

IALA COUNCIL 75

National matters : France

1. A Directorate-general for maritime affairs, fisheries and aquaculture

On 1st march 2022, The French minister for the sea has launched a new administrative organization for his department : the Directorate-general for maritime affairs, fisheries and aquaculture (french acronym DGAMPA).

This new department results from the merging of the former directorate for maritime affairs and the former directorate for fisheries and aquaculture. For the first time, a single department devoted to the whole maritime, from the fisheries to the transport and the renewable energy, results from this decision.

The finding was that this strategic domain was dealt by a too large number of authorities, with the consequent shattering of missions. Bringing its own competencies, the one about the regal domain, the other on economy, both parts will have a strenghtened workforce together.

Furthermore, it must be pointed out that this new directorate-general takes over the mission related to the harbour masters. DGAMPA has in charge the french policy about all VTS from now on (both coastal and port), and defines the general policy for safety and security issues linked to the ships in ports, and ship's call data systems.

With regard to the IALA issues, the specific competent service within DGAMPA is the directorate for navigation services and enforcement. This one copes with search and rescue, aids to navigation including vessel traffic services, nautical information, harbour masters. As such, it is the main contact for the IALA secretariat. Furthermore and to be comprehensive, this directorate as it's named after, is in charge of the enforcement vessels of the minister for the sea dedicated to the navigation and fisheries control.

2. Soon a H2 oceanic buoy cutter :

The Directorate-general for maritime affairs, fisheries and aquaculture is eager to contribute to the greening of shipping, by ordering, the 11th of may 2022, a new hybrid powered vessel for its buoy cutter fleet.

Largely financed by the European Union recovery plan, the future 60 meters long steel vessel will be fitted with hydrogen fuel cell. This hybrid propulsion will allows the ship to sail for up to four hours on pure battery power, completely emission-free. It will be a benefit for marine protected aeras, and for the urban communities around ports.

By her size and environmental performance, this oceanic buoy cutter will be our flagship. She is due to be launched in 2024 and based on the Atlantic coast.