



**MINUTES OF THE 30th CESMA COUNCIL MEETING ON 15th MAY 2025,
LISBON, PORTUGAL**

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 J. Teixeira	SINCOMAR, Portugal
Captain S. Stoyanov	BSMA, Bulgaria
Captain I. Paskov	BSMA, Bulgaria
Captain W. Martens	VDKS, Germany
Captain D. Glazar	ZHUPK, Croatia
Captain B. Kavanagh	IIMM, Ireland
Captain T. Crowley	IIMM, Ireland
Captain A. Pels	KBZ, Belgium
Captain F. Vanoosten	HYDROS, France
Captain G. Lettich	CNPC, Italy
Captain A. Martin	ACCMM, Spain
Captain E. Bergamini	USCLAC, Italy
Captain A. Raggi	USCLAC, Italy

ITEM 1: OPENINGS

After few safety instructions, the Council is welcomed by the President of SINCOMAR, Captain José TEXEIRA.

Welcome to the 30th CESMA Council

It is with great pleasure that SINCOMAR welcome all delegates and guests to the beautiful city of Lisbon. The important milestone reflects our shared commitment to maritime excellence, cooperation and progress. May your time here be inspiring, productive and enriched by the spirit of friendship and collaboration. Many thanks for your presence and we hope you have time to explore the city of Lisbon.

Then the President, Captain Dimitar DIMITROV opened the 30th CESMA Council Meeting in SINCOMAR/FESMAR facilities. He first expressed his thanks to NVKK for organization of previous Council and AGA at Rotterdam last year.

This year is the 30th anniversary of CESMA. The world is changing every day and very fast. We should adjust our professional knowledge. We can also become stronger if we are together. This is the way to adopt in order to help our members to stay the safest as possible.

After having thanked SINCOMAR for their organization, President Capt. Dimitar DIMITROV declared open the 30th Council of CESMA, having no doubt that the discussions will be on important subjects for seafarers and captains.

ITEM 2: APOLOGIES

Apologies were received from Members not able to come, due to work, economic or personal reasons. This was the case for Finland-HSF, Italy-IYM, Latvia-LKKA, Lithuania-LCC, Montenegro-UPKCG, Romania-ANCR).

As per last year, Capt. Mariano BADELL says that he is also representing AVCCMM, Spain.

A special attention was given to the mail received just two days before Council from Italy-CTPC whose new president Capt. Milenia MODUGNO was not able to come as it was scheduled due to an unscheduled accident.

It is noted that as IFSMA and EMPA were invited for the AGA on the 16th May and that Capt. Jim SCORER for IFSMA and Capt. Erik DALEGE for EMPA will be with us this year.

ITEM 3: PRESENTATION OF COUNCIL MEMBERS

As usual, each council member presents himself and mentions the shipmasters' association and which country he represents.

At the end of the presentation, it was observed one minute of silence for the memory of Croatian Capt. Juraj KARNINCIC who passed away in January. Capt. Darko GLAZAR, President of Croatia-ZHUPK said the following words:

Juraj KARNINCIC was born in Bol in 1945, to father Frane and mother Enica (premarital surname Marinkovic), in a family engaged in fishing and shipping. He passed away in 2025.

He completed maritime high school, nautical department, in Split, and higher maritime school in Rijeka. In 1964, he began his long career by boarding as a cadet.

He passed his captain's exam at the age of 26 and was promoted to captain at the age of 31.

He spent most of his maritime career sailing on ships of Rijeka's "Jugolinija", and toward the end of his career, he sailed on ships under foreign flags.

He commanded the training ship *Vila Velebita* of the Maritime School in Bakar, a school with a 176 year tradition.

He was a long-time president of the Association of Captains of the Northern Adriatic and wrote professional articles for various industry journals and online platforms.

With his cheerful spirit and active advocacy for the protection of maritime profession honor and the appreciation of maritime heritage, he was well-loved within the maritime community in Rijeka and beyond.

In his words, from an interview:

"Sailing the sea is an inspiration for everyone. For me, the sea is my love, it is part of my soul, the sea is my profession and I love everything closely connected to the sea and ships. When you're on a ship somewhere on one of the three oceans, you know, sometimes you feel powerless seeing yourself in that vast expanse. But those oceans are also incredibly beautiful, especially at night while you watch the sky, stars, and planets. Recognizing which planet is which, in that moment you can feel like a true ship captain – a captain with confidence in himself, respect for the sea, and love for the whole world..."

ITEM 4: RESOLUTIONS SUB-COMMITTEE

President Capt. DIMITROV proposed to create a sub-committee for to write the resolutions which could be adopted during the General Assemblies. Proposition was adopted unanimously.

The first sub-committee is composed by:

Capt. Bill KAVANAGH, IIMM – Ireland

Capt. Trevor CROWLEY, IIMM – Ireland

Capt. Wilhelm MARTENS, VDKS – Germany.

ITEM 5: ADOPTION OF THE AGENDA

The agenda, as presented, was adopted.

ITEM 6: ADOPTION OF THE MINUTES OF THE 29TH COUNCIL, ROTTERDAM, MAY 2024.

President Capt. DIMITROV reminded that the minutes of 29th Council Meeting had been agreed after the event and already published in CESMA Newsletter and Website. It was sent also by Secretary General few weeks before actual Council and posted again on the Website, Members area. No remark had been reported and the minutes had been adopted unanimously.

ITEM 7: RENDERING OF FINANCIAL PAPERS.

The financial papers were presented by Secretary General.

a- 2024 Papers

Balance of Accounts – Total of both Accounts (Directors and Savings), we see a difference of some 8 000 Euros between December 2023 and December 2024. With no savings in 2024, the difference on quarterly savings' account is due only to the interest in the year.

However, we were able to save 7 000 Euros this year. On December 2024, we have 61 600 Euros on the saving account, to be compared with the 17 500 Euros yearly updated budget. And as we add the 28 500 Euros on director account at the same date that means we have more than 5 years budget on both accounts.

Assets:

11 plaques remaining, in Hans' home and mine, in order to be able to offer one if and when Secretary General and President will visit some Administrations. We have plaques probably for one year more. It will become necessary to see for new plaques: place, model, and cost and how many. Board will work on that next autumn.

Ties: December 2024, remaining 30, and I came with 15 here in Lisbon, we have still 4 of old model. About new model, I think we can wait one year more before to get new. Same model, same manufacturer? Board will work on next autumn too.

Income:

Even if missing one subscription, we are above the figure budgeted.

The subscription missing is still from Lithuania. At last reminder, and this is the third following year without subscription. And today for message for 2025, it was answered that Lithuania will regularize for 2025. Still waiting.

Income on Saving account: 884 Euros of interests. We can note that for the two first quarters of 2025, interests represent already 458 Euros, so we can expect same interest than 2024.

Expenditure:

Office rent: 1 000 Euros for 2024. As usual.

Website: Half than was budgeted. We have costs only with Totohost. The previous address (through provider.nl) seems to be deleted. Officially last time we paid it was for one full year, with an end scheduled for 27 April 2025. And actually I am not able to connect this address.

Banking fees: Just 3 Euros above what was budgeted

Travel board: We were large below the budget. But it is not easy to budget this expense, all being dependant of meetings, colloquiums where we could go. In 2024 it was expenses for travelling to Antwerp only.

Board meeting: was done on video.

AGA: Close to the budget. NVKK needed help in their organization of Council and AGA. Board Members are coming to AGA on account of half to CESMA and half to their own Association.

Newsletter: Stable, depending of the stamps costs.

b- 2025 Amended budget:

Subscription:

Due to the 1 000 Euros above the budget in 2024, I propose, on amended budget, to increase incoming subscriptions by 1 000 Euros to 17 500 Euros.

Of course at 1st of May, it is missing 2 000 Euros. However if we checked last year and the Associations which have not yet paid their subscription, we should again be at 17 500 Euros.

At 1st of May, 5 Associations did not transfer the subscription: IIMMI-Ireland, for whom I know the treasurer was at sea; BSMA-Bulgaria, and answer was that they will transfer soon the subscription; same for ZHUPK-Croatia; and UPKCG-Montenegro and LCC-Lithuania. Probably at end of May, if not received, there will be a 3rd reminder message.

Expenditure:

Website: Decreased as normally Previder will not require any fees. We have costs only with Totohost now.

Banking fees: Actually 73.4J Euros for 4 months, but with a minimum of 16.93 Euros and a maximum of 20.56 Euros a month. Budget increased by 20 Euros.

Miscellaneous: 1 000 Euros to buy the caps we have with us today (paid for 393.13 Euros) and we ordered, a bit too late as we have not with us, some scarfs, colored as per ties, for a cost of 661.80 Euros.

c- 2026 Proposed budget:

Subscription:

Due to amount on saving account, I do not propose to increase the fees, nor to decrease them.

Expenses:

It propose to increase again AGA, because it seems that it is more and more difficult to find sponsors enough to cover the cost of AGA organization.

Of course it is also possible to lower the Travel Board line by 2 000 Euros and to increase the AGA line by same value. That could be adjusted later on when this AGA cost will be fully covered.

To conclude the financial papers had been adopted.

ITEM 8: SECRETARY GENERAL'S REPORT

First of all, I would like to thank those who send me a report, even a small one, after a participation of a meeting in their own country.

This is very important for several reasons:

- When we are informed that you participate to a meeting, it is noted in the log book which is published in the CESMA NL.
- If there is also a report, it could be also published in the CESMA NL.
- When another association read this report or attendance, it could give an idea for to organize or to participate to such meeting on same topic.
- As soon you participate in the name of your association, as member of CESMA, you participate also in the name of CESMA.
- And even if it is a national meeting, it is also important for other associations to know what is saying and/or done in your country.
- As an example, I was last week at the one thousand meeting of the French Safety Commission for Ships in Paris. It was only for French, of course, but I think that what was presented during the

short presentations we had is or could be of importance for European seafarers and captains. I will do a report and it should be published one next CESMA NL.

- Last point, but maybe not least. If you are going to a meeting for your association, and you consider it could be of interest for CESMA members, it is also possible to split the travel expenses between your association and CESMA. Please ask before, and Board will tell you what is possible.

Another point, on which we will come back later in the day, when CESMA Board member or members is or are going somewhere in Europe for a conference, we can take opportunity to hold a small meeting with the local association.

There is no exhaustive list about the topics we are interested of. Of course the main topic actually is the green shipping. This is due to the goal given from EU Commission. But other topics such as security, including cyber security, safety on board at sea and during port stay, as well as in ports and terminals, MASS, unmanned vessels are also on the spots.

About security, it is not very easy to understand and to trust what is saying. Owners, not all of course, say what they are doing, not to transit in Red Sea but along South Africa, but they forget often to say that is depending of the flag of the vessel. So the question is still alive.

Black Sea: where I went, nobody spoke about. It is true that it is in West Europe, and it seems probably that West Europe is not really concerned by.

Baltic Sea: it was on the spot at the beginning of the year. But it seems that nothing strong enough was found against the vessels which were pursued by local Authorities. However the shadow fleet still exists with the associated risks to the environment. And time to time, our colleagues from Finland are sending a message on the subject that of course is of a close concern to Finland.

Last on the subject, I heard, few days ago, that for a vessel loaded with hydrogen, the security is not exactly a problem because those vessels will have not one single hull, even not a double hull, but a three or four hulls design – for temperature reasons. But we saw what happen beginning of the year at anchorage off Grimsby, the tanker was a double hull tanker. And I remember very well that the tanker Limburg was also a double tanker. I am really not sure that a vessel coming perpendicularly at 16 knots or a missile will not break 3 and 4 hulls.

Last years, maybe due to Covid consequences, we were strongly speaking of the well being of seafarers. This is less the case nowadays. Now to speak about human is more to speak about the presence of women on board than on the well being itself, even if we more women on board could bring a better well being.

About unmanned vessels, up to now, each time I went to a conference where this topic is approached, one speak about technical problems, of course, but also about the human, means the decision making. And last April in Paris, during a full day about the drones, all and every speakers, from merchant or military navies, said that there is still a human in charge, mainly for the decision. Probably it is more important for military navies, as the decision to fight (or not) should be taken urgently. But what is important is that for a drone launched in open sea, there should be a human, say a captain, ready to control and to take decision, and most often not very far from the drone.

Another topic: the skills of seafarers, and mainly the upskill or reskill of seafarers. And why upskill or reskill? It is to be able to retain seafarers in a maritime career.

To conclude this report, during the last year, except two or three reporting mainly from Cesma), there was no mention of the criminalization of seafarers or captains.

Next week, CESMA will be present to the European Maritime Days in Cork, however main topics of EMDs are for the environment.

ITEM 9: CAPTAIN BEKAVAC's CASE

Capt. LAKOS, ZHUPK, made a statement on the Capt. BEKAVAC's case. ZHUPK is supporting the family. As CESMA, we already sent a letter to the EU Commission last June 2024. Capt. BEKAVAC, as well as the C/Off – Finish citizen - of the vessel, was condemned at 30 years prison not for smuggling but only on the fact he is responsible, as Master of the vessel, of the cargo loaded.

The case will be discussed again during the AGA – criminalization of seafarers and shipmasters.

ITEM 10: INTERNET SITE

Website is working well. The update of contact lists is a bit difficult to maintain. It is required to all participants to overview if information is good. Corrections will be done if necessary.

ITEM 11: STATUTES AND BY-LAWS

No change was proposed this Council on the Statutes or By-Laws.

ITEM 12: MEETINGS

President Capt. Dimitar DIMITROV proposed to organize biannual or quarterly Council meetings on video. To be able to do, it is necessary to have the personal email address of participants.

These meetings would be concentrated on just a few topics following the maritime news at that time.

The Board will make a study on how to proceed.

It is also proposed to hold a Board Meeting once or twice a year in the site of one Association, and better if done at the same time than a local meeting. At first, Capt. Alain PELS, KBZ-Belgium, proposed the first to be at Antwerp on the 7th October.

ITEM 13: INTERNATIONAL MARITIME HEALTH FOUNDATION

Capt. Bill KAVANAGH, IIMM-Ireland, made a presentation of the International Maritime Health Foundation (IMHF) and IMHF-Expert Panel. Information can be found on <https://imhf-portal.org>.

IMHF publishes the Journal International Maritime Health, a scientific publishing flagship of maritime medicine.

The professional areas concerned are: Maritime medicine, Tropical medicine, Telemedicine, Hyperbaric and diving medicine, Naval medicine, Maritime psychology, Offshore medicine, maritime toxicology, Hygiene problems on board ships, Port health services, Health issues in fisheries, Mental health at sea, Health promotion.

Types or articles: Original articles, Review articles, Case studies, Reports, Pilot studies, History of maritime medicine, Letters to the editor, Miscellaneous, Comments, Announcements.

From 2016 all articles are available on www.intmarihealth.pl. From 2019 the whole issue can be downloaded in pdf from https://journals.viamedica.pl/international_maritime_health.

The STCW Convention is currently under revision. IMHF Expert Panel is part of the workshops. The medical training courses content need to be revised substantially: syllabi for Elementary First Aid, Medical First Aid, and Medical Care, as well as for STCW Tables.

CESMA Members are invited to forward full text of present item to their members and to ask them to submit their suggestions for medical training updates to kavanagh.bill@gmail.com

ITEM 14: RESOLUTIONS (FROM 29TH AGA & NEW PROPOSALS).

Past year resolutions were discussed and amended, new resolutions are proposed by members to the Council. These two new resolutions, proposed by Capt. Wilhelm MARTENS, VDKS-Germany, have subject on Container Stowage and Securing, and on Shore Leave.

Resolutions will be written by the sub-committee created during the Council, and presented during the AGA to be adopted or modified by the Assembly.

ITEM 15: INVITATION FOR THE NEXT AGA.

This year, we the Board have not received a firm invitation for the next 31st AGA. However, Capt. Giorgio RIBARIC, ZPU-Slovenia and Deputy President of CESMA, has already started to investigate in view of a possible organization of 31st AGA in Slovenia.

ITEM 16: CLOSURE BY PRESIDENT

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

Captain D. Dimitrov
President

Captain H. Ardillon
Secretary General