



## **RESOLUTIONS FROM 28<sup>th</sup> CESMA AGA 19<sup>th</sup> MAY 2023 - VARNA, BULGARIA**

**CESMA members attending CESMA 28<sup>th</sup>AGA noted with concern the following seafarers' problems: COVID 19 consequences, piracy,safety of ro-ro, ropax and cruise ships, refugees in the Mediterranean and the Église Channel, 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.**

### **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. CESMA encourages the EU Commission to address the recognition of Ukrainian STCW qualifications to allow for EU course attendances, which could be a major way against the false certificates.

### **Resolution 2: European Seafarers**

Cesma supports all what can be done to attract and to regain European Seafarers. All regulations which could arise on education, including new fuels and green shipping, employment of cadets, wellbeing, and possibility of transversal mobility, ship / shore and ship type to another.

### **Resolution 3: 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 recommands Captains to subscribe their own insurance to be covered in case of incident when serving on ships. CESMA requests ship owners and/or operators to always provide legal assistance 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 4: 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 5: 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.

### **Resolution 6: Seafarers wellbeing**

CESMA encourages maritime stakeholders to improve the mental health and wellness of seafarers.

**Captain D. Dimitrov**  
**President**

**19<sup>th</sup> May 2023**

**Captain H. Ardillon**  
**Secretary General**