Three and a half years on, geopolitical tensions and the security threats are casting shadows over nearly every region in the world, even undermining the rules-based international maritime order, crucial for in uninterrupted flow of commerce and trade across nations and regions.

At the same time, maritime sector continues to evolve rapidly: new technologies, alternative fuels, autonomous systems, transitions towards greener transport are shaping how ships operate and how the regulators should respond.



In the report, we see steady improvements in incident prevention, more robust monitoring of ships operation and stronger enforcement of international standards. We see a 16% reduction in the accident recorded since 2019, and a decrease in the number of fatalities. Port state inspection efforts in the EU have increased contributing to the overall efforts to reduce substandard shipping in the EU waters. In the report, we continue to see challenges related to human elements, vessels aging, particularly passenger ships and the complexity brought by the new technologies.

The transition to low and zero emission of fuels introduces new types of risks. The extreme vulnerability of the fishing vessels is another issue. Although these vessels account for 70% of the total number of accidents recorded each year, they represent 60% of the total number of vessels lost. 25% of all PS deficiencies are related to human element, a figure unchanged from our last report and especially to their working conditions. Maritime sector is undergoing a profound transformation that is both technological and sustainable and this transformation needs to keep safety in its heart.

Then **Mr. Apostolos TZITZIKOSTAS**, European Commissioner for Sustainable Transport and Tourism, via a recorded message, delivered the following. Safety remains the highest priority for transport. But in today's geopolitical reality, safety and security go hand in hand. Hybrid threats, growing cyber risks, and the rise of hidden shadow fleet that operate outside international norms endanger our waters, undermine environmental protection, weaken global sanction efforts, and ultimately destabilize the rules-based order at sea. We must ensure that Europe's maritime system is not only safe, but sustainable, but also resilient and fully prepared to respond to security pressure that are increasing in scale, sophistication, and complexity. EU is and should be kept at the fore front of clean, safe, and responsible shipping. It covers flag states requirements, port state control, maritime accident investigation, and ship source pollution, while also modernizing EMSA's founding regulation. EMSA's operational services and training capacities will help ensure that Europe remains vigilant, coordinated, and capable of acting decisively the moment risks emerge.

Mr. Arsenio DOMINGUEZ VELASCO, Secretary General of IMO, started with few words about the seafarers of the Eternity C who were freed few days ago. The EMSAFE report confirms the analysis we carry out in relation to the safety aspects of shipping. One of the key findings of course is the safety performance and the reduction of incidents. There are still too many accidents, and this is why safety remains one of the highest priorities for IMO. Fire safety and human element remain some of the main causes for these incidents. The report highlights that fishing vessels are those with the highest risks. We do need to get the Cape Town Agreement to enter in force.

Then there is still a lack of masters and officers of qualified personnel in Europe. About international seafarers, they are facing several challenges in coming into the sector to start working.

They are still facing visa restrictions. Some time they get the job, they sign the contract, and then they missed out because they cannot travel. This is also why we are working closely with the International Labor Organization and international organizations for migration. We are talking attracting the newer generation but we need to invest as well in the services and facilities we provide to seafarers on board ships.



IMO recently signed up the safe horizon project with EU. One of the main aspects for it is to address violence on board including harassment and sexual harassment. Next year we will start the review of STCW convention. It is around 4 to 5 years before to be finalized. About emerging issues that are listed on the report, one of them can be mentioned, the decarbonization. It has to be safe and secure otherwise it will not materialize, especially on training requirements for new alternative fuels and new technologies, mainly concerning the batteries for which IMO has not yet finalized guidance or mandatory regulations. IMO is also looking how to address nuclear for all safety aspects.

Automation, we have already autonomous ships sailing and operating. The MASS code is going to be finalized next year, with the security aspects and cyber security.

Areas of substandard shipping: the dark or shadow fleet being part of because there are ships that do not comply with the regulations. There is also an increase of fraudulent registrations which could be relied on poor state control. These ships are a safety hazard; we must increase inspections, but also education and training requirements.

Then **Mr. Jose Manuel FERNANDES**, Minister for Agriculture and Maritime Affairs of Portugal Government took the floor. Maritime transport is essential for the global economy. It is therefore fundamental that coastal state, port state and flag state to guarantee that safety is at fore front of concerns in order to contribute also to the peaceful travel whether in our national waters as well as in areas beyond national jurisdiction. Portugal vast exclusive economic zone, 3rd largest in the EU, is critical for trade routes. Submarine cables and energy flows reinforce this importance and integrate approach on how Portugal addresses maritime safety. Security is the precondition for sustainable economic development. Our national SAR area of responsibility is about 6 millions square kilometers, requiring significant commitment from operational assets. In 2024, Portuguese Navy recorded 4337 SAR operations resulting in 9080 lives saved. Also, maritime safety is the first line of defence against pollution. Considering the safeguarding of biodiversity and marine resources, accident prevention and readiness to combat pollution are central elements of safety and crucial for environmental sustainability. Portugal is actively engaged in combating illegal,

unreported and unregulated fishing through international cooperation. The reinforcement of inspection is crucial.

The decarbonization of maritime sector is an opportunity to Portugal and all countries to innovate and invest. The decarbonization present specific safety challenges, for new fuels and technologies affecting port logistics. Portugal is approving the Emission Control Area in the northeast Atlantic.

Safety is a strategic investment that supports the development of the blue economy and environmental sustainability. Only the safe maritime environment allows the attraction of investments to sectors such as aquaculture, coastal tourism, maritime transport, and offshore renewable energy. Three pillars are important: competitiveness, cohesion, and sustainability.

Mrs. Rikke Wetter OLUFSEN, Deputy-Director General of Danish Maritime Authority, said that Denmark, being at the presidency of the Council of the EU, values the opportunity to contribute on maritime safety. Shipping is changing rapidly. With new technologies, a shifting geopolitical landscape, and ambitious environmental goals, we must act together. The report provides an important overview of maritime safety developments in Europe and it will give us new insights into the patterns and challenges that shape our work. For the Baltic Sea, this is important. The Baltic Sea, particularly sensitive sea area, is a region where safety, environmental protection, and geopolitical awareness come together in a very tangible way. Safety and competitiveness go hand in hand and it is essential that EU be maintained strong stand in terms of quality shipping. There are three crucial aspects:

- Human factor and the human-centered design
- Digitalization and the use of data
- Adaptable approaches to assets safety measures.

Taken together, these three aspects describe not only what we must focus on, but also how we must work in order to keep pace with the undergoing rapid change of the maritime sector.

Experience shows that safety often depends on the judgment, the routines, the competences and the culture of the people who work at sea and on shore. But it has proven to be essential that the design of vessel supports the interaction with the seafarers on board. As digitalization, new fuels, automated systems become part of daily operations, it remains essential that human remains the focus point and that the ship design become truly human centered. The human factor and the human-centered design is a Danish priority and we are encouraged to see it gaining prominence in both European and International regulations.

Europe is entering a new phase with the implementation of the maritime safety package. We must seize this opportunity to strengthen our collection and use of data, our digital tools and our common approach to maritime safety as flag, coastal and port states, such as digital certificates, digital reporting systems and other services. This is essential as the sector becomes more connected and more dependants on reliable digital information. And due to that, cyber security and operational resilience likewise become integral parts of maritime safety.

The geopolitical situation has dramatically changed the maritime risk picture. Parts of the global fleet now operate with less transparency.

The third aspect concerns how we maintain our opinion, competitiveness and safety at sea in a world where rules and regulation always lag behind and at the same time technology and operational patterns evolve rapidly. Maritime safety today is shaped with both profound technological change and increasing complexity. Our methods for assessing risks and designing safety measures must be flexible, data driven and responsive. It is clear that the new conditions for maritime safety are changing. New fuels, new energy systems, alternative materials, and increasingly digital operations bring new opportunities, but also new risks. An agile safety assessment approach is therefore essential to ensure that we address emerging challenges with the same seriousness as traditional safety risks.

The safety report will give us a sharper shared understanding of the environment we operate in. But we must carry the three aspects into all our work going forward. By keeping the human factor at the center by making full use of digitalization and data and by ensuring our safety approach remains agile and adaptable, we equip ourselves to meet both current and emerging challenges. These elements reinforce one another.

Key insights from the European Maritime Safety Report, by **Mr. Santiago ENCABO**, Head of the Safety Unit, EMSA.

EMSAFE summarizes the main safety tendencies at EU level. It also reflects the main line of work that EMSA is carrying out. The report, which covers the five-year period from 2019 to 2023, extracts and integrates the most relevant information from all the sources and provides a holistic overview of the maritime safety picture in the EU. Data came from the key stakeholders: European Commission, ETF (European Transport Workers Association), SEA Europe (Shipyard & Maritime Equipment Association), IACS (International Association of Classification Societies), ECSA (European Community Shipowners' Association), IUMI (International Union of Maritime Insurance), CLIA (Cruise Lines International Association), EMPA (European Maritime Pilots' Association).

The shipbuilding Industry:

Newly built ships (2019-2023): in the world there is an increasing of 7.6% for 13,343 ships built as in EU there is a decrease of 1.2% for a total of 1,008 ships built. This obviously has an influence as well in the EU equipment manufacturers.

The fleet (2019-2023): in the world there is an increase of 6% for 103,029 vessels as in EU there is a decrease of 2% for a total of 13,009 vessels, EU fleet means flag with the member states.

On the contrary the fleet of the passenger ships registered in the EU member states has increased by 1.9% in the same period. And the EU Ro-Pax ships represent 30% of the world's Ro-Pax and High Speed Craft (HSC), for 50% of Gross Tonnage. But their average age has increased to 29 years, which means that the increase of passenger fleet is not mainly due to new buildings.

The first line of defense is the flag State.

Issuing of certificates is important. Therefore, administrations are delegating these tasks more and more to recognize organizations (ROs). The report found that around 80% of the surveys and 2/3 of the certificates are already delegated, and the tendency shows that it is continuing after 2023. As per the previous edition of the report, there is a tendency of transferring knowledge and experience from the flag to ROs. And considering the total of 110 ROs where there is a delegation of authority, 11 only are EU ROs, belonging to IACS. It is important to note that these 11 ROs include more than 75% of the world fleet and around 95% of the tonnage, which provides a reassurance of the global safety level.

The second line of defense is the port state control system.

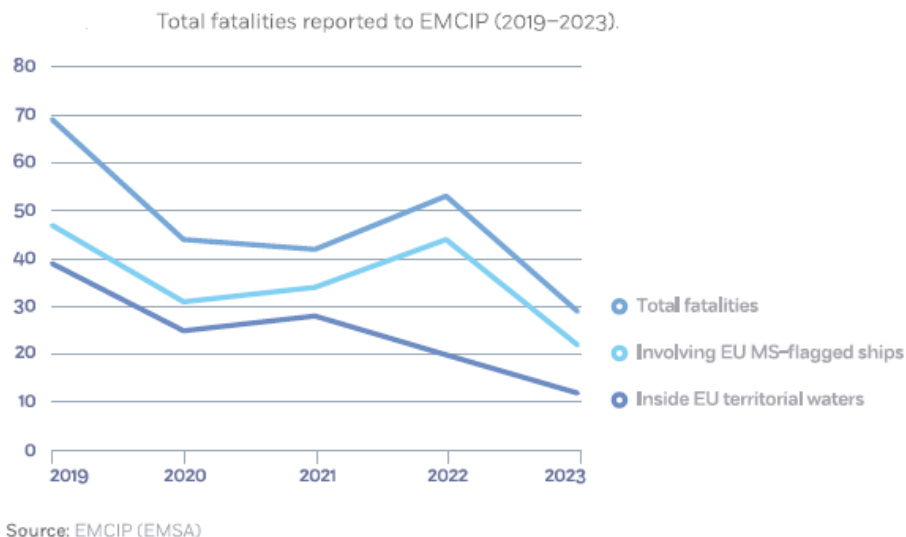
And the report shows that in the EU in 2023 we had around 900,000 calls to EU ports (30% more than before the pandemic due to domestic traffic). 22% of port calls are for non-EU flagged vessels. And as the PSC system divides the flags in three categories according to the safety performance, from white for the best to black for the worst, the report shows that contrary to the previous edition, there is a growing trend in the number of grey listed flagships calling at EU ports mainly due to the fact that one of the largest global flags has been transferred to the grey list. PSC in EU represent more than 14,000 annual inspections. Deficiencies per main Conventions are: SOLAS (56%), MLC (19%), MARPOL (10%), ISM (5%), Load Lines (5%), STCW (4%), and Colreg (1%). This means that most of deficiencies found in these inspections are safety related, particular to SOLAS Convention. But it is also important to note that almost 25% are related to the human element (STCW and MLC) and 10% are of environmental nature. Those 14,000 annual inspections result to 30% more detentions in 2023 than before the pandemic. This situation should be closely monitored to understand if it is a situation due to the difficulties that shipping had in the maintenance of ships during the pandemic period or whether there is a more systemic reason.

The third line of defense is the EMSA's visits and inspections.

It refers to the process to verify the implementation of the EU legislation related to maritime safety and more specifically to the visits that EMSA carries out on behalf of the European Commission. And the visits are not restricted to the EU States only, shipping is global and decisions taken elsewhere are also affecting the EU.

The report shows also a positive tendency in the number of incidents reported, 16% decrease in the 5-year average (2,685 incidents reported as an average for the period 2019-2023), which also could be due to the pandemic effect due to the lower transport level.

In addition, with regard to fatalities, the decreasing trend found in the first edition seems to continue:



Looking at coastal State specifically to the SAR activity, the number of operations reported shows that fishing vessels are consistently still the number one in term of the ship that require assistance.

In the field of information exchange and communication, it is important to look at the opportunities that the new VDES system will bring to the shipping improving the safety of navigation and communication. Digitalization and automation are more than simple natural evolutions. It is a new era with new business models with technical, operational, legal, human, and infrastructure consequences. Digitization comes with very interesting opportunities associated, as for example the possibility of improving working conditions facilitating reporting formalities etc.

Another big change in the maritime safety and probably with more immediate implication has to do with decarbonization. Looking at the different alternative fuels considered, the most popular one is LNG (5x more ships operating in 2025 vs 2019). With regard to ammonia (at least 35 vessels to be delivered until 2029), this year showed the first internal combustion engine being installed on board. But ammonia is corrosive and very toxic to humans and the safety measures must address these hazards. The use of methanol is a reality with 75 ships in operation and more than 300 to be delivered until 2029, most of them being container ships. But it has a low flash point and it is also quite toxic to humans. Hydrogen with internal combustion engines is moving more slowly (3 ships in operation and 10 to be delivered until 2026) mainly due to the important safety issues linked to the flammability and explosivity. Finally biofuels are very interesting alternative in the short term due to their similarities with traditional fuels and the limited adaptations needed on board.

Batteries, it is a power technology different than internal combustion engines. There are more than 1,000 ships operating, which present fire safety challenges that must be addressed.

As for fuel cells, there are few ships (8 operating and 23 on order until 2029).

Working conditions: 25% of PSC deficiencies (especially MLC Title 4) are reported. And new competences are needed for reskilling and upskilling (MASS and alternative fuels). Furthermore, the report shows a decrease in the available masters, officers and crew in the EU fleet, both EU and non-EU nationals.



Roundtable 1: Charting the course of the maritime sector with safety at its heart

Moderator: **Mrs. Barbara SELLIER**, European Commission, Head of Unit for Maritime Safety at DG Mobility & Transport

First a member State perspective, with of course specific challenges in the Baltic Sea, what do you think are the challenges that we have now and how member States can do more with less resources? Also how can digitalization help with that?

For **Mr. Arkadiusz MARCHEWKA**, State Secretary for the Maritime Economy, Poland, Maritime security is a key importance to Poland. Maritime security has become a strategic investment essential for economic stability and energy security in the Baltic Sea region and the challenges we face are systemic. First traffic intensity continues to grow and critical infrastructure is becoming more concentrated. The Baltic Sea is one of the most heavily used maritime area in the world and it is vital for Europe's energy sector, trade, and also defense. Second weather conditions are becoming increasingly unpredictable. This demands new risk assessment models and more effective monitoring systems. Third, infrastructure resilience is essential. The region depends on variable supply chains, efficient ports, sufficient transport capacity and strong protection of cables, pipelines and offshore installations.

And for the Baltic Sea region a major challenge is the scale of hybrid threats and attacks by Russian Federation on critical infrastructure. The shadow fleet activities pose a real threat not only to critical infrastructure but also to the natural environment. The security of the Baltic Sea is also an economic matter and those important three points represent a biggest challenge for us.

How can EU flag States improve their safety profile further and how do you see the link with the safety record and how can this promote your flag, how far digital certificates can also give an advantage for your flag?

Mr. Ivan TABONE, Registrar General of Shipping & Seamen, Merchant Shipping Directorate, Malta answered that the performance overall of European flags is quite a good performance. Of course there is always room for improvement. Safety can bring more tonnage to the EU; the culture of safety is also a way of marketing the flag as well. About safety, there are two approaches: reactive and proactive. Reactive part is after accident investigation, so lessons learned and associated feed back which lead to proactive to ensure that the history does not repeat itself. But there is balance between being competitive and being compliant. It is good to be proactive, but not to be over proactive that could create a misalignment with the flag competition.

About digital certificates, it is basically what the industry needs because of the speed in the way that one receives a document or the certificate, and it also gives certainty with regards to the authenticity of the certificate, and this is useful for certificates to be stored and shared between the interested parties.

In France, the same administration encompasses maritime transport and fisheries. How the revised safety package is going to improve things and what sort of support member States (flag, port or coastal) need to receive?

Following **Mr. Eric BANEL**, Director General for Maritime Affairs, Fisheries and Aquaculture, France, to assess the importance of the safety package, you have to keep in mind where you come from. In Europe, we have paid a high tribute to marine pollution. We know the impact of lack of safety on our coasts, our industry, and also our ecosystems. Safety is not a static issue, it is evolving and we have to adapt to it.

With alternative fuels, we have to find a solution in case of pollution at sea and we have to invent new processes, for example on nuclear energy.

About digitalization, we expect a lot about it because we need common tools. Subject inspection reporting tools, flag States and port States, there is a lot of expectation. There is also the importance of the ship information database. It will help to issue electronic certificates and it will also improve the service towards the industry.

Another key issue is of course training and capacity building from member States. Training is a key, for alternative fuels, in all the capacities we have and sharing of good practices.

About fisheries and it is important because the huge number of casualties and fatalities at sea, 60%, still the most prominent type of vessel impacted, Cape Town agreement has to be signed. That is also a very new competence because the scope of PSC will be extended to fishing vessels above 24 meters. EMSA will help us to adjust our policies.

We have new type of pollutions linked to alternative fuels and we need to have a widespread risk assessment of the risk on European coastline, all kinds of pollutions, accidents, or illegal discharges.

We expect EMSA to help us on development of CISE (common information sharing framework). We have a double responsibility. The first one is that we are very large coastal State and port State and we should remember that Europe is not only actually the continental Europe but also outer territories. But we have also a major responsibility as we have got some of the major players in the world, shipowners and shipyards. We have also this strong responsibility to act and to put safety first in line.

You are the one in the panel representing the industry. As EU we have a very robust safety framework, one of the most robust in the world. Do you see this as a strategic asset, comparing to other parts of the world? And do you think that life could be made more uncomfortable for poor performers?

Mr. Thomas KAZAKOS, Secretary General, International Chamber of Shipping (ICS) agrees that the European safety record is the highest one in the world, and it is on one condition that it is aligned with international regulatory system, just because that is the only way. The safety is above all ends, but it is to be applied as much as possible on an international level. This can be seen also as a strategic asset for Europe to be aligned with global harmonization. This works as an encouragement for other regions to follow but again through the international framework.

For shipping to remain sustainable and competitive, we must think, speak, and act globally.

Considering the biggest challenge of shipping today, most of the people outside the industry will jump and say it is decarbonization, which I slightly disagree and say the biggest challenge for shipping is the obvious erosion of the international regulatory framework and this is where we all need to pay attention and work very closely. For ICS, the dark fleet incident is a vivid example of the erosion of the regulatory system.

For any measure that we talk about, safety or training, everything has to be seen on a global basis. And that is what we try because, as an industry, it does not matter where you operate from. For performance, we should expand the good PSC system not just on a regional basis but on a global basis. Again we must think, speak and act globally.



Question from the moderator: How do you see safety in terms of competitiveness?

For **Mr. Thomas KAZAKOS**, Safety is an investment. It is not a cost. We are there to commit an investment but we need to have the regulatory framework to allow us to do so in a transparent, fair, proper, enforceable, and regulated way. So safety is the first thing not just in words but also from the financial perspective to avoid any unnecessary expenses or damages or anything else.

Mr. Arkadiusz MARCHEWKA strongly agrees that safety is an investment. He added that digitalization, becoming the foundation of modern maritime security, is the way that we can improve our safety. It provides shared situational awareness in real time. Informations from voice, drones, and weather models create a unified maritime picture. This shortens response time from hours to minutes and also helps detect the data manipulation and the activity of so-called shadow fleet. Also digital technologies reduce administrative burdens and strengthen the protection of critical infrastructures such as cables pipelines and offshore installation. Digitalization also increases administrative efficiency, integrating multiple data source make it easier to identify high-risk vessels and better protect the marine environment. Ports and logistics benefits greatly from this transformation, it reduces errors and increases supply chains resilience. To improve our safety, we need to invest also in digitalization because it is a key to strengthen our safety.

Mr. Eric BANEL supports also what was said by Mr. KAZAKOS. There are no ship owners willing to be seen as not smart, not green or not responsible. Safety is also part of the business, but beyond that it is also a strategic asset for any member State for the EU. We usually see safety like the decarbonization as an objective: to be greener or safer. This is important but it is also a part of our item industry and a part of our capacity to develop our own shipyards, our own industry, our own innovation, our own actors in Europe. When we speak about safety, we have to think also about the solutions that we are developing and that we will develop in Europe.

Basically, **Mr. Ivan TABONE** agrees. Safety is an investment because investing in safety is also investing in the future. Yes we need to strive to have this on a global level, not on a regional level only. Of course EU is known to be the protagonist pushing safety to the highest level. However we need to coordinate this at an international level. Shipping is an international activity, not a regional one, and therefore we need to find the right balance.

Question from the floor: It was asked what we can do with less.

Where is the money for the strategy? We know that we have a increase in the program for research, for the ocean, the maritime safety, the digitalization, and the decarbonization. And we will use the competitiveness fund for the investments; we are talking about competitiveness, economic development, cohesion sustainability, and defense. And it cannot be a national strategy. Wirh less we can do more if we act together.

Following **Mr. Thomas KAZAKOS**, ICS is not a government representative. But we are all in the same industry. What we are asking as an industry in order to invest more from our own

resources is to have the regulatory framework in order to feel that this industry is sustainable to invest, and is competitive in order to remain sustainable. And competitive means profitable at long term. Shipping investors see other type of industries receiving a much more attractive investment. So what we are asking is to provide the framework for us to invest. Industry cannot be asked to invest somewhere where they do not know what is going to be the return not in financial terms but in sustainability terms.

Mr. Eric BANEL answered that it is also a question for the Commission, everybody in the maritime industry has to play its role, including the Commission and the member States.

For decarbonization, ETS is working, and it is a part of our responsibility as member States, even if ETS is working on a regional aspect.

Mr. Thomas KAZAKOS added that it will be a regional development, but shipping is not regional, it is global. It should not be only for the developed nations but for the rest of the world, even if Europe is leading the way.



part of the assistance

Roundtable 2: Passenger ship Safety – A European Challenge

Moderator: **Dr. Ilias BISSIAS**, Assistant Professor of Shipping Management, University of the Aegean

First question will go for the actual report. What are the main challenges for safety in coastal shipping?

Mr. Michael VALSAMAS, Director of Ship's Design & Construction, Ministry of Maritime Affairs and Insular Policy, Greece, answered that for Greece, due to the numerous islands and an extensive network of passengers and services, ship safety is not an abstract topic. These vessels are a lifeline for citizens and economy. In that context, the major challenges to passenger ship safety today fall into four areas.

First, the aging fleet, an average of 29 years in Europe and especially in domestic and island services, age itself is not the only problem, but it increases the importance of good maintenance, targeted surveys, and risk-based non-announced inspections. And fleet renewal takes time and requires substantial investment.

Second is the complexity. Very large cruise and ropax vessels concentrate thousands of people and highly integrated systems on board. Evacuation and crowd management, fire safety and system integration all become more demanding. And ports and SAR systems must also be prepared to handle a major incident involving a very large ship close to shore.

In third, the green and digital transition, as alternative fuels, batteries, fuel cells, and more digital and automated systems offer important environmental gains, but change the risk on board. And for islands and coastal services, there is also a strong cost dimension to decarbonize and modernize without making tickets unaffordable.

And fourth is the institutional capacity. Safety is built on regulations, but it depends as much on competent flag administrations, surveyors, and crews. As flag States delegate more tasks to ROs, it becomes crucial to ensure that technical expertise and oversight are not weakened but reinforced.

Then **Mr. Charles “Bud” DARR**, President and CEO CLIA (Cruise Lines International Association) Global, said that safety is never a destination, but a continuous journey. In the cruise sector, we do not talk too much publicly what we do because quite it is not a great marketing strategy to remind people that there are hazards. Safety is a fundamental part of being in this business. 35 million passengers a year are carried worldwide, about a third of which are on ships deployed within Europe. Between 2009 and 2023 we saw about a 9% increase year on average in operational incidents that occurred; even though we doubled our capacity in that period of time. But that did not happen by accident, but by looking at damage stability when there was a movement to change the damage stability regulations at IMO.

For **Mr. Christophe TUTGAT**, Secretary General SEA Europe (Shipyards’ & Maritime Equipment Association of Europe), the safety is not just an issue of preventing accidents and how to mitigate the effects in case of accident.

Nowadays safety gets more and more a broader connotation. We have to look at safety in connection to decarbonization, alternative fuels and their new risks, but also in the context of digitalization. Cyber security can also become a safety risk in the shipyards and the equipment manufacturers

A ship needs to be operated safely. There are humans on board, and the risks are more important with the amount novelties due to digitalization and decarbonization. And so training, upskilling, and reskilling are also from that perspective a very important challenge that we need to look at.



Question: One of the main points of the report is the age of the fleet, how to manage it?

Mr. Michael VALSAMAS said that the main point is not the age itself, but how we manage risk over the ship’s entire life cycle. International and EU rules give a strong common baseline. Then in Greece it was introduced additional national measures for vessels serving our islands, such as a very high number of unscheduled inspections which are targeted on the basis of risk, operational history, and service profile. In this way an aging fleet remains compatible with safety and environmental expectations.

For the cruise sector, **Mr. Charles “Bud” DARR**, precised that actually the cruise fleet of oceangoing ships, more than 300 ships, has an average age of 14.8 years. And the order book right now is 81 ships, almost all of that going right into European yards. However one comment; it is always said that 80% of all accidents are human factors causes. But here is usually never one single

cause for an accident, we have to take in account the human factor elements throughout the entire value chain including from concept and desing, as well as maintenance.

The existing fleet is about 1/3 small vessel which we consider less than a 1,000 passengers, 1/3 medium vessels up 3,000 passengers and 1/3 lerge vessels greater than 3,000. Being large or small is not a significant determinant on the safety levels. It is much more important that the ship is designed, operated and maintained properly. A 10 or 15 or even 20 year old ship, even older, can be operated safely, if it is operated safely and updated along the way with the things that could reasonably done.

Question: Speaking of safety is also speaking of the issue of modern vessels, meaning technologically innovative vessels, vessels with alternative fuels, batteries, transporting electrical cars, etc. Are we here in Europe losing our competitive advantage to other parts of the world or not?

Following **Mr. Christophe TUTGAT**, Europe has a competitive advantage when it comes to complexity. Highly advanced cruise vessels are indeed Europe can still do. Of course Europe is a bit more struggling on medium and small sized vesels.

But related to the age, it is not necessarily unsafe. An old well-maintained vessel may still be safer than a new not well-maintained vessel. We are trying with the design, with the building, and with the retrofitting with all the technologies and the equipment that go on board to make it as safe, as decarbonized, and as digital as possible according to the legislation, that could be regional versus international. We have international, regional and national laws. So we need to harmonize these frameworks, and EU did already a lot on that. The maritime industrial strategy should address that not just in splendid isolation but by bringing the entire ecosystem together.

Question: All different countries have different legislations, how could we harmonize these legislations?

Mr. Michael VALSAMAS answered that safety being a continuous process of adaptation, we have new technologies which bring new opportunities, but also new risks. And these risks concern not only the ships themselves but also the fuels they use, the cargoes they carry. Alternative fuels is a good example, especially the electrical vehicles present on RoPax vessels that changes the fire and emergency respond profile of vehicle decks. We have issue a circular in the form of recommendation on strengthening awareness and safety culture in the transportation of such vehicles.

Europe has to issue a common technical reference point and to promote convetrgence in the application of the EU rules and also facilitate the exchange of experience among national administrations.

Question: How could you see more harmonization of policies in Europe?

According to **Mr. Charles “Bud” DARR**, the industrial plan is a fantastic idea; the unified maritime strategy in Europe is a fantastic idea. But we are a global industry that one-third of vessels can be deployed in Europe and then after out of Europe. The importance of global uniformity and regulations is critical. IMO makes the global regulations, but when it comes to implementation, the enforcement of such regulations is left to member States. And a flag State not doing the job creates an unequal playing field. But it is different with PSC; with port State it is discretionary under all the conventions. There is an area that is ripe for a lot more harmonization because the actual implementation both at the flag and port stae levels can vary tremendously.

Question: About technology vessels, do you think Europe States are working together in order to have more competitive vessels?

Following **Mr. Christophe TUTGAT**, we are alresy working together, aand of course and we should do more as Europe and certainly as Euroepan shipyards, because manufacturers are producing worldwide. As an example we can do more on the larger ferries and Ro-Pax there we have lost a lot of competitiveness.

What is the role today the competency and is the overdependence by the flag States from

arose leading to a new era when the civil service of the European flag States will lose its knowhow and its knowledge.

Mr. Michael VALSAMAS answered delegation is an essential part of today's global safety system, but it does carry the risk that administration may lose hand-on experience if they outsource too much. For this reason the Hellenic administration has made a strategic choice to retain and further develop its own technical competence by carrying out a full statutory plan approval for passenger ships and perform surveys and inspections, with two consequences. First we are able to verify in practice that the work is carried out as it should be. And second, for any owner who wishes, the entire package of statutory certification can be issued directly by the Hellenic flag without relying solely on a classification society. And we can also conduct a very large number of non-announced inspections that are an important tool both for safety enforcement but empire for preserving a high level of technical expertise within our company of surveyors.

Roundtable 3: Navigating Change: Future Technology, Future Safety

Moderator: **Mr. Jan FRANSEN**, Executive Director, Green Award Foundation

Question: From a regulatory perspective, how do we ensure that safety standards evolve in line with technological advancements? Mr Eriksen, you are representing the industry from the side that has to invest. Can you give a specific example where the current regulations either hinder or stimulate technical innovations and what step to take to bring the technical innovations in line with safety standards?

For **Mr. Martin ERIKSEN**, Head of Safety Leadership & Operations, Maersk Mc-Kinney Møller Center for Zero Carbon Shipping, technical innovation and evolving regulatory standards go hand in hand. That also means that collaborations and partnerships between flag states, class societies, and shipowners are critical. The technology moves extremely fast. Next year we will have the first vessel running on ammonia. And in that subject, that representation of the core stakeholders tackling these issues together around the table is extremely important. It allows for a rapid feedback mechanism and especially when we have a regulatory framework that is at its basic start level. It is extremely important that those first mover learnings are then quickly feedback to those regulators to evolve and to mature those regulations to become a code.

Following **Mrs. Els CLAEYS**, Director Safety and Environment Policy, Belgium, the innovation need to come from the industry. Actually there is a lot of areas where we ask industry to innovate and our role as regulatory authority is that we need to facilitate these first movers. A regulatory framework should be provided because technologies are evolving very fast and as regulatory authorities it is not always easy to follow even if we need to make sure that we can provide the regulatory measures, developing rules, and perspective rules. We can allow the industry to innovate. We can allow the industry to have an experience building phase and then from our side, as regulators, we are more flexible in updating if we have this approach with guidelines instead of mandatory codes.

Mrs. Sanna SONNINEN, Maritime Director, Finnish Transport and Communication Agency, added that it was said well about alternative fuels. But if we take the autonomous shipping and that one, it seems that we are still not sure what we mean by it. Even we have not been able to correct the terminology. It goes for all of this new world that we are living in as regulators and that is why it is so hugely important that we follow the innovators and we let them to do the work. Concern always comes also to the ships transiting the adjacent waters in the Gulf of Finland and the Baltic Sea, concerns about how we will survive this transition where the old and the new will coexist.

Then **Mr. Robert ASHDOWN**, Secretary General, International Association of Classification Society (IACS) added that it is a challenge not only because of the pace, because of the scale, because of the scope. In the case of decarbonization, there is an external driver from a timeline which is accelerating that pace of change. There are new technologies, and new materials, but

there is not a residual bed of knowledge that you can draw upon. So that makes a lengthier process because you have to often go back to first principles in trying to find some of the solutions. At the moment, we are in a sort of a coping strategy at the moment. Some of the very good ways with this rapid change is a greater cooperation, making sure that we stay neutral in terms of new technologies, trying to leverage additional tools like AI or big data analytics. And as we go forward, we might need to adopt what could be a temporary change in how we approach regulation. We really need to put a much greater emphasis on moving into goal-based standards across the piece, by aligning them with introductory phases where we can gain experience before we really set things in stone. That will allow us to gain a lot of experience, ships at sea are important in really letting us know what is happening. And then we can go back and start to layer on perspective regulation.

Digitalization is really key actually to enabling regulators to adopt a goal-based approach successfully because it allows to collect meaningful data, meaningful analysis to make sure that the goal-based standards set in place are actually being adhered to. Digitalization is a friend of the industry, how we embed digitalization not only into the ships and into the ship systems but into the regulatory process as well to make sure that we can keep going at the pace that we need to go.

Mr. Martin ERIKSEN added that digitalization weaves across all these processes. Whether we discuss the technology, the safety, or the regulatory developments, all of that will require for us to adapt but also to make sure that when training, upskilling, and reskilling are fully embedded into the curriculum. There is a lot to draw from that and also to improve safety, technical safety on board the vessels especially for alternative fuel vessels.

Regarding if regulations are hindering or helping to advance the technological progress, **Mrs. Els CLAEYS**, said that MASS is one example, also alternative fuel ships. We have been building experience in using the alternative design approach and we learned a lot about it. What is very important in these alternative design certifications is the close cooperation with the industry because for a member State this is quite challenging. We are used to do inspections but this risk based approach is something completely different and we need different kind of expertise. We need a lot of technical knowledge, and we need a lot of administrative follow-up and it is sometimes a bit contradictory. And a very close cooperation with the industry where there is a lot of expertise is one of the most important elements in moving forward with these new technologies and other regulatory approaches.

Mrs. Sanna SONNINEN continued that, as a traditional maritime authority, IMO work on the interim guidelines with the industry, to develop and then to publish them as circulars until to have the code. It is obvious that from different approaches the authority is getting thinner and maybe not so technology oriented, so the combination of industry and authority is getting more and more tight.



Question: Some ports who are dealing with the alternative fuels, taking action already to be prepared for AFs for bunkering and they are even thinking on procedures but all based on the shore side. The next step we have to take care of that the people on board are also ready with dealing with AFs whilst operating the engines but also with bunkering. Are there any thoughts about that?

Mr. Robert ASHDOWN said IACS focus much on the ship to make sure that the AFs used on board are safe. And this year IACS issued seven resolutions, guidances or recommendations across AFs, decarbonization technologies, but also lithium batteries or carbon capture. IACS is heavily focused on making sure that the ship, including the crew, is able to use these fuels safely.

Mr. Martin ERIKSEN added that when assessing fuels and technologies from production to storage, all people involving in the bunkering operations are taken in account. And, as per it was done for ammonia bunkering in the port of Rotterdam, it is essential that important stakeholders are well prepared and trained.

Mrs. Sanna SONNINEN also added that going to the seafarers' side and their training, IMO and STCW made a good work. We will end up to a situation that we are training more and more seafarers. But they will move from one ship to another with a different fuel and then, if we have separate courses for all of the fuels, the seafarer will end up not knowing when the right certificate is valid. And in a not so far future when the AFs will not be longer an AF but an usual fuel we need to make sure that the training is part of the basic seafarer training.

For **Mrs. Els CLAEYS**, seafarers are key when it comes to safety and it is important that they will have the specific training for that fuel for that ship. If we are doing risk based assessment, it is really specific for that ship, and so we should follow the same line when it comes to seafarers to receive training for a specific fuel and a specific ship. But it is not the case today. And it happens that when ships call at ports that the certification is actually challenged and that port authorities might be asking for more hazards for even more extra requirements. There is work to do at the national but also EU and ILO we should get this kind of harmonized. For a ship running on ammonia calling at EU port what information will be required and how to make sure that the information that is asked in Rotterdam or Hambburg that is more or less the same. And it is the same towards third countries, as ship is going to ports in third countries, it is necessary to talk to those countries that we are prepared what they will need and there is a lot of work to be done in that area.

Question: How do we look to other industries, the effects that we can learn from other industries, for example air line industry, how we can use that in this whole process in regulation?

Mr. Martin ERIKSEN has a good example with a project, underway with LR's maritime decarbonization hub, on the design centered on human for ammonia fueled vessels. We take the choices on the technologies and the safety benefit that they provide, such as how the interface for that specific technology looks like for the seafarer that needs to interface with it. Aviation industry has a long-standing record and history of having such an approach, same from the fertilizer and the ammonia industry. That industry has a lot of capability, expertise and knowledge in terms of what does a safety concept look like for managing and handling ammonia.

For **Mr. Robert ASHDOWN**, there is very limited intersectoral exchange of information and learning from other sectors and that is something that we have to get much better at. But we cannot just copy the lessons from other industries. What we have to do initially is to go to these other high reliability sectors, aviation or nuclear, and map their safety related processes and practices, what works well for them and what can be carried across to maritime. There is one area where we are falling behind and that is around sharing of data. We know it is competitive, we know there are lots of intellectual property ownership issues but with these new technologies coming on board it is really important that we are able to share and this includes everybody (class, owners, and companies). It should be data around near misses, learnings, earling warning signs so that we can feed that into the regulator regime. In an ideal world, IMO would develop and overarching regulation which describe the data that it needs to be able to measure the success of that piece of regulation and then that will require some compromise by flags States. Then ships should have intelligent sensors to be able to feed data back to the regulators. The ownership of that data being vital, it would be important to have that data exchange because it is going to be much more difficult for us as an industry to leverage machine-based learning if we cannot use the biggest data set

possible. And for that we would need standardization of data.

Mrs. Sanna SONNINEN agrees with what was said. But we you should always remember that there are two issues for a seafarer, following his own experience he has when working with pumps and pipes. A young seafarer who has absolutely no understanding of the hydrodynamics and the flow of the liquid does not understand what it means on the screen when something does not work. And again this is a training issue. So how do we train our future seafarers with all the background information to really understand what they see on their screens? When a light is green, what does it mean? Does it mean that the order has been received or does it mean that something happened? All is about the seafarer training about understanding the monitoring and the controlling.

For **Mrs. Els CLAEYS**, about safety, first of all, when introducing these new kinds of approvals and certifications, we need to be mindful of that we are not introducing a new paper tiger. It happened with the ISM code, as we often see that it is a paper exercise, as when you look on the paper everything seems to be all right and in compliance but then if you see practice then you see a whole different story. We have to be mindful on the impact that it has on the seafarers: many paperworks and checklists are not necessarily improving the safety. And there is one last element, maybe not specifically to AFs. But it is on safety. To really be able to get to safety on board of the ships, we need everybody to cooperate together. And if we look to the regulations, there is one player that is almost always missing which is an important one with an impact on the financing of the ship and an operational impact: the charterers. And to include them in the regulations it might give an extra boost to safety, see the actual examples with the old majors doing vetting inspections.

Roundtable 4: A Human-Centered Safety Culture for Europe

Moderator: **Mrs. Katy WARE**, Head of Regulatory Affairs at Zodiac Maritime

Question: As part of the comprehensive maritime safety system Europe has built, when we involve and enhance those regulations and safety systems, we have to make sure that human element is at the forefront of our minds. The human element remains the most critical factor in maritime safety and performance, and still 25% of PSC deficiencies are related to human element. This means how complex the human element is. As leaders both ship and ashore, how do we engage those individuals that work with us, not just on the ships, but within the companies? How do we engage with individuals to get them to understand their own personal impact to safety?

Mrs. Elpi PETRAKI, President of Women's International Shipping and Trading Association (WISTA International) answered that it is very important to make each individual to understand that it is not only for their own safety but for the safety of everybody around. And thereafter the leadership teams whether it is on board or within the companies also need to be part of that safety culture. As human, the tendency is to get over familiar, over comfortable, but we need to understand the reason of repetition of drills on board. In case of an emergency, we need to be ready to react and to protect ourselves and others. The difficulty, for commercial reasons during calls, is to make such drills if the vessel has not long voyages. Sometimes we should take out of some of our profit, because it is the crew who has to take care of our reputation.

For **Mr. Phillip BELCHER**, Marine Director, INTERTANKO, it is true. In the tanker industry, due to the involvement of the charterers, putting in place specific requirements has created an environment where there is compliance with safety and that safety is a key to the ship's performance. And as happy seafarers have quite often been shown to be on a safer ship, which is putting on all the provisions such as internet, social side, contracts and employment rights to make sure they are valued, looked after, and really part of the team. But all of that can be undone in a stroke by some overbearing shoreside manager not following the same rules. It is one company approach, one approach to this to make sure every person there understands we have got a stake in safety and we all need to be looked after.

Question: How does the health and wellbeing of seafarers impact on safety?

Mrs. Livia SPERA, Secretary General, European Transport Workers' Federation (ETF),

answered that most of the safety depends on the human element. But we absolutely should make sure that people comply and feel safe to report. We cannot say that crews are happy workers at the moment. Working conditions in general should and could be improved. Maritime is a global industry with the difficulties related to. There is a lot of pressure on competitiveness, there are global standards, they are necessary but we could define also segments where some better standards could be more ambitious. Some concrete issues: when we look at the budget for food that is available for every seafarer on board, none of us would be able to eat healthy with this budget; by nature, this job is done far from home in a confined space maybe with colleagues you do not like with whom you are forced to stay for several months in a row. And there is also a matter of working time.

Following a report from the world maritime university (WMU), it emerged very clearly that adjustment to the working time records are the norm in the industry. That means very long hours on top of the very difficult environment. In this environment, safety is sometimes not the priority because some people just need to survive and there it is true that there is a blaming culture that is still prevailing. A structural change needs to happen. We can compare and see for instance in aviation how much more advanced they are in just culture.

Mrs. Camille JEGO, Clinical Psychologist & Doctor of Psychology, Centre Ressource d'Aide Psychologique en Mer et aux Marins (CRAPEM) finds strange for a psychologist to speak about safety, even if it is a good way to understand how protect health is important to protect security and safety. To talk of wellbeing and psychiatric disorder is not the same thing, wellbeing does not protect against a risk of pathology of stress on board. Seafarers are a high-risk population to develop pathologies of stress and it is impact safety because we can improve stress by training to recognize the dangerous event, but you cannot by definition prevent traumatic event because anticipation does not exist, and when the hormonal stress system is exhausted, it become toxic for brain and heart. It is like a circuit breaker, at this level of stress the toxicity of hormone stress akes you unable to do anything. You can freeze in when you are in a traumatic event, and it is important to understand that even if you have the best safety emergency process.

Q: How can accident investigation activity contribute to improving a safety culture? In particular, can you also just give an essence of how difficult it is to actually investigate the human element aspect of the sort of the why rather than the what.

Mr. Paul MEYERS, Chair of Permanent Cooperation Framework for Accident Investigation, EU, answered that how brain is working is also challenging for accident investigations. The aim of an accident investigation is to prevent similar accidents to happen again. When it comes to the human we identified alcohol or drug problem or fatigue, but we cannot say why was this person is drinking? Why did no one see this person having a problem? Now this is something in the government cooperation framework here. It was decided a few years back that investigations should dig deeper to identify the why before to recommend safety barriers to be put into place.

When I flew here I was thinking about what could be an example, and it is that everyone has it in his hand, a cell phone. Seafarers also have their phone on the vessel which can prevent them from sleeping, or distract them during watch on bridge. Seafarers 20 years ago were just bored, they were sleeping. But now they are playing on the phones. The problem is founded out, but what is the way to prevent it, education, legislation, blaming? But to blame is the legislator's role.

And for the second question, when someone is identified with let's say an alcohol problem, we can relief this person of course, or we can try to find out the way for this person to say "I have a problem, please help me", without having the risk of being fired. Or that the colleagues around him could identify an issue and ask for a treatment. The safety culture could evaluate if people just would react to it and just speak freely about the problem they have.

For **Mr. Phillip BELCHER**, creating a just is when you have the fair and open investigations. But sometimes when people transgress rules, there must be an element of punishment going on there. For example, telephones on bridges, mobiles on bridges. There are technological solutions that many of our members do which can put a blackout effectively on the wi-fi signal on the bridge.

And there should be a zero tolerance here for such things. There is an example of a zero tolerance when the company says there should be no drinking on board, there should be no drinking on board. If a classic alcoholic should get some help but there may not be the people on board the ship to deliver him that need. It is the same with sexual harassment on board there should be a zero tolerance on this as well so we can have a just culture. We can identify where things are going wrong and need to be corrected. ETF and Intertanko are sponsoring a paper going into the revision of STCW Convention on which is going to be looking at gender and cultural training because sometimes people do not know that what they are doing is wrong.

Mrs. Elpi PETRAKI replied that such words show an industry that she does not really like to be in. But that industry has good things as well they should be highlighted. However, we need to make people aware and this goes on every matter. We have to make people understand that maritime is an industry multicultural with different backgrounds that for some people what is wrong for one is not wrong for the other. So training, awareness, talking to each other and this goes back to the companies because if the companies can educate everyone even in the offices. What is more important: making more money or having people happy?

For **Mrs. Livia SPERA**, it is not about blaming anybody. The industry is diverse but we cannot deny that there is a problem. We see also the level of diabetes in seafarers, as well how many seafarers are overweight.

Question: As the flag State, what can you do implement or to incentivize these cultures in companies? And what should you be able to do that you cannot do yet under the current legal framework?

Mrs. Elpi PETRAKI agrees that ISM may not be followed well but it has set some rules 30 years back and that was a starting point, and every time it is improved and, if we look at the tanker sector, flag States follow stricter rules on board the vessel for the benefit of the people. Even if for the tanker industry, it was the charterers who put stricter rules, before ISM. If we set the rules of the industry, the flags do follow strict rules and they do make inspections on board the vessels. The problem is the fleet that we cannot control, what do we do with this fleet, this is a responsibility of the States of and this is why the international community is so important, to have the same standards in Europe and in other parts of the world. This is why it is everybody's responsibility, let's hope that the charterers who charter this vessel would have the mindset to choose another one that is not cheaper but is better.

Mr. Phillip BELCHER added that it is in their best interests for shipowners to take on their responsibilities. Take the tanker industry; we have the crew matrix where you have to maintain a certain number of years for the officers and other crew on board the ship. But it is not possible to maintain and have continuous employment of those seafarers if they are not paying well, if the company is not feeding them well, and making sure they are okay. 2013 for the tanker industry was the first year when there was no large oil spill from a tanker that is an incredible achievement repeated multiple times. You do not get that by "accident" but through the hard work and the dedication and investing in people making sure that they are looked after because they are not only your last line of defense but your first line of defense.



Question: Whether it is not feeling safe with thoughts, wellbeing, or to have a problem that needs assistance, an issue at home, or to not be happy with the job, or a cultural issue on board or a harassment, how in such an important safety critical industry do we allow and make an environment where seafarers and people feel safe to say constructively? How to make that culture where it is safe to speak up?

For **Mrs. Livia SPERA**, first of all training is crucial. It was said zero tolerance for when there is any kind of breach in terms of lack of respect or harassment or because there are all things that create a toxic environment like in any other work environment. Ship is not different, but of course anything that happens on a ship is felt in a stronger way because people are always together for several months and away from home. So I would say the same principle that we would apply in our own organizations are still valid on a ship with the challenge of multicultural teams and so on.

Mr. Paul MEYERS, added that when you investigate, you also investigate the structure of the company. How are things implemented? How are the procedures implemented? Are they implemented or is there just a book somewhere standing with no one ever looks inside? If there is an audit, we have the book, but no one understand what is in the book.

There are companies that we have investigated where there is a notice that people should report incidents. But when talking to the people, the answer is they do not report it because when report generates blame by the superiors. So we said that there is a problem in the safety culture, and the policy can be changed and the message passed from top to bottom that the people on the bottom know that if they go forward they do not risk any they do not have to fear that they have a problem.

Mrs. Camille JEGO disagrees with the idea of blame culture. There is a difference between harassment and difficulties on board. Seafarers, humans on adverse environments, develop strong resilient capacities, and studies prove that women and men react in a similar way in front of the same stressor. To assess the consequences of the reality of the job, it is important to understand that the most capacity they develop to fight against the fear and the stress on board, it is the capacity to focus on the problems and to bring far away emotional because they have to develop really good and efficient coping to stay alive. If we use only some stereotype, such as alcoholic, we cannot make the good assessment of the good prevent tool that seafarers need. They can speak but they are often not correctly listening. It is only in the movies where you live a really stress moment and all is going well. But after bad weather, after a stressed situation, when seafarers arrive at port, they are in their onboard strategy. And time is needed to help to make transition between the maritime culture and the terrestrial culture. This is an adverse experience culture and we have to put the good tools to help them to be protected from the pathology of stress.

Question: What is that secret ingredient that helps us to put our people at the heart of safety?

For **Mr. Paul MEYERS**, if the seafarer can step forward without any fear and say that the work as it is designed is not the work that he has to do and that he is not getting blamed for that, we are approaching the safety culture. Safety culture does not mean that you have a green card of doing whatever you want to do. But you can have the advantage of stepping forward and say that there is a problem, and require solutions.

Last word of **Mr. Phillip BELCHER** is Experience. We have well qualified, confident, experienced seafarers, and a lot of people going into college. We should make this people having sea time in order to make sure we get qualified officers.

Mrs. Livia SPERA thinks that in such a complex industry, it is extremely important that everyone is accountable for the role they have. The other thing is certainly knowledge of the reality of the individuals on board, knowing more and better how things happen on board is key to progress.

For **Mrs. Elpi PETRAKI**, we have to think like if we are in the shoes of that seafarer on board the vessel. Also if we make a safer vessel, not only for accidents, then we will help to have a more diverse vessel and environment that will help us in many more aspects.

And for **Mrs. Camille JEGO**, when I do training on sensibilization with seafarers and they do not agree with me due to my psychologist process, I explained them that there are lots of factors uncontrollable on board to make security and safety really dangerous. All human aggressions, harassment or risk of discomfort on board, can be controlled. We should take care about the health of the seafarers to be safe all together.

Conclusion of the day by **Ms. Maja MARKOVČIĆ KOSTELAC**, Executive Director, EMSA

To summarize the discussion in highlighting the main words or the main expression or messages they came, we can note:

- The robustness of European legal framework,
- The implementation capacity of the member States and the role of EMSA in supporting the capacities of the member States.
- The first panel underlines from the industry side and from the administration side that safety is investments and the investments in safety should be seen as the market advantage.
- The second panel on passenger ships addressed the fact of the aging fleet. And it has been said that the capacity and the expertise should also remain within the maritime administrations.
- The third panel discussed the new technologies and apart from all positive aspects of new technologies entering the shipping sector. Again there was a discussion on the challenges that administration has when it comes to check the safety of the new systems and particularly the certification and the whole processes. The reference standard was highlighted as better solution than the prescriptive regulation given a number of uncertainties when it comes to new and innovative technologies in the shipping sector.
- Finally the fourth panel with this very interesting discussion over human element as the heart of maritime safety mentioned that we have a different perspective particularly about the psychological context of people in the sector. We should move from safety as a priority to safety as the necessity and indeed with people in the heart of safety as necessity. We know that seafarers' job is a very stressful and we have learned how the stress impacts the human behavior which then impacts the maritime safety. We have heard that happy seafarers means safe ships



The report can be downloaded on EMSA website: www.emsa.europa.eu/emSAFE

Capt. Dimitar DIMITROV, PHD, FNI
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CESMA Secretary General

PRESS REVIEW

Three more seafarers arrested in Turkey

Published Sep 30, 2025 by **Seatrade Maritime**

Three seafarers, two South Korean and one Filipino have been detained on drug offences by Turkish police it has emerged, as maritime authorities seek a meeting with the ministry to resolve issues around the criminalisation of crew.

Some 13kg of cocaine were found on the 62,500 dwt bulk carrier Grandis, owned and operated by South Korean headquartered Pan Ocean, with the master Sang Yeong Jeong, 65-years old, chief officer Jin Ho Hwang, 47, and bosun Allan Labnao Salcedo, 45, all detained on 30 July.

Seafarer's section co-ordinator at the International Transport Workers' Federation (ITF), Fabrizio Barcellona told Seatrade Maritime News: "We are not certain where the crew are being held, on past experience it's either in a prison or at a police station, the information is not clear. We are waiting for the legal team from the P&I Club [NorthStandard] to report back to us."

Union representatives on the ground in Turkey said the case is still under investigation by the prosecutor, which means that there is a 'confidentiality order' on the file and as a result information is difficult to get.

"The ITF has sent a letter of concern regarding this case to the authorities in Türkiye, we are in touch with the crew lawyers and awaiting withdrawal of the confidentiality order to get more detailed information," the inspector told Seatrade Maritime News.

Meanwhile, the wife of long-term detainee Ally Albokhari, who was sentenced to 30 years in prison earlier this year for 'negligence' when drugs were found aboard a Turkish owned vessel, the Phoenician M.

Elena Albokhari, who was in London last week in meetings with the International Maritime Organization (IMO) and ITF said that the teams in London were working hard to secure the release of her husband.

Elena Albokhai, who is originally from Russia, but now resides in Finland, said that with Ally's family from Syria and her family in Moscow she is very isolated, and she called for more support for families.

"All organisations should have more contact with the families of those arrested, maybe a committee that would have more contact with those families, to help them, because it has taken me two years to learn what to do, and to raise money to travel to see my husband," said Elena.

Ally Albokhari, meanwhile, remains without the medication he needs to control a liver condition for which he was being treated before he joined the Marshall Islands registered vessel.

"The authorities in Turkey say that he has allergies, but I know he has a health problem," confirmed Elena, who referenced the recent release of Capt Marko Bekevac, a Croatian national.

Bekevac was released suddenly, without prior notification, in August after being sentenced to 30-years imprisonment, along with Ally.

The captain was released, ahead of a Turkish Supreme Court ruling on the case, which could see both men ultimately released, following the prosecutor's decision to drop the charges of negligence on which they were convicted.

Maritime sources suggest that the Croatian government swapped a Turkish drug smuggler, who was arrested under an international arrest warrant in Croatia, for the Captain.

Video Campaign Launched for Seafarer Jailed in Turkey

Published Oct 2, 2025 by **Splash 247**

The wife of jailed seafarer Ali Albokhari has stepped up her fight for justice as the Syrian-born, Finnish chief officer continues to serve a 30-year prison sentence in Turkey.

Albokhari was convicted in September 2024 on drug charges linked to the 2023 arrest of the bulk carrier *Phoenician M* in the port of Eregli. Turkish police claimed they discovered 137 kg of cocaine hidden in the vessel's aft peak tank, despite Colombian authorities already having seized the drugs before the ship sailed from Barranquilla.

While the ship's Croatian master, Marko Bekavac, and the rest of the crew have since been released, Albokhari remains behind bars.

His wife Elena insists the verdict was handed down without disclosure of the evidence or charges relied upon by prosecutors. "He has lost hope. He is dead in there. He now sees no help," Elena told Human Rights at Sea (HRAS), which has produced a short advocacy film documenting her struggle.

She described the film project as a way to ensure other families do not endure the same ordeal: "I want to thank everyone who has supported us through this very difficult time. As an introvert, it has never been easy for me to share my feelings openly, but I believe the moment has come to speak, so that what happened to my husband will never happen to anyone else again."

HRAS founder David Hammond said Albokhari's case highlights the wider issue of seafarer criminalisation. "This process cannot be achieved by any one entity; it involves welfare, union, industry and state-level coordinated diplomatic efforts to be successful," he said.

Despite multiple appeals and questions over the investigation, Albokhari remains imprisoned, the only crewmember of the *Phoenician M* still held in Turkey.

CESMA LOGBOOK (2025-4)

We were represented at the following occasions:

25/SEPTEMBER IMLA CONFERENCE, SPLIT, CROATIA (ZHUPK)

**25/SEPTEMBER IMO GOODWILL MARITIME AMBASSADORS & WORLD
MARITIME DAY, LONDON (P)**

22/OCTOBER CESMA BOARD VIDEO MEETING WITH AVCCMM

23/OCTOBER INAUGURATION TUGS, TRIESTE, ITALY (DP, CTPC)

20/NOVEMBER THIRD STUDY DAY ENSM, LE HAVRE, FRANCE (SG)

8/DECEMBER EMSAFE CONFERENCE, LISBON, PORTUGAL (P, SG)

On the front page:

IMO GOODWILL MARITIME AMBASSADORS

EMSAFE REPORT 2025

FRENCH ARMED FORCE IN RED SEA

DREDGING VESSEL STUYVESANT – FATAL ENGINE ROOM FIRE

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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