



RESOLUTIONS FROM 27th CESMA AGA 6th MAY 2022 - GENOA, ITALIA

CESMA members attending CESMA 27thAGA noted with concern the following seafarers' problems: seafarers who are blocked in the Black sea and the sea of Azov ports, COVID 19 pandemic and its consequences, piracy,safety of ro-ro, ropax and cruise ships, refugees in the Mediterranean, mooring accidents involving approved equipment, continued problem with commercial pressure on shipmasters and safety departments, different practices in simulator training in EU countries, excessive paperwork on board commercial ships and related problems with fatigue and minimum safe manning requirements, decrease of traditional navigational skills, decreased employment of EU seafarers, recent changes in the minimum requirements for sea and port pilots in some European countries and continued accidents with Very Large Vessels. CESMA draws the following resolutions as being of primary importance for shipmasters.

New resolution1:Ukrainian STCW certification

The Assembly notes the dates of validity of Ukrainian STCW certification. CESMA encourages the European Union (EU) Commission to address the expiration of such certification.

New resolution2:Ukrainian seafarers

The Assembly notes that Ukrainian seafarers want to attend maritime courses in European Union (EU) countries. CESMA encourages the EU Commission to address the recognition of Ukrainian STCW qualifications to allow for EU course attendances.

Resolution 3: Covid19 pandemic consequences on crew members and shipmasters

The Assembly noted with concern the serious problems generated by the Covid19 pandemic regards to seafarers and shipmasters in particulars. The situation created new rules in different countries and ports. Crew changes are still delayed due to difficulties to travel for seafarers, despite calls from UN and IMO General Secretaries, despite also the fact that seafarers are in great majority vaccinated.

This could lead to exceptional mental and physical fatigue for seafarers, with possible effects on safety, security and environment and crew management difficulties for shipmasters and the global supply chain.

Even if some European ports already offer the possibility for seafarers to be vaccinated irrespective of nationality, the Assembly strongly requires EU Administration to encourage the EU Countries and EU ship-owners to facilitate the vaccination of seafarers during calls in their ports. The Assembly urges Port Authorities to accept all the vaccines recognised by WHO and to treat vaccinated seafarers the same way as the vaccinated local citizen.

Too often, even fully vaccinated crew members are not granted shore leave. This can come from Port Authorities under a national law, but it could come also from the pressure put by ship-owners on Captains, by considering them responsible in case the virus come on board after a shore leave.

Resolution 4: Criminalisation of shipmasters.

The Assembly again noted that the problem of criminalisation of seafarers and of shipmasters in particular, continues to be a matter of great concern. CESMA requests ship owners and/or operators to always provide

legal assistance and adequate insurance for masters, serving on their ships, in case of an incident as a consequence of which they are detained by local authorities, until, at least, a final verdict has been pronounced. The Assembly was also informed of increasing commercial pressure on shipmasters.

Resolution 5: Shipmasters key role in navigating the ship in VTS control areas.

The Assembly discussed the safety of ships when navigating in VTS surveillance areas and the current trend to restrict the shipmasters' decisions in favour of more authority by VTS operators. CESMA urges European institutions and national legislative bodies to respect the shipmaster's overriding authority as per ISM Code in saving life at sea, the ship and marine environment.

Resolution 6: MASS (Maritime Autonomous Surface Ship).

The Assembly noted the development of autonomous ships and the consequences on seafarers' employability. It noted also that the responsibilities in case of incident are not yet clearly defined. CESMA will remain vigilant on all aspects of autonomous ships and related International Maritime Laws.

Captain D. Dimitrov
President

6th May 2022

Captain H. Ardillon
Secretary General