

REPORT ON 19TH CESMA ANNUAL GENERAL ASSEMBLY IN BARCELONA

The 19th CESMA Annual General Assembly was organised in Barcelona, Spain, on 16th and 17th May 2014, at the invitation of the ACCMM, the Asociacion Catalana de Capitanes de la Marina Mercante.



NAUTICAL FACULTY OF BARCELONA

Prior to the Assembly, on 15th May, a seminar was organised by both the Nautical Faculty of Barcelona and the ACCMM, which asked attention for the advantages of simulators in the training of future navigation officers. It was organised at the premises of the Nautical Faculty of Barcelona, a division of the Polytechnical University of Catalonia, which houses in a beautiful building, a former ducal palace.

There were presentations by Dr. Marcella Castella, lecturer at the Polytechnical University of Catalonia on simulation-based model courses to demonstrate seafarer's competence. She pleaded

to include navigation simulator sessions in refresher courses as mentioned in the 2010 Manila amendments to the STCW 1978 convention of the IMO.

Mr Cees Muyskens of the Maritime Institute Willem Barentsz (Terschelling, the Netherlands) elaborated on the theme "Navigation Simulators present and future". In this context, IMO initiated an International Simulator Working Group in order to organise and structure simulator related matters for inclusion in the STCW revision.

Mr. Boran-Keshishyan, Head of Navigation Department of the Maritime State Academy of Novorossiysk (Russia) gave an overview of the present curriculum of the maritime education in Russia which comprises 5 years including 12 months of on board and simulator training.

Capt. Bill Kavanagh, CESMA councilmember of the Irish Institute of Master Mariners and lecturer in Nautical Science at the National Maritime College of Ireland in Cork, represented CESMA, by elaborating on "Design of bridge navigation simulation exercises for effective training and education". Capt. Kavanagh also pleaded for yearly refresher simulator sessions for every navigation officer, including masters. These sessions should be COLREG orientated.

The afternoon was dedicated to an "open table" discussion which was moderated by Captain Mariano Badell, President of the host association ACCMM. The theme was simulator time as replacement for actual sea time to obtain a STCW certificate for watchkeeping officer. After some lengthy and fruitful discussions, the meeting came to the following conclusions:

1. 12 months is actually already too little to serve as head of the navigational watch.
2. more simulator training courses are advocated as useful.
3. however not as replacement of actual sea time which is already minimal.

The next day, the CESMA Council meeting took place at the board meeting room of the Barcelona Port Authority (WTC). 14 associations from 11 EU nations had delegated representatives to Barcelona. Internal and husbandry issues are being discussed in these closed meetings. Important discussion was the intention to nominate a fourth member of the board as activities and expansion

of the confederation mean too much work for only three board members, especially for the General Secretary. It is proposed to nominate a vice president as is also mandatory according to the Statutes. Previously this stipulation was ignored due to economic restraints as travel expenditure for board members is born by the confederation. Relating to this, it is proposed to slightly raise subscription rates. This is the first raise in subscription in 8 years. The proposal is accepted unanimously by the council members present.



CESMA COUNCIL IN BARCELONA

Next the General Secretary presented the financial papers for the year 2013. The year was the most active in the existence of CESMA (see CESMA logbook 2013) which resulted in a relatively small infringement of the reserves. Yet the financial situation of CESMA is sound and the accounts and the budget for 2014 are approved by the Council.

On membership, the board was glad to announce the new membership of the Portuguese Shipmasters' association SINCOMAR, in 1995 one of the supporters of the initiation of CESMA. There are negotiations with associations from Poland, Greece, Estonia and Turkey.

A proposal of KBZ (Belgium) to base the organisation also on shorebased masters and calculate subscription accordingly, was not found feasible with regard to the ultimate aim to preserve CESMA only for active seagoing masters, which is also stipulated in the Statutes. Individual membership is slightly decreasing. There are only 4 individual members left.

View relations with other maritime organisations it is decided to look for good relationship with f.i. the Nautical Institute and IFSMA. Especially the NGO status of IFSMA with the IMO is seen as very important. Mutual invitations for Annual General Assemblies will be considered to exchange ideas and information. Also the participation in the European Nautical Platform will be continued.

The Annual General Assembly was held on 17th May in the conference hall of the Maritime Museum of Barcelona. Apart from the 14 CESMA council members, many members from the ACCMM and other interested parties were present.

After initial presentations of sponsors, covering such issues as the outlay of the ports surrounding



Barcelona (Ports de la Generalitat), expected changes in the use of fuel by ships as a consequence of the new IMO regulations on emissions (REPSOL) and the MLC implementation in Spain, Mr. Pieter Verbakel (Netherlands Customs) presented a paper on the EU initiated ANNA project, which looks at simplifying documentation between ships and ports and reducing paperwork on board.

Next the Annual General Assembly started. Discussions covered a wide area of maritime related issues such as the criminalisation of seafarers, shipmasters in particular. A number of recent cases were discussed and it was found that CESMA advocates urgently for masters to obtain an proper insurance against relevant occurrences which always come unexpected. Piracy was also discussed and it was noted that the imminent danger now came from West iin stead of East African waters. The resolution on the use of military or private armed guard teams on board merchant vessels was maintained. The condition that the master should not be held liable for any action of the teams, was cancelled, as so far, no relevant case has occurred.

The Assembly again discussed the problem of fatigue in the shipping industry. The requirement of a minimum of three certified bridge watch keepers, including the master, on each seagoing vessel of 500 GT and more, is still supported by CESMA. The introduction of MLC could have a positive influence on the condition that lists, showing work/rest periods, are correctly completed at all times.

On maritime safety, last year's resolution on safety of ro-ro and passenger ships as well as car carriers was maintained. Apart from some adaptations by the IMO, after the accident with the "Costa Concordia", nothing much has changed. Another concern is the safety of large containerships which are liable to structural damage.

The assembly emphasized again that seafarers should not rely exclusively on GNSS systems as they are vulnerable to disturbances. A debate concluded that astro navigation is no longer a reliable back up as many ships nowadays do not carry a sextant anymore. In stead, e-Loran is considered a good possibility if administrations can be convinced to re-install and modernize the already forgotten system. However astro should be maintained to determine compass errors.

The Assembly discussed the necessity of a proper marine spatial planning (MSP), at present topical in the North Sea area, where the building of windmill parks and other permanent structures are threatening to hamper a proper flow of shipping traffic. Members are urged to give attention to the questionnaire on the CESMA website, asking for opinions on safe manoeuvring distances in lanes reserved for shipping. CESMA takes part in the EU project ACCSEAS, also covering this issue.

The General Secretary continues to attend the SAGMAS meetings. SAGMAS stands for Stakeholders Advisory Group on Maritime Security in which stakeholders can express their views on the work of the EU Regulatory Security Committee (MARSEC). Outcome of the meetings is considered confidential although advices on maritime security from CESMA member associations are welcome.

Another issue on the agenda was cyber security in the maritime industry. Recently reports have shown that communication and navigation systems on board ships, provided by satellite techniques, can easily be disturbed and influenced by hackers. For example AIS signals can be disturbed and even

phantom vessels can be created. CESMA participates in the NIS platform initiated by DG CONNECT of the European Commission. WG2 covers amongst others the issues of incident reporting. The Assembly agreed on the participation in the NIS Platform and awaits the results.

The employment for EU seafarers on, preferably, vessels under an EU flag, was an important issue in the discussions. CESMA will do its utmost to convince EU ship owners of the quality of the many candidates who are presently following maritime education and training institutes in Europe. Contacts with maritime universities in Europe is seen as very important also with regard to finding places for cadets on EU flagged vessels in order to complete their education and training and obtain the necessary certificates. The issue of finding capable, English speaking, mentors is seen as crucial, especially on vessels with a multi-national crew.

The General Secretary reports on the activities of the European Nautical Platform which shares knowledge and best practice as well as accident/incident reporting in the field of nautical operation in the area between pilot station and berth. The ENP will present a joint paper during the coming European Maritime Day in Bremen. The European Maritime Safety Agency has shown interest in the activities of the Platform.

The Assembly again shortly discussed the efficiency of life saving equipment on board seagoing vessels including incidents and accidents during drills. It has noticed that little has been changed on existing vessels. It again urges the IMO and flag states to introduce proper legislation to improve safety and design of life saving equipment in order to avoid fatal accidents.

CESMA expresses its appreciation for all the work and efforts which have been performed by the Asociacion Catalana de Capitanes de la Marina Mercante to make this CESMA General Assembly a huge success. Our personal thanks go especially to Captain Mariano Badell who was the "engine" behind this very successful assembly.

(F.J.van Wijnen)