



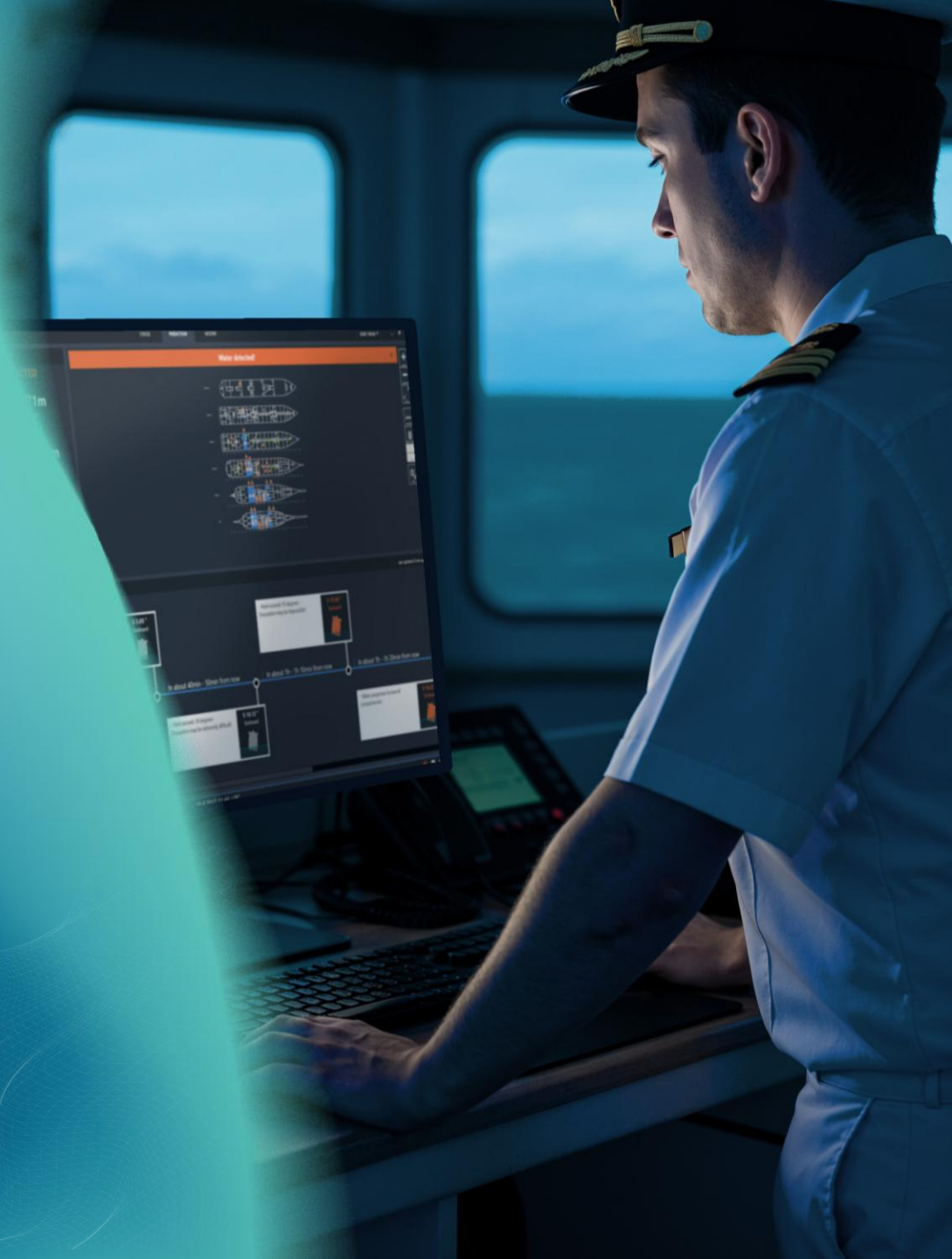
NAPA SAFETY SUMMIT 2026

SAFETY · EFFICIENCY · AUTOMATION

Cruise Ship Emergency Management: Excellence Through Collaboration and Preparedness

Roundtable with 5 discussion topics

Q&A



Moderator



Emmi Helanne

Product Owner, Stability Business Line, NAPA

Emmi Helanne is a Product Owner at NAPA Safety Solutions, focusing on digital tools that support safe and efficient ship operations. With over 15 years of experience in industrial design, technical communication, and product development, she specializes in user-centered digital solutions for complex technical environments. She works closely with customers and development teams to improve collaboration between onboard and onshore operations.



Karin Assev Øyen **Acting Head of Section ERS, DNV**

Karin Assev Øyen serves as the Acting Head of Section for DNV's Emergency Response Service (ERS). With several years in the ERS team specializing in vessel stability, she brings strong operational insight to maritime emergency support.

Her background in Statutory work provides a strong regulatory foundation, while her hands-on experience as a Surveyor at newbuilding yards within the cruise ship segment, gives her a broad and practical understanding of ship design and construction. She holds a Master of Science in Marine Technology from NTNU in Trondheim.

Presenter



Josiah Whitrow

DPA and Loss Prevention, Safety and Quality Superintendent, Hurtigruten Expeditions

Josiah Whitrow is the DPA and Loss Prevention, Safety and Quality Superintendent at Hurtigruten Expedition Technical Services. With over a decade of experience working on cruise ships, Josiah has held various ranks and responsibilities ranging from navigation and safety to environmental duties.

Josiah's academic background includes studies in nautical science in both New Zealand and the United Kingdom, equipping him with a comprehensive understanding of maritime operations and safety protocols. Throughout his career, Josiah has been dedicated to ensuring the highest standards of safety and quality within the cruise industry.



31.3.2026

Cruise Ship Emergency Management

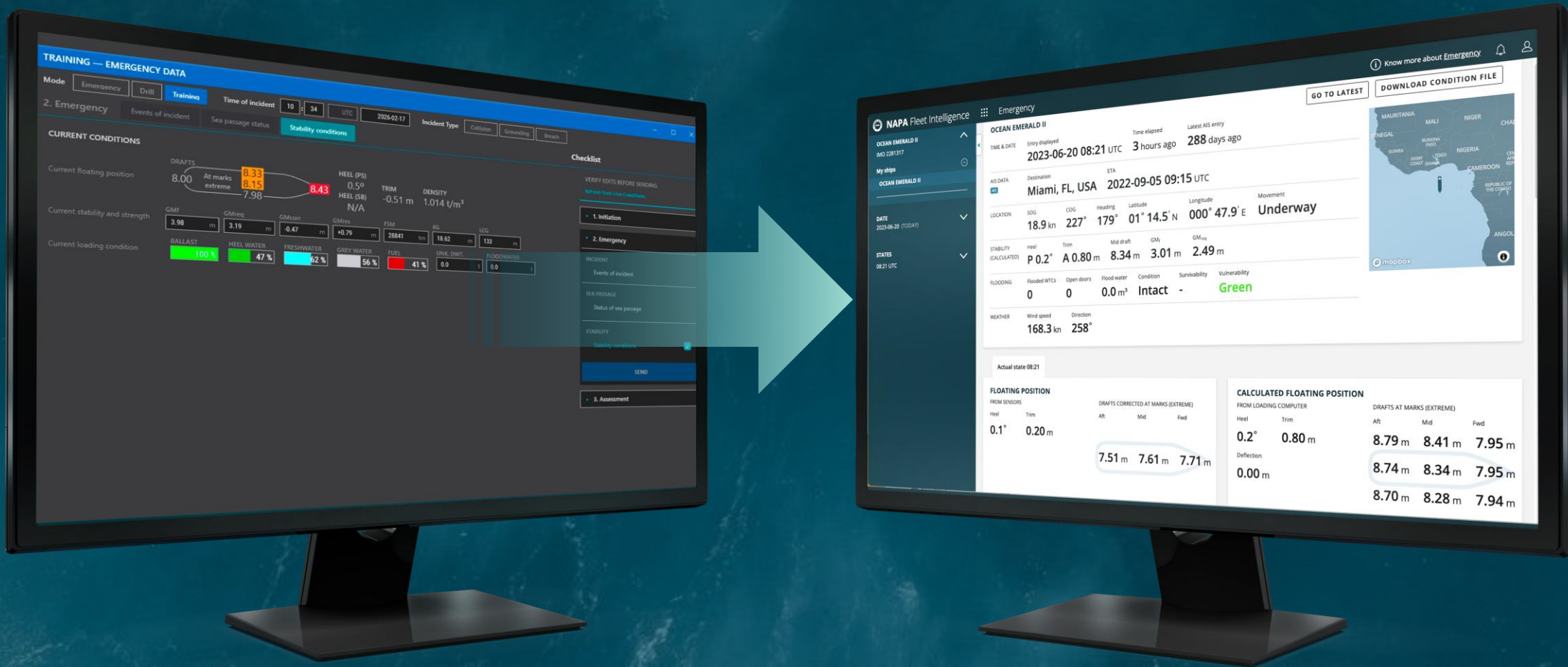


Justus Eckardt

Senior Manager Maritime Technologies, Carnival Maritime GmbH

Justus Eckardt, Master Mariner & Senior Manager Maritime Technologies at Carnival Maritime, is responsible for the nautical project management, crisis management, and procedures related to marine and ship stability for AIDA and Costa. With a seagoing background as a Senior Officer on AIDA cruise ships, and having worked as a Manager for the Fleet Operation Center of Carnival in Miami, Justus joined Carnival Maritime in Hamburg using his experience to drive technological enhancement in fleets under his responsibility, and led the refurbishment of the new Fleet Operations Center for AIDA, Costa, Carnival UK, Holland America Line and Seabourn with his team. Justus is a Master of Science in International Maritime Management and has completed the General Management Programme at ESCP in Paris. In private, Justus is a passionate chef and hunter.

Emergency data flow concept





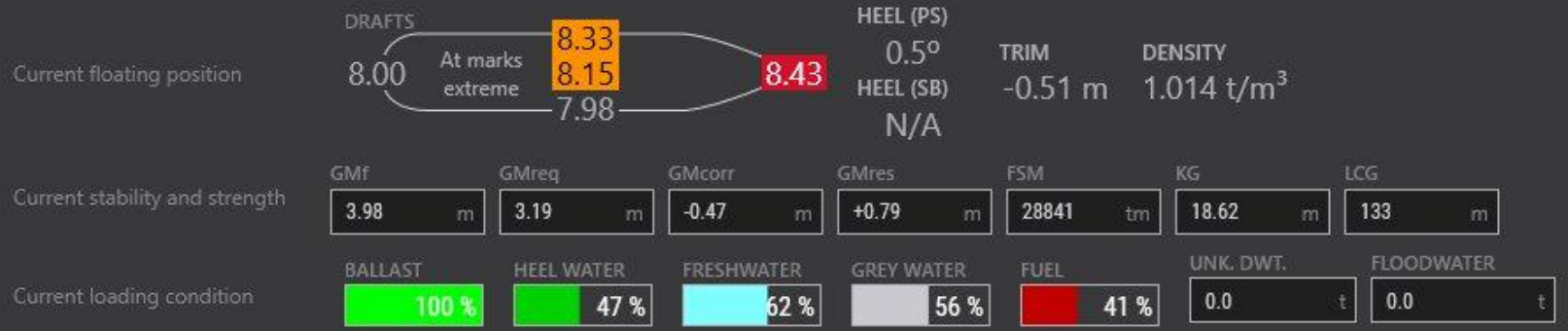
Mode Emergency Drill **Training** Time of incident 10 : 34 UTC 2026-02-17 Incident Type Collision Grounding Breach

2. Emergency Events of incident Sea passage status **Stability conditions**

Checklist

VERIFY EDITS BEFORE SENDING
[Refresh from Live Conditions](#)

CURRENT CONDITIONS



- ▶ 1. Initiation
- ▶ 2. Emergency
 - INCIDENT
 - Events of incident
 - SEA PASSAGE
 - Status of sea passage
 - STABILITY
 - Stability conditions
- ▶ 3. Assessment

SEND



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Cruise Ship Emergency Management

Mode Time of incident : Incident Type

3. Assessment

Checklist

VERIFY EDITS BEFORE SENDING

[Refresh from Live Conditions](#)

▶ 1. Initiation

▶ 2. Emergency

▼ 3. Assessment

COLLISION

- Collided object
- Damage locations
- Additional information

GROUNDING

- Grounding condition
- Seabed type

GROUNDING CONDITION

No grounding calculation available
 Use the Grounding tool from the toolbar to calculate grounding results.

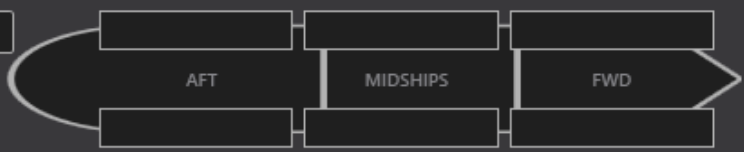
Estimated ground contacts

	FRAME AFT	FRAME FWD	LENGTH	AT DEPTH	GR. FORCE
Contact point 1	▲ # <input type="text"/>	to # <input type="text"/>	over <input type="text"/> m	at <input type="text"/> m	with <input type="text"/> t
Contact point 2	▲ # <input type="text"/>	to # <input type="text"/>	over <input type="text"/> m	at <input type="text"/> m	with <input type="text"/> t

Seabed

NATURE OF SEABED

DEPTH SOUNDINGS



Vessel's movement



Shared Situational Awareness in Cruise Emergencies

How do shipboard teams, shoreside operations, and external experts create a shared understanding of the situation?

What enables trust in decision-making under pressure?

What does “the right information at the right time” mean in the first critical minutes?

Strengths of Modern Cruise Emergency Processes

How have cruise operators developed and matured their emergency response processes?

What lessons from exercises and real incidents have strengthened preparedness?

How are roles between ship and shore clearly defined and functioning?

The industry's current level of preparedness is strong — what are the key factors behind that success?

Flooding & Stability – Operational Core Competence

Why are flooding and stability-related incidents among the most technically demanding situations?
How does stability assessment guide operational decisions?
How are operators preparing for dynamic, evolving damage scenarios?

Emergency Response Collaboration in Practice

When and how are external emergency response experts engaged?
What enables efficient cooperation between operators and response providers?
How can information-sharing further enhance the value of expert support?

The Future of Maritime Emergency Leadership

How are digitalization and real-time data supporting better decisions?
How are training and operational coordination evolving?
What will define “best-in-class” emergency management in 5–10 years?

Q&A

5 mins



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Cruise Ship Emergency Management

Thank you!

Give feedback

Scan QR code and rate the session you just attended so we can improve the event in real time. It takes ~10 seconds.

