



**MINUTES OF THE 28th CESMA COUNCIL MEETING ON 18TH MAY 2023,
VARNA, BULGARIA**

Those present:

Captain D. Dimitrov	President, BSMA, Bulgaria
Captain G. Ribaric	Deputy President, ZPU, Slovenia
Captain M. Badell Serra	Vice President, ACCMM, Spain
Captain H. Ardillon	Secretary General, AFCAN, France
Captain H. Ammerlaan	Administrator, NVKK, Netherlands
Captain D. Lakos	Webmaster, ZHUPK, Croatia
Captain I. Conev	BSMA, Bulgaria
Captain W. Martens	VDKS, Germany
Captain F. Marnika	ZHUPK, Croatia
Captain B. Kavanagh	IIMM, Ireland
Captain A. Hyde	IIMM, Ireland
Captain A. Pels	KBZ, Belgium
Captain G. Lettich	CNPC, Italy
Captain M. Giannelli	USCLAC, Italy
Captain L. Triggiani	IYM, Italy
Captain F. Vanoosten	HYDROS, France
Captain B. Rusu	ACNR, Romania
Captain J. Karnincic	ZHUPK, Croatia
Captain B. Vranic	ZHUPK, Chartered Master Mariner, Croatia

The Council is welcomed by the President of CESMA, Captain Dimitar Dimitrov.

ITEM 1: OPENING BY THE PRESIDENT

The President, Captain Dimitar DIMITROV opened the 28th CESMA Council Meeting in the Naval Academy 'Nikola Vaptsarov' in Varna. He expressed his thanks about the previous Council and AGA hold at Genoa, in May 2022, especially to Capt. Marco GIANNELLI who, assisted by members of USCLAC, made the entire organization. Then President thanks Bulgarian Captains from BSMA for the organization of present Council and AGA.

Last year Council expressed the necessity CESMA Board could meet EMSA, which was done last April 2023 at Lisboa by President and Secretary General. The visit gave the opportunity to President to propose experienced Captains for every CESMA Members Associations to cooperate with EMSA, by sharing their experience and knowledge on safety of navigation, future skills of seafarers, safety in use of alternative fuels, maritime spatial planning and other issues of importance in the maritime industry.

Being in Bulgaria, on the coast of Black Sea, President reaffirmed the CESMA support to Ukrainian colleagues, informing the Council that a lot of them are already living in Varna, just to hear the language spoken in the streets.

President had no doubt that the discussions these two days will be on important subjects for seafarers and captains.

ITEM 2: APOLOGIES

Apologies are received from Members not able to come, due to work, economic or personal reasons (Finland-HSF, Portugal-SINCOMAR, Italy-CTPC, Italy IYM).

ITEM 3: PRESENTATION OF COUNCIL MEMBERS

As usual, each council member presents himself and mentions the shipmasters' association and which country he represents. We welcome our Romanian colleague (ACNR) Capt. Bogdan RUSU for first coming to Council and AGA. Also we welcome Capt. Alain PELS who is the new representative for Belgium KBZ.

ITEM 4: RIJEKA ASSOCIATION APPLICATION

Capt. Hubert ARDILLON, Secretary General, informed the Council that on 1st November 2022, CESMA SG received a message from Juraj KARNINCIC for application of the "Captain Association of North Adriatic – Queen of the Sea" to be member of CESMA. On 3rd November, he clarifies the application process:

quote

As it is a new registration, the final decision should be adopted during the next Council, which means that it will not be necessary to pay the registration for 2023. And in case you are accepted, the first fee will come in 2024. Even if you would be able to speak in name of your organisation at the next AGA.

Pse could you refer to CESMA Statutes - article 7 (as below) - and provide, if any, an english version of your Statutes and By-Laws. I think you have already same from CESMA, if not it will be a pleasure to send you.

Article 7 APPLICATION FOR MEMBERSHIP

a) The agreement for membership of those associations which, or individual members who, comply with the provisions of Article 6, will be granted by the Council on basis of a positive vote of two-thirds of its members after they have verified the applicant's willingness to comply with the Statutes and By-Laws.

b) The following information will be provided by the association applying for full membership or associated membership:

- Number of seagoing, shore based or retired shipmasters and other members.
- Names of the president, vice president, treasurer and general secretary.
- The board of the organisation is entitled to ask for the submission of an English translation of the Statutes and By-Laws of the applicant association.

Statutes were received on 18th November.

However it seems that, at least for 2023, the Rijeka Association paid fees to the Croatian general Association, ZHUPK, and by this is automatically member of CESMA. Also, it appeared that ZHUPK was not aware of this application.

And as to be independent member, it is necessary that Rijeka Association be independent from Croatian Association, for the Board Members, this affair should be first cleared by ZHUPK.

And in case Rijeka Association would still like to be independent, then:

- There should be an agreement from ZHUPK
- There should NOT be any fees paid by Rijeka to ZHUPK
- And so, CESMA Council can proceed to a vote for application of Rijeka Association to be member of CESMA.

- But our statutes say: one country = one voice. Which means that ZHUPK and Rijeka would have half a voice each, or that they will make a deal in order to have a join vote.

unquote

Then during the discussion, it appears that it is not yet clear as North Adriatic Association has paid yearly subscription to ZHUPK, meaning that such Association is still member of ZHUPK, as per the six others Croatian Association. Even during the discussion in Council, North Adriatic asked to be member of CESMA. And after questioning, Capt. Juraj KARNINCIC confirmed that North Adriatic Association is still member of ZHUPK. It was then answered that till the “separation” of North Adriatic from ZHUPK is not cleared, such application could not be accepted.

It is then required to ZHUPK and North Adriatic to clear first the situation internally before to be able to send an application of North Adriatic to CESMA. And in any case if North Adriatic is still member of ZHUPK, it cannot be independent member of CESMA.

During the discussion, it was also noted that ZHUPK which means Union of Croatian ShipMaster Associations, it could be legally difficult to accept a new Croatian Association in its name, Country Croatia being already member of CESMA.

ITEM 5: ADOPTION OF THE AGENDA

The agenda was adopted with a modification, items 11 and 12 being reversed.

ITEM 6: ADOPTION OF THE MINUTES OF THE 27TH COUNCIL, GENOA ON 5TH MAY, 2022.

Captain DIMITROV, CESMA President informed the floor that the minutes of 27th Council Meeting had been agreed after the event and already published in CESMA Newsletter. It was sent also by Secretary General several weeks before actual Council. No remark had been reported and the minutes had been adopted unanimously.

ITEM 7: RENDERING OF THE 2022 FINANCIAL PAPERS.

The financial papers were presented by Secretary General.

Income: One Association (LCC, Lithuania) did not pay subscriptions for 2022, and it is for the second consecutive year.

Expenditure: 2022 we paid only half of office rent in Amsterdam, due to an oversight from KCZ. The situation is now solved, and in 2023, we will pay for 1.5 year. Travel Board expenses were just more than half of what was budgeted. However beginning of 2022 was still impacted by the pandemic. Meetings are coming back to normal now, even if it was kept from pandemic that every meeting can be performed either by presence or on video.

News letter: few more than budgeted, and the budget for this post is increased by 200 Euros to comply with the costs from printing company and stamps.

Except CESMA Newsletter post, the budgets for 2023 and 2024 are kept at the same level than previous year.

To conclude the financial papers had been adopted.

ITEM 8: SECRETARY GENERAL’S REPORT

Captain ARDILLON presented the Secretary General’s Report which gives the activities of CESMA in the year 2022.

2022 was still impacted by the virus. As already said while presenting Financial papers, we have still meetings hold on internet. And most probably, this is a consequence of the Covid pandemic, a lot of conferences or seminars are and will be done on site but also on internet. Some time, it could better to follow on internet, as we are so able to follow a conference, to ask questions, directly from home. But of course for the contacts we could have face to face with authorities and shipping deciders, it is less comfortable.

Main questions are concerning skills to be delivered to seafarers: green shipping, cyber security. But also about the news fuels, even if the subject is still on expectation, as safety and operating procedures need to be think about.

However the conferences or discussions we were participating this year were also about a main subject: wellbeing of seafarers. Even if the subject is not really new, this is also probably a consequence of the pandemic. We complained during the pandemic that the seafarers were totally forgotten, which was true. But as there is a large miss of seafarers in the world and mainly in Europe, the question “how to attract youth to become seafarer” is strongly related to the wellbeing at work. The subject is also in relation with the war in Ukraine. Ukrainian and Russian seafarers represent a large percentage of world seafarers. And of course, they are less now allowed to join a merchant vessel, whatever be her flag.

So more need of seafarers, less on the market, consequence is to attract young seafarers, but the youth is more connected with shore, more strict on the conditions of employment, also more involved in the earth protection. The consequence is that skills are very important, and wellbeing or wellness too of course.

We were so able to participate “in presence” to some conferences. Let see the CESMA logbook for 2022. Unfortunately we were not able to meet the EU Commission or Organisation, nor EU Parliamentarians. At least for 2023, we already met mid April EMSA in the Lisbon headquarters.

I would like here to express my thanks to some of our Associations, and it is still the case in 2023, which organize a conference or seminar. And second thanks when they send to CESMA a report for to be edited in the CESMA Newsletter. It is important to do so, because it shows to the CESMA Newsletter readers that we are participating to conferences and able to give our thoughts. And, why not, it could also give one idea to another Association. Subjects are on the table: green shipping, cyber security, news fuels, safety on board and in port, navigation and unmanned vessels.

ITEM 9: INTERNET SITE

Site cesma-europe.org is working well. We have to publish more articles to show what CESMA is doing. Old site cesma-eu.org should be deleted before 26th September, Secretary General being in relation with hoisting company.

The email addresses associated for Board Members are all used. It is proposed for Associations which would like to have an email address (associationname@cesma-europe.org) in order to send and/or receive messages related to CESMA. It is proposed to delete the address cesma-eu@introweb.nl in the forthcoming year.

ITEM 10: STATUTES AND BY-LAWS

There were no proposals of modifications.

ITEM 12: CESMA BOARD

On 4 members, 3 were elected in 2021 and one in 2020. The fifth member of the Board (Administrator) being automatically the one from NVKK due to the fact CESMA is registered in the Chamber of Commerce of Amsterdam is not elected.

As each time there is a change in the composition of the Board, Administrator has to take all steps with Netherlands Administration, it is proposed that this year, normal renewal year for Vice President, same could be extend by one year in order to have next year a vote for full renewal of Board. Proposition was accepted unanimously.

ITEM 11: MEMBERSHIP

It become quite urgent to contact our colleagues from Lithuania and Latvia that are not with us today and same for the two last years. It might be possible to meet at the same time/voyage the Polish Association of Shipmasters

If we look at the first page of CESMA Newsletter, composition of the Board and particularly the paragraph “Advisors”, on the two names, only one is still alive, but without any contact during last years. President Capt. Dimitar DIMITROV proposed to look at for new advisors. To do so it is asked to Associations to propose experienced captains to the Board.

Vice-President Capt. Mariano BADELL informed Council of the new composition of AVCCMM Board, Bilbao, member of CESMA. It is noted that several women are now part of the board. Secretary General will contact AVCCMM in order to know the person who will be in charge of communications with CESMA.

ITEM 13: COOPERATION WITH OTHER ORGANISATIONS.

Secretary General sent invitations to CESMA AGA in Varna to Nautical Institute – unable to come, but President is in contact even if the date of NI AGA is not really possible for CESMA, to EMPA – EMPA President will be with us tomorrow for AGA, to IFSMA – with no answers.

ITEM 14/15: RESOLUTIONS (FROM 27TH AGA & NEW PROPOSALS).

Past year resolutions were discussed and amended, new resolutions are proposed by members to the Council.

See Item 17 “Other Matters” and final resolutions adopted at the end of the AGA Minutes

ITEM 16: INVITATION FOR THE NEXT AGA.

Capt. Hans AMMERLAAN from NVKK, The Netherlands, and Board Administrator proposed next Council and AGA 2024 to be held at Rotterdam, The Netherlands. Dates and places to be finalized, one of the meetings will probably be in Harbour Office of Rotterdam Port. Proposal was adopted unanimously. As usual all CESMA Members will be informed in due time with details.

ITEM 17: ANY OTHER MATERS

Capt. Whilelm MARTENS, VDKS Germany, pointed out the problem “How to attract” in Maritime Sector. Germany and other European Countries need officers on vessels but also in maritime offices, pilotage and all industries related to Maritime Sector. It should be looked at astern to understand how the sector came to this situation. As an example, the internet access on vessels, why is this point still in discussion?

He asked CESMA to focus that point with European Union Commission and Institutions in order to change the working condition, and so the employment of European seafarers.

As there will be a renewal of European Parliamentarians next year, it is probably the good period to contact actual ones on that subject.

Capt. Ivan CONEV, BSMA Bulgaria, made a short presentation of the EU EndorseMe project.

The EndorseMe tool is designed using an easy-to-use database format, to simplify the search and categorisation of information specifically related to Certificate of Competency (CoC) recognition. This is geared towards seafarers across all EU member states, and third countries.

The primary objective of this online database tool is to provide accurate and up to date information, to seafarers, regarding recognition of their CoC status under two categories:

1. EU member state and third country recognition of their certification issued by their national administration; and
2. Their own national administrations' recognition of other EU and third country CoC qualified seafarers.

The platform will have an option to investigate acceptance/endorsement of sea-going certificates. ENDORSEME project aims to identify the problems associated with recognition/endorsement of certificates in a questionnaire-based needs analysis and information based on the investigation of undiscovered areas.

More information can be found on internet: <https://endorseme4seas.com>

Capt. Giovanni LETTICH, CNPC Italy, came back on the Jolly Nero case with the last sentences, not yet executive as waiting from Court of Cassation last decision.

Captain was sentenced to 7 years in jail, Chief Officer to 6 years and Chief Engineer to 4 years.

Capt. Bill KAVANAGH, IIMM Ireland, thanked CESMA for support given to organize in last October 2022 a seminar on wellbeing of seafarers. The seminar was scheduled for 2020 and support was given just before the pandemic arose which postponed the seminar till October 2022.

On 18th May, day of the Council, IMO launched the International Day for Women in Maritime. Council was attended by Capt. Aine HYDE, IIMM Ireland, who is an active captain in the North Sea Offshore industry.

ITEM 18: CLOSURE BY PRESIDENT

Council was closed after 17:00 by President Dimitar DIMITROV after a very fruitful day of debates.

EXTRA: After the lunch break, taken in a restaurant near the Naval Academy, Council members had the opportunity to visit the navigation simulator of the Academy, where there is the possibility to train navigation on a bridge equipped with a 3D view mean, able to project an avatar on the bridge.

Captain D. Dimitrov
President

Captain H. Ardillon
Secretary General