



**MINUTES OF THE 28TH ANNUAL GENERAL ASSEMBLY ON 19TH MAY 2023,
AT THE NAVAL ACADEMY 'NIKOLA VAPTSAROV'
VARNA, BULGARIA**

**ITEM 1: OPENING BY THE PRESIDENT - PRESENTATION OF BOARDMEMBERS. AIMS OF
CESMA**

The Seminar, and then the AGA, was held in the magnificent Planetarium AGA of the Naval Academy. Opening words from President Capt. Dimitar DIMITROV:

Dear Mr Ivailo Marinov, Mayor of District Asparuhovo in Varna,
Dear Flotila Admiral Penev, Deputy Commander of Bulgarian Navy,
Dear Capt. Ivanov, Executive Director of Bulgarian Maritime Administration,
Dear Professor Kalin Kalinov, PhD, Vice-rector Nikola Y. Vaptsarov Naval Academy
Dear Capt. Dalege, President of European Maritime Pilots Association,
Distinguished guests, dear colleagues,

Welcome in the beautiful town of Varna for the 28th CESMA AGA. It was not so long ago, only 15 years ago when CESMA AGA took place in Varna, Bulgaria in 2008. Since then the Board changed several times and now we are back to Varna and only two captains are still present from 2008 – Capt. Giorgio RIBARIC from ZPU, Slovenia and myself. Special thanks to our host the Naval Academy for the excellent conditions where we could discuss our issues and to take our decisions.

The situation in the era is still a little bit upset by the near war between Russia and Ukraine which concerns all the people in Europe and our entire world. We support our Ukrainian colleagues who are restricted to travel and cannot come back to their country, part of it already heavily destroyed. At the same time the economic crisis is making the world more volatile and our future uncertain. In those external conditions ship captains have yet a lot of challenges as passing dangerous areas like here in the Black Sea, piracy areas like Gulf of Guinea, post COVID 19 consequences where ships' crew are afraid of going ashore, some companies are yet afraid of letting the crew to go ashore and that worsens the human wellbeing on board the ships. Alternative fuels, the green deal and necessity the crew to be prepared to use new fuels, to do bunkering and to act in emergency situations are other important issues in front of us and we have to be prepared to do our job.

Our mission to protect professional interest and status of European shipmasters, to promote maritime safety and security, to develop and retain maritime knowledge and to cooperate together with European Institutions and IMO should be pillars in our discussions and resolutions coming out of the AGA.

Yesterday was the International Day of Women in the Maritime Industry declared by IMO. We have among us Capt. Aine Hyde from Ireland who is acting captain. Let's congratulate her and to wish her successful career.

Thanks to all colleagues for coming to participate in our AGA from all parts of Europe and I hope that we shall have fruitful discussions in the benefit of all European captains. With that I declare the 28th CESMA AGA open and hope we to take wise decisions which to be in favour of members of CESMA and all European and worldwide captains.

After these words, there was a seminar with presentations on Green Transition in Shipping, Recent Contributions to Maritime Innovation, Cargo Liquefaction on Bulk Carriers, Marine Environment and Shipping. These presentations will be developed in a special report.

Then presentation of CESMA Board members, and aims of the Confederation.

ITEM 2: ADOPTION OF THE AGENDA

The Agenda was presented by the President of CESMA Capt. Dimitar DIMITROV and adopted.

ITEM 3: ADOPTION OF THE MINUTES OF THE 27TH AGA (GENOA)

Capt. DIMITROV reminded the audience that the Minutes of 27th AGA had been published and agreed by the member associations via e-mail. He asked for any amendments or corrections. The Minutes were adopted.

ITEM 4: COUNCIL MEETING DECISIONS

Vice-President Capt. Mariano BADELL, ACCMM Spain, renewal was postponed by one year to have all Board members reaching renewal date at the same year.

ITEM 5: WAR IN UKRAINE – CONSEQUENCES FOR SHIPMASTERS

Helsinki Ship Masters Association reported the problem with could arise by the presence of a ‘Russian Shadow Fleet in the Baltic Sea’, giving the risk of pollution in case of ship to ship (STS) transfer of oil, crude or product.

For attendees, even if some vessels switched off their AIS, or modified some data on, they were certainly reported when they entered the Black Sea. Danish pilots should have a good estimation of number of vessels actually in the Baltic Sea. Of course this does not decrease the risk of pollution in case of STS which could be very important following the severity of the winter.

However we can, and should, warn our national members to be vigilant, and to report to authorities in case. The letter from our Finish colleagues can be found on the CESMA website (page News).

There are also same problems in the Black Sea, but without proofs. The main incertitude is due to the silence from authorities who probably are aware of.

ITEM 6: COVID 19 PANDEMIC – EVOLUTION SINCE 2022

Officially the crisis is now ended. It seems that all countries have now more or less re-allowed shore leaves for crew members. Following different reports, shore leaves are still some times not granted by shipping companies, which again put pressure on the Captain’s shoulders, how to comply with company requirement and crew demand for shore leave.

Another consequence reported by Capt. Bill KAVANAGH, IIMM Ireland, is the delay cadets (but not only cadets) got during the pandemic, as they were not able to join vessels. In Ireland the curriculum is first year at academy following by second year on vessels. Without any possibility to join a vessel, all

certificates are effectively postponed by 2 years. This, of course, is not for the students only, but also for officers on cruise vessels which were at berth or anchorage for more than one year. These officers, even on board, could not see their time on vessels counting as sea time, and so are retarded to get a better licence and/or to renew their certificates of qualification. He gave an example of a second engineer who could not be certified as chief engineer and so not promoted as well.

ITEM 7: PRESSURE ON SHIPMASTERS

No other new cases were reported by the attendees. Resolution is to be kept as it is. The problem was also talk about during the morning seminar.

ITEM 8: CRIMINALIZATION OF SEAFARERS – PRESENT SITUATION

No new cases were reported by the attendees.

ITEM 9: DIGITALIZATION OF SHIPPING – CHALLENGES FOR SHIPMASTERS

In EMSA organization chart, there is a special department for digitalization. CESMA, when visiting EMSA, discussed the present situation with Maritime Single Window (MSW), and SafetyNet. Despite MSW countries and ports are still requiring documents on papers upon arrival in port.

Masters need training for MSW, but same is also needed for shore side personals involved in maritime industry, which means not only pilots and port authorities.

It will be the same for Notice of Readiness (NOR) with a possible conflict between port requiring vessel to reduce the speed due to an unavailability of berth and the voyage orders received from owners/charterers.

Although contrary to shore side, ship masters have no secretary, and in case of falsification of documents stored on MSW the captain will be held responsible for false declaration.

It is also reported a negative consequence of MSW. In some ports the physical ship agent has disappeared, which could create some troubles to captain when the one would need a sudden help, for hospitalisation of a crew member, or even to buy printer cartridges.

ITEM 10: DECARBONIZATION – RESPONSIBILITY FOR SHIPMASTERS

The item was discussed during the presentations related to in the seminar. However it is well noted that it is the responsibility of the ship master to continuously train the crew, even if a formal training with a qualification certificate is delivered ashore.

ITEM 11: ANY OTHER MATTER

Capt. Damir LAKOS, ZHUPK Croatia and CESMA Webmaster; reported the story of the old vessel TIJAT, which sailed since 1955 in the Adriatic and now declared out of service, and on the association for the preservation of the ship. The full paper will be published in September Cesma Newsletter.

ITEM 12: RESOLUTIONS 28th AGA, VARNA

Resolutions were already discussed during the Council. During AGA, they were discussed again, slightly amended and wording reviewed. They are reported in file 'Resolutions'.

ITEM 13: NEXT AGA INVITATION

Capt. Hans AMMERLAAN, NVKK The Netherlands and CESMA Administrator, reminded the 29th Council and AGA will be held in 2024 at Rotterdam, The Netherlands. CESMA members will be advised in due time.

ITEM 14: CLOSURE BY THE PRESIDENT

President Capt. Dimitar DIMITROV thanked all attendees for their coming and their willing to share their thoughts on all subjects which were discussed. He closed the 28th CESMA Annual General Assembly and thanks again the Bulgarian member of BSMA for the organisation and the hospitality.

EXTRA: After the AGA, all attendees stayed in the Planetarium to follow a course on the stars, the constellations, and the planets, with view on the cell of the Planetarium. Such presentation was very pleasant, and should be of great interest for students. Unfortunately, it was impossible to make photos as the light is not compatible with a night sky.

Captain Dimitar Dimitrov
President

Captain Hubert Ardillon
Secretary General