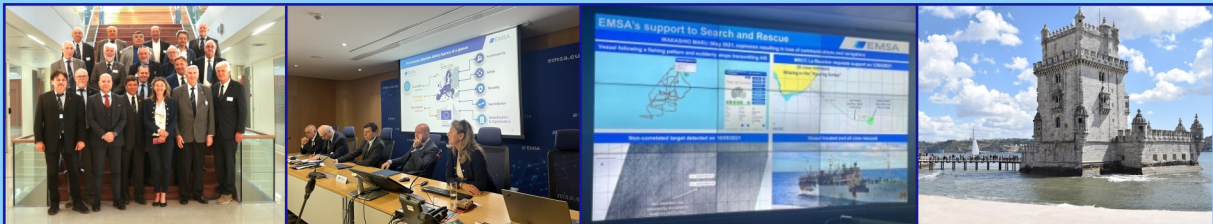




JUNE 2025



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CESMA NEWS

JUNE 2025

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

SECRETARIAT:

**MUNTPLEIN 10
NL-1012WR AMSTERDAM
THE NETHERLANDS
TEL: SEE LIST OF BOARD MEMBERS BELOW
e-mail: info@cesma-europe.org
website: <https://www.cesma-europe.org>**

PRESIDENT:

**CAPT. D. DIMITROV, BULGARIA
Mob: +359 888 340 160
e-mail: president@cesma-europe.org
private: mitko652012@yahoo.com**

DEPUTY PRESIDENT:

**CAPT. G. RIBARIC, SLOVENIA
Mob: +386 31 375 823 Home: +386 56 772 642
e-mail: deputy.president@cesma-europe.org
private: jrg.ribaric@gmail.com**

VICE PRESIDENT:

**CAPT. M. BADELL, SPAIN
Mob: +34 680 321 138 Home: +34 934 089 288
e-mail: vice.president@cesma-europe.org
private: badellmariano@gmail.com**

SECRETARY-GENERAL:

**CAPT. H. ARDILLON, FRANCE
Mob: +33 609 450 057 Home: +33 235 801 505
e-mail: general.secretary@cesma-europe.org
private: hubert.ardillon@gmail.com**

ADMINISTRATOR:

**CAPT. H. AMMERLAAN, NETHERLAND
Mob: +31 646 260 098
e-mail: administrator@cesma-europe.org
private: h.ammerlaan56@gmail.com**

WEBMASTER:

**CAPT. D. LAKOS, CROATIA
Mob: +385 98 433 685
e-mail: webmaster@cesma-europe.org
private: damirlakos@gmail.com**

Opinions expressed in articles are those of the sources and/or authors only

After the LISBON AGA

Last May we held our annual meetings in Lisbon, a maritime city if ever there was one. First of all, the Council in the premises of Sincomar, the association of Portuguese captains which organized these two days. Then on the second day, we gathered at the European Maritime Safety Agency (EMSA) for a day of General Assembly, preceded in the morning by a seminar which allowed us, among other things and discussion, to visit the EMSA monitoring center.

The minutes of the Council and the AGA, as well as the resolutions adopted during the AGA follow this editorial. You will note, as was said at the end of these two days, that next year, it is planned to organize Council and AGA in Slovenia.

However, this will not be the case. In fact, just after the closing of the AGM on May 16, the association of Spanish captains of the Basque province wrote to offer to organize the 2026 AGM. Contact was then made with the AVCCMM, while maintaining the possibility of holding the 2026 AGM in Slovenia and the 2027 AGM in Bilbao. Then unfortunately, Slovenia withdrew from this plan. It is therefore, after agreement from the AVCCMM, in Bilbao that we will meet again in 2026. Even if the dates of course remain to be confirmed, it is likely that the Council will take place on Thursday May 28 and the AGM on Friday May 29, 2026.

Lisbon is historically a maritime city; the “Porto de Lisboa” is traditionally the first Portuguese commercial port, for its unique natural conditions and for its history which merges with that of the country and the city in many respects. The Belem tower, as well as the Discoverers’ monument next to it, represent the centuries of navigation and discovery carried out by Portuguese sailors.



Bilbao is also a large historic seaport. Let us not forget that Captain Elcano, a native of Getaria, not so far from Bilbao in the Basque region, was the first captain to complete the circumnavigation of the world by sea, Magellan, a Portuguese captain, having had the bad idea of ending his journey on the way.

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

MINUTES OF THE 30TH ANNUAL GENERAL ASSEMBLY ON 16TH MAY 2025, EUROPEAN MARITIME SAFETY AGENCY (EMSA) IN LISBON, PORTUGAL

ITEM 1: OPENINGS

Note: On the 16th May was first a Seminar in the morning, followed in the afternoon by the AGA itself. Of course the openings speeches were said before the Seminar. However they are reported in the minutes of the AGA.

Welcome by Mr Peter KIROV, Head of Department 2 – Safety, Security and Surveillance.

Good morning, esteemed colleagues, captains,

It is a great honour to stand before you today at the European Maritime Safety Agency headquarters here in Lisbon and to welcome you on behalf of EMSA's executive director Ms. Maja MARKOVIC KOSTELAC. Today's agenda reflects not only our shared commitment to maritime safety but also our collective ambition to shape a safer, smarter, and more sustainable maritime future.

At the heart of EMSA's mission lies a clear and unwavering goal: to enhance maritime safety, security, and environmental protection across the European Union. EMSA's main mission has always been and will continue to be to address emerging safety and security concerns and to assist in harmonizing standards across Member States.

One of EMSA's greatest strengths is its ability to bring together technical expertise from across the EU and industry. This collaborative approach ensures that every safety issue is examined from multiple perspectives, enriching our solutions and reinforcing our resilience.

Whether it's through supporting the implementation of the Marine Equipment Directive, coordinating amendments to passenger ship safety legislation, or managing the MED Portal and its innovative e-tag system, EMSA is at the forefront of technical excellence and regulatory innovation.

As we look into the future, EMSA is embracing the challenges and opportunities presented by new technologies. Autonomous ships—commonly referred to as MASS—are no longer a distant vision. EMSA has developed a pilot risk-based assessment tool to support Member States in navigating the complexities of MASS, ensuring that safety remains paramount as we innovate. Equally important is the transition to cleaner propulsion methods. EMSA has led the way in addressing the safety challenges of battery systems, shore-side electricity, and the transport of alternative-fuelled vehicles. These efforts are not only about compliance—they are about leadership in sustainability and safety.

Through its participation in EU-funded research projects and advisory boards, EMSA continues to monitor and shape the development of new technologies, ensuring that innovation and safety go hand in hand.

However no technological is viable or doable if we do not put at its very centre the human factor. Having this in mind EMSA also supports the Member States and the Commission in the process of the comprehensive review of the STCW Convention and Code. This review is crucial for protecting the seafarers and addressing the new challenges faced by the human element on board ships. As we look to the future, it's essential to consider the findings of the EMSA studies on MASS and the alternative fuels. They provide valuable insights that can guide us in updating the STCW Convention and Code to ensure they remain relevant and effective. By incorporating these results, we can better equip our seafarers to handle the evolving demands of the maritime industry, ensuring their safety and well-being. This comprehensive review is not just about regulations; it's about safeguarding the people who are the backbone of global trade and transportation.

In today's interconnected world, maritime cyber security has become a critical pillar of our safety framework. EMSA is actively enhancing cyber security awareness and information exchange across the EU maritime domain. From supporting the MARSEC Committee to developing training

through the EMSA Academy, to developing an information sharing platform for cyber security threats in the maritime domain, the Agency is supporting the Member States and the Commission with the tools and knowledge to counter cyber threats.

Moreover, EMSA's role in maritime security inspections and its support for the implementation of EU legislation ensures that our ports and vessels remain secure, resilient, and prepared for the challenges of tomorrow.

Today's agenda reflects the breadth and depth of EMSA's work. From the STEERSAFE study to the safety of alternative fuels and the digital surveillance services showcased during our visit to the Maritime Support Services Centre, we are witnessing firsthand the impact of EMSA's toolbox available to the MS authorities. The presentation by Professor Jorge ANTUNES on sailing practices and fuel efficiency will further enrich our understanding of how operational behaviour influences sustainability.

This CESMA Assembly will provide a platform for dialogue, reflection, and prospective initiatives. It is through such collaboration that we continue to build a European maritime sector that is not only safe and secure but also forward-looking and united.

Let us reaffirm our shared commitment to maritime safety, innovation, and cooperation. EMSA's work is a testament to what we can achieve when expertise, vision, and collaboration come together.

Thank you for your attention and I look forward to the fruitful discussions and insights that today's program will undoubtedly bring.

Then Capt. Antonio CANECO, Vice president of SINCOMAR:

Distinguished guests, esteemed colleagues, and dear friends,

It is a great honor and privilege to welcome you to the 30th Annual General Assembly of the Confederation of European Shipmasters Associations (CESMA^o, proudly hosted this year by SINCOMAR in the historic and maritime city of Lisbon.

This gathering is a testament to the three decades of dedication, collaboration, and leadership in the European maritime industry.

Over the years, CESMA has stood as a strong and united voice for shipmasters, advocating for safety, professionalism, and the advancement of our industry in an ever-changing world.

Lisbon, a city with a rich seafaring tradition, reminds us of the pivotal role that shipmasters have played in shaping maritime history.

From the Age of Discovery to the modern era, navigation, trade, and innovation have always been at the heart of our profession.

Today, as we face new challenges and opportunities, from technological advancements to regulatory changes and environmental responsibilities, we must continue to work together to steer the course for a sustainable and secure future.

This milestone assembly provides us with a crucial platform to exchange ideas, share expertise, and strengthen the bonds between shipmasters across Europe.

I am confident that our discussion will contribute to meaningful progress in our shared mission.

And Capt. Dimitar DIMITROV, President of CESMA opened the day with following words:

Dear Mr KIROV, EMSA Deputy Executive Director, dear Capt. TEXEIRA, SINCOMAR President, dear Capt. Jim SCORER, IFSMA Secretary General, dear Capt. Erik DALEGE, EMPA President, distinguished guests, dear colleagues captains – presidents and representatives of CESMA members,

Gathering together in one of the world's most traditional for the maritime industry cities, Lisbon, we are glad to meet 30th anniversary of CESMA. CESMA was founded in 1995 and represents twenty one shipmasters' associations, as well as a number of individual members, in sixteen European Union and future EU countries. The aims are to represent EU shipmasters at the European Commission and have their opinion heard in the European Parliament.

Article 2 – AIMS (from CESMA Statutes)

The aims of the Organisation are:

- To consider, maintain and protect the professional interests and status of European shipmasters vis-à-vis professional, political, administrative and economical bodies existing in the European Union.
- To work together with the above alluded to bodies in order to improve maritime safety and protect the marine environment in European, adjacent and international waters.
- To work in the best interest of European shipmasters world-wide.
- To promote establishment of effective rules which provide high professional maritime standards and proper manning scales for vessels under a European nation flag.
- To retain and develop the highest maritime knowledge and experience by promoting an efficient and common maritime education and training in Europe.
- To inform the public in the European Union about problems in its merchant navy and those concerning shipmasters in particular.
- To keep members informed about current activities and to seek a common position on all relevant matters.
- To co-operate with all international bodies related to maritime affairs such as IMO, ILO, and IFSMA.
- To assist colleague shipmasters who encounter difficulties in ports within the reach of nations represented by CESMA member associations.

The present challenging political situation in the world with the war in Ukraine and Gaza strip, Red Sea and Gulf of Aden actions of Yemen's Houtis and attacks on shipping, tensions between India and Pakistan, commenced trade war with the rising duties and taxes between countries and regions, restored piracy attacks and robberies in Southeast Asia, Africa and other sensitive areas are creating uncertainty in the world trade, world maritime trade and shipping industry as a whole. On the other side decline in the interest in maritime profession in traditional maritime nations is forcing the shipowners to seek manning resources in new countries without traditions in maritime education and training thus further internationalizing the people on board the ships. Together with many other factors like automation, digitalization, alternative fuels development and implementation the above mentioned trends challenge the shipmasters and their work on board the ships. At IMO there is a process of review of STCW and we expect in coming years amendments to the convention to match the new realities in shipping with the requirements to maritime education and training. The time is coming when shipmasters will have to interact with AI on autonomous ships. The legal framework of that new interaction and responsibilities for shipmasters on board and shipmasters ashore (we believe that the ship has to have always shipmaster, not an operator of the ship equipment or any other person supervising or operating the machinery and equipment on board the ships is still in the very early stage of development and implementation but tests with autonomous ships are done everywhere in the world. And again when the things in one reason or another go beyond the control the shipmasters will be held responsible. We have yet examples of criminalization just because the masters have performed their duties. The present example of our Croatian colleague in Turkey when he himself reported the drug incident before coming to the port and then he was accused of drug trafficking is really a bad add to the maritime profession and hard time for the captain and his family. A case like that could destroy the whole life of the seafarer. Administrative burden on shipmasters, decreased number of crew on board, existing yet watch schedules six on / six off, increased number of inspections from different institutions like flag state control, port state control, environmental inspections, vetting inspections, charterers' inspections and many more turned the shipmasters onto administrators and distract them from their main duty to control and manage the safety and security on board their ships. We all know that certain tasks performed by shipmasters like manoeuvres in ports, fuel and oil transfer operations and other sensitive to the human's life and environment operations require their entire attention. At the

same time the master is doing a lot of routine paperwork and he usually combines his activities in order to cope with the time thus increasing the risk of performing his main activity without proper attention.

We shall discuss during the AGA all those challenges to the shipmasters but it's our duty to express to the maritime industry stakeholders that never mind all the technology on board the ships and AI in the offices in critical situations the success of the maritime industry mainly depends upon the human decisions especially in critical situations and failure of equipment and machinery on board. In the present a lot of colleagues are afraid of using their overriding authorities not to deteriorate their performance status and image in the companies. We have the tool to decide what to do but preoccupied by many things to do we have less time to monitor and evaluate the information and to take the best decision.

I hope, we'll have fruitful discussions and at the end of the AGA we'll take our important decisions and resolutions in favour of European shipmasters and seafarers in general. Being in the heart of the European institution responsible for the safety and security of shipping in Europe we have the unique chance to discuss our problems with the experts advising EU politicians and legislators and to cooperate with them to make life of the captain on board better and to make maritime industry safer and more secure.

I declare the 30th CESMA AGA opened and I wish all the participants and guests good time in professional and personal direction.

All Council Members present yesterday for the Council are still present, plus some Portuguese captains members of SINCOMAR.

After having welcomed those present and declared opened the AGA, the President Capt. Dimitar DIMITROV thanked the Secretary General of IFSMA, Capt. Jim SCORER and the President of EMPA, Capt. Erik DALEGE for their presence at the AGA and let then to say some words.

Capt. Erik DALEGE spoke about the MASS, that is an important concern for pilots, noting that MASS do not seem yet to be enough competitive in terms of safety for manoeuvring in ports.

Capt. Jim SCORER came on the criminalisation of seafarers, and captains that is a great concern for IFSMA as well as for CESMA.



ITEM 2: ADOPTION OF THE AGENDA

The Agenda is presented by the Secretary General Capt. ARDILLON, and adopted.

ITEM 3: ADOPTION OF THE MINUTES OF THE 29TH AGA (ROTTERDAM)

President Capt. DIMITROV reminds the audience that the Minutes of 29th AGA had been published in CESMA News, and agreed by the member associations. He asks for any amendments or corrections, none being issued, minutes are adopted.

ITEM 4: INTERNATIONAL MARITIME HEALTH FOUNDATION (IMHF)

Capt. Bill KAVANAGH made a Secretary General second presentation (after the one during the Council) of the IMHF and IMHF-Expert Panel (see Council minutes for full presentation).

It has to be noted that doctors being member of the IMHF are giving their time on a voluntarily base to improve the health of the seafarers. An application for mobile phones has been developed in Norway and is for free for downloading. Following Capt. KAVANAGH advice, the app is very easy to use, with simple questions and answers to proceed to diagnostic. Of course that does avoid calling a doctor for a medical advice, but it will help to be able to answer to questions when calling. It is downloadable on the app store: Mariners Medico Guide.

Information can be found on <https://imhf-portal.org>.

ITEM 5: COUCIL MEETING DECISION

A sub-committee for writing resolutions was created. After elaboration of resolutions, the sub-committee will meet (email and/or video) next week to finalize them.

ITEM 6: MATTERS DISCUSSED – RELATED WITH RESOLUTIONS

Criminalisation of seafarers and shipmasters

Galaxy Leader: Crew is now free, but it could be noted that this is the first time that we see IMO helping the families of crew members.

Capt. BEKAVAC: Capt. LAKOS came back on the subject. ZHUPK supports the family of Capt. BAKAVEC. ZHUPK had attending meetings with Croatian government on the subject. However, quite nothing could be really said, as this is also a diplomatic work. As CESMA we could have a contact, but depending of the lawyer in charge of the case.

For Capt. SCORER, IFSMA, we should have a very clear single line of attack. IFSMA is part of a group with INTERMANAGER, ILO, and ITF. ITF knows how to do, if possible of course, to have Capt. BEKAVAC returning back in Croatia.

The Croatian unions are involved also and they have more power.

But the vessel is managed by a Turkish company, and we cannot forget the diplomatic side.

Capt. LETTICH, CNPC-Italy, gave a short report on the JOLLY NERO case.

In August 2024, the reasons for the Supreme Court's ruling in the second trial regarding the Jolly Nero incident were made public, which acquitted all defendants. The accusation was, as the employer, for not having foreseen the incident. The incident was not foreseeable. Among the defendants were the harbour master, the chief pilot, and the designers of the tower. The first trial concerned the manoeuvre of the ship and concluded on October 4, 2023, with the conviction of the Captain to 7 years in prison, the Chief Engineer to 4 years in prison, and the First Officer to 5 years in prison. All other defendants, including the Pilot, were acquitted. The verdict is enforceable. The Captain, a member and insured for many years with Collegio Capitani, will serve his sentence under house arrest for health and age reasons. The Chief Engineer will also serve his sentence at home, as under Italian law a sentence of less than 4 years does not require imprisonment.

The first officer received a 5-year sentence and is serving his sentence in the prison of Cagliari. The third trial has started and concerns the incorrect certificates issued by the Maritime Authority

and the Classification Register for the ship, following inadequate inspections. After the two trials concerning the ship and the port, further investigations can be conducted on manoeuvring and responsibilities aboard the ship. It is noted once again that the reconstruction of incidents is carried out through instrumentation, which is increasingly sophisticated and precise today, such as VDR and AIS. It will be necessary for the Category of captains to deepen these issues.

Capt. LETTICH, CNPN-Italy, Spoke also about an incident occurred aboard Italian ferry AF CLAUDIA.

On April 24, 2025, in the port of Patras aboard the Italian ferry AF CLAUDIA, an incident occurred resulting in the death of a crew member of Greek nationality. A crew member, a Greek stewardess, was walking on the ramp outside the lane reserved for people while talking on her mobile phone with earphones. She paused on the ramp just as a rolling vehicle was backing up, which struck her and caused her death. The Italian captain who was in the cabin at the time of the incident, as well as the first officer, and the sailor, all of Italian nationality, were immediately taken by the Greek police, handcuffed, and taken to jail. After 5 days, the three crew members were released; the trial will take place in a few months. An important document was the video footage from the garage at the time of the incident, which clearly showed the dynamics of the situation and the complete innocence of the captain and crew members.

The commander is a member of Collegio Capitani who immediately assisted him. The commander is insured with Collegio Capitani under an insurance policy from Collegio Capitani and immediately had a lawyer and a translator available. This was also done in accordance of 'resolution 6' of the AGA of the Cesma in May 2024 to address this: "CESMA recommends that captain obtain their own legal insurance to protect themselves in case of any incidents while serving on ships. Additionally, CESMA recommends shipowners and/or operators to always provide legal assistance to shipmasters who are detained by local authorities due to an incident, until a final verdict is reached. The Assembly is also aware of the growing commercial pressures faced by shipmasters".

Capt. PELS, KBZ-Belgium remarked that only shipmasters are put in jail immediately, never an airplane pilot or a train driver.

Red Sea and Gulf of Aden

The resolution slightly modified (wording) from last year is adopted.

Container Stowage

New resolution on the subject was adopted. It is on the floor at IMO actually.

Shore Leave

New resolution on the subject was adopted. It is noted that companies do not prohibit shore leaves that could be contrary to MLC. But following the testimonies from active captains, it is often made reference that if crew members were on vessel at a time, the duties could have been done faster.

Maritime Single Window (MSW)

New resolution also on MSW that does not work efficiently as it should be. There are still too many small differences between European countries, or even between ports from a same country that increase considerably the administrative work for captains.



ITEM 7: OTHER MATTERS

It could be foreseen to come back to EMSA, Lisbon, on a two-year base in order to discuss of one or two topics that could be defined before by the Council.

President Capt. Dimitar DIMITROV informed the participants that IMO Goodwill Maritime Ambassadors' Scheme for promotion of the maritime profession at IMO had been terminated. He proposed CESMA to initiate in EU Commission and EU Parliament similar scheme for EU Goodwill Maritime Ambassadors as the IMO scheme was successful and thus maritime profession could be promoted among young Europeans.

NEXT AGA INVITATION

It is reminded to all Members that in 2026, the idea is to organize the 31st AGA in Slovenia. Deputy President, Capt. Giorgio RIBARIC, ZPU-Slovenia, will investigate. And a final decision will be taken very soon with exact place and dates.

CLOSURE BY THE PRESIDENT

President Capt. Dimitar DIMITROV closed the 30th CESMA Annual General Assembly and thanks again EMSA and SINCOMAR-Portugal, especially Ms. Radina RUSSEVA, EMSA Policy Adviser and Capt. Antonio CANECO, SINCOMAR Vice president, for the organisation and the hospitality.

Captain D. Dimitrov
President

Captain H. Ardillon
Secretary General

RESOLUTIONS FROM 30th CESMA Annual General Assembly

16th MAY 2025 – LISBON, PORTUGAL

CESMA members attending CESMA 30th AGA noted with concern the following seafarers' problems:

Wars in Ukraine and Gaza and the consequences such as attacks on merchant ships in the Red Sea, Gulf of Aden, Arabian Gulf, and Northern part of Indian Ocean accompanied by capturing ships and taking crew as hostages

Shortage of European Union (EU) officers and still actual difficulties to obtain visas for non-EU seafarers; piracy, safety of ro-ro, ropax and cruise ships; refugees in the Mediterranean and the English Channel; and mooring accidents involving approved equipment.

It was also noted the different practices in simulator training in EU countries; the excessive paperwork on board commercial ships and related problems with fatigue and minimum safe manning requirements; the decrease of traditional navigational skills; the minimum requirements for sea and port pilots in some European countries; the development of Maritime Autonomous Surface Ships (MASS); the shipmasters key role in navigating the ship in Vessel Traffic System (VTS) control areas; and the continued accidents with Very Large Vessels.

CESMA notes that bridge alarms have almost doubled over the past two decades. CESMA supports the guidelines regarding the management of distraction-causing devices on board ships as stated by BIMCO, INMAREST, The Nautical Institute and InterManager.

CESMA encourages the EU Commission to address the recognition of International STCW qualifications to allow for EU course attendances, which could reduce the number of false certificates.

CESMA has developed and agreed the following resolutions and considers them to be of primary importance for shipmasters:

Resolution1: Red Sea and Gulf of Aden.

The Assembly, having noted the risks and dangers when navigating in the Gulf of Aden, Red Sea, Arabian Gulf and Northern part of Indian Ocean and considering also that merchant vessels are not equipped, even with security guards on board, to react to an attack by missile or drone, asks the EU Commission of Transport and EU States Flag Authorities to do all possible to ensure safe passage in these waters. CESMA also asks European Owners to not require their vessels to transit via such areas until the conflict ends and when the areas are considered to be fully safe for navigation. The Assembly also urges EU diplomatic and military bodies to do all possible to return EU seafarers taken as hostage to their homes.

Resolution2: Crew member visas.

The Assembly, considering the difficulties in providing crew visas to non-EU Seafarers joining and leaving their vessels when in the EU, and in order to observe and recognise the Maritime Labour Convention (2006) (MLC), urges EU State Authorities to recognise seafarers' entitlements for repatriation under seafarers' employment agreements. Consideration should be given to the creation of a visa in the similar manner to that of the combination C1/D visa being issued by the US State Department, Crewmember Visa.

Resolution3: Transport of Lithium-ion Batteries and Electric Vehicles (EVs).

Following numerous fire incidents attributed to sudden self ignition of lithium-ion batteries reported on vessels, and the associated risks to seafarers, the Assembly urgently requires the EU Commission of Transport, jointly with EU States Politics and Industrials, to cooperate with International Organisations, such as the International Maritime Organisation (IMO), to regulate the transport of such batteries, especially in Electric Vehicles (EVs). Meanwhile, there are available

guidelines from the European Maritime Safety Agency (EMSA) and Classification Societies; and the Assembly encourages all parties involved in the shipping and transport of EVs to use these guidelines when developing and implementing internal procedures for transporting EVs and other Alternative Fuel Vehicles (AFVs).

Resolution 4: European Seafarers

CESMA urges EU institutions to adopt programs that support maritime professions in order to attract and to retain European Seafarers. European policy should be harmonised on education, including new fuels and green shipping, the employment of cadets, and ship/shore and ship type mobility. The improvement of mental health and wellbeing of seafarers is one of the solutions to attract and retain younger EU Seafarers.

Resolution 5: Criminalisation of Shipmasters.

The Assembly acknowledges that the issue of criminalising seafarers, especially shipmasters, remains a significant concern. To address this, CESMA recommends that captains obtain their own legal insurance to protect themselves in case of any incidents while serving on ships. Additionally, CESMA recommends ship owners and/or operators to always provide legal assistance to shipmasters who are detained by local authorities due to an incident, until a final verdict is reached. The Assembly is also aware of the growing commercial pressures faced by shipmasters.

Resolution 6: Container Stowage and Securing.

CESMA notes that thousands of containers are lost overboard each year. CESMA urges the EU Commission to raise the problem with International Maritime Organisation (IMO) so that the requirements of the Safe Practice for Cargo Stowage and Securing (CSS Code) are implemented and that safe securing of containers is certified by an official authority such as a port authority or competent organisation before vessels depart port.

Resolution 7: Shore Leave.

CESMA notes that seafarers' health and wellbeing are being affected by the restriction of shore leave. CESMA requests the EU Commission to raise this issue with the appropriate stakeholders in order to provide for shore leave arrangements for ships' crews.

Resolution 8: European Single Maritime Window.

CESMA notes that the European Single Maritime Window is not working as effectively or efficiently as originally envisaged. CESMA urges the EU Commission and all member states to harmonise all ship entry documentation requirements for all European ports.

Captain D. Dimitrov
President

16th May 2025

Captain H. Ardillon
SecretaryGeneral

EUROPEAN SHIPPING SUMMIT 19TH/20TH MARCH 2025 – BRUSSELS

European Shipping Summit (ESS) 2025 took place in Brussels, Belgium in the Royal Museum of Fine Arts, where CESMA, President DIMITROV and Secretary General ARDILLON attended. The summit was organized by European Community Shipowners' Association (ECSA), and SEA Europe (Shipyards' and Maritime Equipment Association). There were three main topics: environment, industry and people.

On the first day, there were four sessions with a choice of three presentations on above topics. The following report is covering only the sessions we assisted.



1- WELCOME SESSIONS

Industry: Towards a Competitive EU Maritime Industrial Strategy. By ECSA, Sea Europe & European Dredging Association (EuDA)

The president of ECSA, started with the following remarks:

- EU shipowners, shipbuilders should remain competitive internationally
- EU shipping – asset to Europe, ensures all the industries including vital ones like food industry
- Time for urgent actions in taxation
- Investment in clean fuels – 9 billion Euro
- New skills and education for seafarers, digitalization: priority to the maritime industry
- Collaboration between industry and educational institutions
- Transferring the industry into green and digital transition of shipping, around 250 000 people should be reeducated and reskilled till 2030

Deputy Director-General of **DG GROW**, European Commission spoke about:

- Competitiveness, prosperity, security
- Craftsmanship in shipbuilding and equipment production
- Rampant competition from Asia
- Clean vessels are more expensive to buy and operate
- Issue of labor force – training, aging of EU seamen
- Net zero industry act – alternative fuels
- 100 billion investment to support EU clean industry
- Tech EU Investment program – EU Commission and private companies cooperation
- Reduce of reporting requirements
- By end of 2025, there will be a new EU industrial manufacturing strategy and a new maritime industrial strategy

Director of **DG Move** European Commission added the following:

- European Commission want to close the innovation gap with USA and China
- New maritime industrial strategy – to develop in Europe the types of ships Europe needs

For Director General of **Fuels Europe**, Europe needs to produce its own new fuels.

There are projects on renewable fuels, many refineries already invested and produce renewable fuels, the strategy for transition to renewable fuels needs investments, regulatory stability. There is not enough biomass for production of renewable fuels or low carbon fuels as supplementary measure.

Executive Director Greece and Middle East, **EUROMAR** said that flag state Portugal adopted measures to promote shipping. Europe needs strategy to return the EU owned ships under EU flag. Most of the flags of convenience are controlled by USA.

For the Secretary General of **Sea Europe**, in Europe we still have craftsmanship, knowhow and experience in shipping and equipment manufacturing.

On the demand side of the equipment production industry, there are sustainable ships, digital ships. On the supply side, there are needs for massive investments

The Secretary General of **EuDA** said that we should counteract against protective measures from USA and China.

People: Shipping and the Drugs Trade – Continuing the Fight against Organized Crime and Illicit Trafficking. **By World Shipping Council (WSC) & European Community Association of Ship Brokers and Agents (ECASBA)**

Years ago, drugs were already on live. Over the past couple of years, significant steps have been taken at industry, national and EU level to strengthen the security of maritime supply chains and to organize a more coordinated response across government, law enforcement and industry.

There are more and more seizures in delivery ports, of course, but it is necessary to continue to think on the weak links of these drugs, arms and human trafficking. There is a permanent research of new routes for trafficking, including a diversification of routes from Africa to Europe, via Spain or Malta in secondary ports. Main countries of origin are Ecuador, Colombia, Brazil, Costa Rica, Peru and Suriname.

We should work together, shipping companies and administrations. The most important is to share the information, and the consequence is also to be more precise on the information needed. One of the solutions to improve the task could be the implementation of ISPS code in small ports.

Young people should have more attention, which is not so easy with teenagers, in order to not enter in this illegal trafficking.

Synthetic drugs represent a new and stronger problem: products can be generated in every country, and the level of production can be greater. The attractive price of such products, at first, is a big danger for the young generation. The most important operation consists of prevention.

2- MORNING SESSIONS

Industry: Shipping anchors the EU's Future. **By Union of Greek Shipowners (UGS)**

Mr. Ioannis Vrailas, **Ambassador Permanent Representative of Greece to the EU** opened the session with following remarks: We should strengthening Europe. Shipping is strategic asset to Europe. However still many key people cannot make the difference between ships / chips / sheeps...

Mr. Charles Michel, **President Emeritus of EU Council** said words resumed as:

- Digitalisation – needs effective partnerships
 - Trust, trade, itransformation
 - Unity, ambition, consistancy
 - Strengthening of EU competitiveness, security
 - Defence – investment
 - Security –
 - Shipping – key driver of competitiveness and innovation – less burocracy
 - Trade – shipping is global industry and needs global regulation
 - Investment is no longer option, it's necessity
 - Productive and strategic investment
 - Development of EU capital market – cross border investments

Then was a video presentation from UGS about importance of shipping: Shipping moves the World, which can be seen on www.youtube.com/watch?v=32m6RKBfsPI

The Shipping Director of **Transport & Environment (T&E)** spoke about the transformation of other economic sectors that drives the transformation of shipping. Also fossil fuels should be changed with other fuels, and then ships have to adjust to new realities.

Energy that the shipping industry needs for itself should lead to reduce dependency of Europe from low cost energy supplies (such as Russia).

For the Secretary General of **UGS**, the shipping, even being a 24/7 service on liner and bulk trade, is declining in EU in favor of East Asia. That creates serious burdens on small and medium size shipping companies.

The greening of shipping should go together with its competitiveness. There is an urgent need for green energy strategy.

EU innovation fund should be used to bridge the gap between prices of green and traditional shipping fuels.

There is also a need for measures from EU Commission to fight against the decline in EU shipbuilding and ship repair industry.

The Head of Unit for Mobility, **EU DG CLIMA**, added on what is needed and/or under way:

- There is an Regulatory certainty about clean fuels
- Global measures about regulations of greener shipping
- Hydrogen bank – financing from Innovation fund
- Clean industry deal
- Sufficient production of alternative fuels in Europe and third countries
- Sustainable transport investment plan
- Port strategy

EU industrial maritime strategy: holistic approach, industrial resilience, strategy for existing fleet. Then, EU will retain its share in shipping.

People: Closing the talent gap – how to empower diversity leadership in shipping. **By Danish shipping**

2021: female represent 1.2% of seafarers, most of them in the rating sector.

For Mrs. Petraki President of **WISTA International**, there is a progress, absolute figure

because there are more seafarers and relative figure because the percentage is also increasing, and not only on vessels, maritime sector ashore too. The mentality changes, the new generation works willingly with female seafarers. This represents a benefit at work for everyone.

Following Mrs. Jorgensen, Vice President, **Hafnia** (Tankers Company) was employing 2 females in 2019 and around 500 actually, about 10% of total crew. To achieve that, Hafnia is proposing shorter contracts for women with young children. This is more attractive, and this is also good for the living atmosphere on board.

Mrs. Ioannidou, **EU DG MOVE**, told that there is a progress, slow of course, but permanent progress. There is a real understanding in the industry to attract women. But we should work together: industry and administrations to make regulations more attractive.

Education starts before to enter in shipping school, said Mrs. Meijer, **Nautilus**. We must stop violence on ships. However it seems, for Mrs. Petraki that young are more and more violent actually.

There are almost no female captains of river boats. And same, we can note that in Greece, maritime country, there are no female pilots or captains of small boats, which could be easier for women as closer of shore and of places to live.

3- AFTERNOON SESSIONS

Industry: Maritime Security in the Red Sea: Challenges and Strategic Responses for current and future threats. **By German Shipowners Association (VDR) & French Shipowners Association (ADF)**

Actual crisis is such a life-size exercise. It is a proof that cooperation between merchant and military navies is possible.

For MICA & MSCIO (which relieves MSCHOA), there are three concerns.

1st: Piracy. In 2023: 28 events, and in 2024: 60 events. We can note that a majority of events were in GOG.

2nd: Red Sea. The Houthi rebels affect considerably the trade. More than 700 weapons were sent against transiting vessels, even if it is more a matter of propaganda as only few shoots were successful.

However 120 vessels were seriously hit or approached. And the ASPIDES mission was involved in more than 300 close protections, with more than 20 opening of fire.

3rd: Drug trafficking

Following **NATO** representative, security is not a local problem, but a global one. Incidents are increasing in Baltic Sea. It could be added North Sea and North Atlantic Ocean due to the presence of Russian vessels and the shadow fleet, even if those areas are monitored by the navies; the Black Sea; Syria; and Egypt.

Concerning the Baltic sea, the new threat is on communication cables. And due to the important presence of the shadow fleet, there is an important risk of environmental disaster.

To have a good cooperation merchant / military, communication is very important. It allows building partnership when we have no problem to be ready when problems occur.

For **shipowners**, there is a large difference between two threats: piracy, for money; and political reasons such as Galaxy leader. But in both cases, it costs a lot of money and the expectation is not optimistic.

The security plans are not covering that – see Black Sea. Even if crews are instructed, educated and trained. This is not only Red Sea, several areas are concerned elsewhere. We have to rethink our procedures, our strategies.

About the prospective in Red Sea, it should be noted that Houthis rebels know nothing but war; and they are supplied by Iran. Of course actually, threats are focused on Israel vessels or US Navy.

One of the consequences is how to explain to young people, and how to attract them?

At last, shipping should be supported by politics.

Last words from **MICA**, the shadow fleet is estimated over than 700 vessels, not included the ships to ship operations. And nothing can be performed against if these operations are conducted in international waters, no inspection nor controls.

People: People at the Helm: Navigating the Future of Shipping. By ECSA, European Transport Workers' Federation (ETF) & International Chamber of Shipping (ICS)

The future of Maritime Jobs, following the Vice President ECSA needs transformation of people due to the transformations of technology. It calls reskilling and upskilling for workers.

EU transport sector is suffering lack of people, and aging workforce, there is so a need to invest in maritime education, that means grants, and training programs.

There should be a strong collaboration of EU with IMO and ILO, in order to have fair competition, promotion of safety, empower of current seafarers to ensure them long term career.

For the Secretary General of **ICS**, The most important topics are decarbonisation, digitalization, and technological innovations. In April, there will be the approval of changes in MLC at ILO, Geneva.

Automation and alternative fuels drive the innovation of the maritime industry; they need proper education and additional qualification. That should give clear attractive career pathways

For **EU DG MOVE**, about the seafarers issues from MASS, Europe has to be leader in STCW revision.

Senior Director, Policy Analyst, Social Affairs and Finance, **ECSA**, spoke about the change of the culture due to transformation of the industry, and the need to renew education on soft skills, and leadership.

The Director of employment affairs, **ICS**, came back on COVID issues, and the protection of seafarers on board.

The Senior Lead on Human Competency at **LR's Decarbonisation Hub**, dais words about the ship design issues with ammonia and hydrogen as maritime fuels, associated with the training and new competency requirements for either ship and shore staff, on the special training how to use safety equipment, distance safety protocols, and automatic monitoring. We should have also the material compatibility of ammonia to materials on board.

To short it: Green vessels mean Green jobs.

The report from BIMCO/ICS shows, for 2025, 90000 seafarers' shortage. There is a need of communication, cohesion and collaboration between stakeholders to solve the problems with seafarers. Also we have to be aware of the cultural differences on board the ship.

Senior Policy Officer for Maritime Transport, **ETF**, pointed out the complexity of solutions and challenges, for environmental sustainability and for social sustainability.

4- CLOSING SESSIONS

People: Decarbonisation Beyond Technology: The Power of Human Action. By European Tugowners Association (ETA) & European Maritime Pilot Association (EMPA)

EMPA proposes three ways on decarbonisation:

- To enhance new procedure on logistics; as an example, vessel arriving port at full speed then anchoring because berth still occupied
- To lower emission from our own boats
- Training of crew means safety of pilot

The pilot boat at full speed is not required at all times. For that, we need better collaboration and communication between pilots, tugs, berths, and agents. These are the keys.

There is also the problem of tendering Notice of Readiness (NOR), on her arrival a vessel should tender the NOR – of course when in laycans – and then same vessel will proceed to anchorage, waiting time being paid by terminal. If the rule changes, it will be possible for vessel to adjust speed in order to not wait and at the same time to lower the emissions.

For **ETA**, even if new fuels are coming, there are not so convenient. We need to change the people attitude, and cooperation with pilots is the key. With better cooperation and communication we can optimize the movement of the vessels.

We could check the port organization by exchanging with other ports in Europe to decrease the emissions.

As an example, there is in a European port a new tug with the on-live consumption directly indicated on the bridge. With an experienced tug captain usually using his engine in full ahead and full astern, it was noticed that the behavior of this captain has strongly changed.

Piri Reis University, Turkey presents the Greenport Alliance, one step further for a green maritime transport.

Larger vessels make up 80% of the shipping pollution. Smaller vessels such as tug boats, mooring boats, pilot boats, carry out an important role in ports, but they fall under the regulations are those of 5000 gross tones (GT) and over. Being excluded from the regulation does not mean that shipowners of such vessels under 5000GT do not endeavor to reduce their emission. Then a change in human attitude and behavior is one of the measures for a sustainable future.

Greenport Alliances concentrates on in-port services within the Green Deal's strategy to decarbonise the maritime industry. It aims to create and implement innovative High Education Institute (HEI) and Vocational Education and Training (VET) curricula targeting behavioral change and new skills development in port service operations, to reduce this sector's emission.

GreenportAlliances targets the specific sector of in-port services. After collect of identification, data collection and analysis exercise, it develops curricula along 3 modular learning lines:

- HEI students (future personnel)
- Working professionals
- The educators and trainers of both streams

Needs Analysis:

For Industry:

Development of necessary skills and training to enhance environmental practices.

Current training opportunities are limited

Safety standards remain a priority that must not be compromised for emission reduction goals.

For Academia:

Sustainability principles must be integrated into maritime education

A need for more resources and materials

Findings

Active involvement of pilots in the planning of port initiatives

Active participation of pilots in research and projects

Behavioral change through training and awareness

Collaboration among stakeholders

Supply chain optimization

Minimization of engine running time

Optimization of operation speed

Periodic publication of reports

Accurate route planning

Real-time navigation route optimization

Regular maintenance of tugboat engines

Use of biofuels for tugboats

Use of simulation tools

Following **EuDA**, to change human behavior consists first on an inventory of all elements, including secondary ones such as mental.

If the vessel's speed is reduced, the number will increase. What will be the real effect on the

emissions and on ecosystem? It is necessary to moderate Administration to have a good choice.

The **Federation of European Private Port Companies and Terminals**, (FEPORT), represents people loading ships. There are already initiatives on equipments and skill, they give convincing results. We should remove the unnecessary moves. But without information, nothing could happen.

Part of the European Emissions Trading System (ETS) goes to the port, because we are part of the industry. It become necessary to speak with EU Commission for that part to be better distributed.

At the question: Human element: what do we need?

EMPA: we need to focus on role and safety, if we need the power, we should use it

EUDA: change reputation, port strategy, organization of the ports, new dredgers

FEPORT: all in the new approach, to be in the strategies, ports should be in the agenda

EMPA: people are keys; it should be recognized in the port schedule

ETA: keys for maritime industry: safety, security, so human factors.



CESMA President Capt. DIMITROV and Secretary General Capt. ARDILLON at ESS

The second day, the program announced 4 high-level conferences.

Welcome words by the Secretary General of **ECSA**

At the 60th anniversary of ECSA, shipping is cornerstone to the economy; Europe controls 30 percent of world shipping in comparison of 15 percent of the world economy.

Introduction of the day by the President of **ECSA**

ECSA represents 37 percent of European fleet, for 67 percent of EU trade done by sea. Shipping is cornerstone to energy, food and security. European shipping is strategic asset to Europe as well as geopolitical asset. The European fleet is growing.

There are invests in partnership, energy transition and security. However, on the last years banks decreased shipping financing.

EU promised to reduce administrative burden on shipowners. We have to invest in manpower for shipping, in order to keep the shipping attractive and so the industry to be competitive. But it should be noted that in EU, 250 000 seafarers will need new education on new skills.

EU Commissioner for Sustainable Transport and Tourism spoke of security – we are leaving a profound transformation due to the geopolitical turbulence, trade wars. To stand in front of, to have a commitment to security trade routes, the basic priorities of Europe should be investment in competitiveness, and in decarbonisation.

The shipbuilding in Europe went down from 45 percent in the early 1980's to 5 percent now.

To have stable, predictable and fair conditions for European shipping operators, EU should capitalize on its know-how, and with an economic independence, a financial plan for port infrastructure – such as to provide shore side electricity – and shipping, strong investment in training and upskilling of EU seafarers, it can secure a leader ship position in shipping.

Keynote: the **Chair of Neptune Group and President of UGS** introduced the first panel with following words: Europe controls 34 percent of world fleet. But the environment solutions should not impair competitiveness and sustainability of EU shipowners. Investment should go to people, competitiveness and infrastructure.

1- GEOPOLITICS AND SHIPPING

Mr. Paul Krugman, **Economist and Nobel laureate**, said that trade wars started from USA, to fight the China trade surplus. The world became more dangerous

The **Minister of Transport and Communications from Finland** spoke about Baltic Sea and the importance of shipping in this area.

For the **President/MD of Grimaldi Euromed and Chair of ICS**, there is a chronic deficit of some countries. The human element is of great importance, and there is actually a shortage of seafarers.

Following the **Vice-President of S&D Group, European Parliament**, innovation fund will finance energy transition. The decarbonisation of Europe could raise its independence from actual energy dependence on US and third country (Russia) for energy supply (LNG)

The **Managing Director of Peter Döhle Schiffahrts-KG and President of German Shipowners' Association** said that the consumer pays the rerouting from Suez Canal to Cape of Good Hope.

Keynote: as a transition to second panel, the **CEO of MSC and Chair of World Shipping Council** (World container shipping) summarized by speaking of:

- Geopolitical challenges and climate change
- Dual fuel ships
- Alternative fuel ships on reasonable cost

Then to introduce the second panel, there was a presentation on the Deloitte Study on European Shipping Competitiveness. EU shipping is losing every year 1 percent of its market share (40 percent before COVID, now 35 percent).

The result of benchmark: Singapore 7.8, London 6.5, Hong Kong 6.3, New York 5.2, Dubai 4.4, Shanghai 3.8

To enhance the EU's shipping competitiveness against international shipping centre, four key recommendations from the benchmark study have been derived:

- Develop a forward-looking European maritime strategy
 - Maintain Surface Action Groups (SAG) for Maritime Transport
 - Supporting a strong European maritime industry through a maritime cluster strategy
 - Guide and promote the EU's maritime activities
- Align and simplify regulation
 - Align the EU with international (IMO/ILO) conventions
 - Promote digitalization and standardization of administrative processes
 - Reduce regulatory burdens
- Enable shipping investments
 - Expand the toolbox of funding solutions

- Easing access to private finance for EU shipowners
- Reinvest EU ETS revenues on energy transition
- Empower maritime workforce
- Enhance seafarer job attractiveness
- Retain and upskill seafarers on new fuel / digitalization
- Support international seafarer standards (IMO STCW)

2- INDUSTRIAL COMPETITIVENESS

The **Minister of Maritime Affairs and Insular Policy, Greece**, started by saying: Free trade is the mother of the market.

Then, the **Executive Vice-President and CFO of CMA-CGM** said that there is an agreement on using green fuels all over the world via IMO regulations.

However, we are going too slowly. We will be stronger together, it is a collective game. As a shipping company, we have a role to play. We need to address two challenges: price and volume. Actually green fuel price is six times price of old fuels. About volume, we need more support to invest, it is possible to accept a moderate benefit, but we need also a public support. As we need also support for to be able to bunker green fuel outside Europe. We need a global fuel standard.

For the **Director-General of EU Commission DG CLIMA**, decarbonisation is an opportunity. The decarbonisation agenda, as part of green deal, could bring EU shipowners to the forefront in the industry. EU supports to share the risk of investment in green technology with private sector by returning the profit for investment in innovation for a global leveling approach at IMO for decarbonisation.

According to the SG and CEO of BIMCO, regulations, funding, technology; all should be in combination to have success of the venture

The **CEO of DFDS and Chairman of Danish Shipping** insisted that ETS (Emissions Trade Scheme) money to be returned to shipowners to bridge the gap in prices when using green fuels

Keynote, at beginning of afternoon, speech from the **Director-General, DG MOVE, EU Commission**:

She came back on the shortage of manpower in the industry either on board the ships or ashore in the maritime industry, and how to attract and retain young people in maritime industry. MLC is not attractive enough. Transport is not a first choice career, and in transport, maritime is not a first choice career. Skills are important; they are the number 1 challenge in attracting young people. Skills also for ship building, upskills and reskills are important for keeping people in a long career.

The maritime clusters have to work on solving problems in the industry complexly

3- BUILDING INDUSTRIAL CAPACITY: THE SKILLS CHALLENGE

At first, the Director, **EUC DG MOVE** reminded that Europe need to upskill 250000 seafarers to keep the competitiveness.

The **Deputy Minister of Shipping, Cyprus**, said that EU shipping is unique; and lifelong learning is important for seafarers. Skills gaps should be permanently identified and then corrections to be developed.

For the **Secretary General of ETF**, Europeans are not ready to work in conditions in which other people outside Europe are ready. We are not competitive. There are several problems. First is how to live in Europe same way than other countries. Second is the preparedness, the flags of convenience do not care about regulations. Third is a simplification: European seafarers only are working, due to surveys and inspections, under ILO rules, it cannot be attractive. The working conditions are the crucial question.

However, following the **President of WISTA International**, the surveys will help to understand where it is wrong and then to correct.

The **Director, Ministry of Infrastructure, Poland**, insisted that Europe has to invest in skills and education. This is the only way to encourage young people to work in shipbuilding and shipping sector. Europe should have a holistic approach.

The **Secretary General, Sea Europe**, said that digitalization is becoming a problem, for which specific skills should be addressed. Main shipyards invest a lot in training. The mobility has a great part to play, it decrease the costs; mainly if we could have mobility between ports and ships. The solution is digitalization and automation; that could help on the shortage of manpower. But different skills are needed for that.

The **Chairman/CEO of Lemissoler Navigation** and the **President of Cargill Ocean Transportation** concluded by saying that better working conditions will attract people to the industry.

Keynote from the **Vice-President, Regulatory Affairs, ABS**: there are three main concerns.

- Decarbonation
- Dark fleet
- Refugees in Mediterranean

4- ENERGY TRANSITION

The **CEO of German Shipowners' Association** started with the Dragi report, of greater importance for future Europe. ETS will generate 9 billion of Euros.

For a **Parliamentary, Renew, European Parliament**, there is an investment plan; also a simplification of rules. But the difficulty is to find finance.

For another **Parliamentary, Greens, European Parliament**, EU needs to drive the transition. We should talk with the energy makers; ask to produce more capacity, which seems to not be possible at the moment.

Following the **Executive Director of Transport & Environment**, we have a set of regulations ready by now. Next challenge is to have them in force within two/three years. We can use ETS for that opportunity.

The **CEO of Odfjell and President of Norwegian Shipowners' Association** said that EU ETS is successfully implemented; that means EU can now speak with one voice.

To conclude the words, the **Managing Director of DNV Maritime Advisory** insisted. Shipping is a global industry, so the green fuel capacity should be global too.

Capt. Dimitar DIMITROV, PHD, FNI
CESMA President and IMO GMA for Bulgaria

Capt. Hubert ARDILLON
Secretary General CESMA

FROM THE EDITOR

1. European Union

EU Begins Planning a New Strategy to Boost its Maritime Sector

Published May 19, 2025 by **The Maritime Executive**

Shipping ministers from EU member states gathered in Szczecin, Poland to lay out a strategy for boosting the competitiveness of European shipbuilding and shipping in the face of competition from Asia.

The ministers talked through the possibilities for a future EU maritime industrial strategy, taking into account political and market factors. The conference concluded with a joint declaration by member states, which received welcome approval from EU shipbuilders and shipowners.

“The Szczecin Declaration is a pivotal moment for Europe’s maritime industries, especially for the maritime manufacturing industry,” said Alberto Maestrini, chairman of shipbuilders’ association SEA Europe. “Europe must protect its maritime industrial base and cannot do without commercial shipbuilding if it wants to secure its naval capabilities, cross-fertilization between commercial and naval industry, and sovereignty.”

The European Community Shipowners’ Associations (ECSA) emphasized that the Szczecin Declaration is not protectionist. Instead, it centers on investments in innovation and competitiveness, and emphasizes the “level playing field” of global (rather than European) regulations on shipping.

The declaration contains an endorsement of some of ECSA’s main priorities: a call for regulatory action to stimulate production of green fuels, and measures to underwrite the cost of expensive clean fuel using ETS revenues.

SEA Europe welcomed the declaration’s focus on key problems for European shipbuilding. The association thanked EU ministers for recognizing the strategic security and defense role of EU shipyards; the key role of decarbonization tech in positioning EU maritime manufacturing for leadership; the distortionary effects of non-EU nations’ shipbuilding subsidy programs; the full dependence of EU owners on Asian yards for tonnage; and the restrictive effects of EU banking rules on EU ship financing.

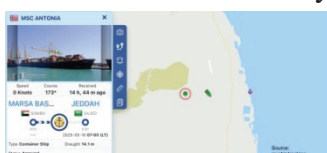
2. Incidents



MSC Antonia Aground off Jeddah, Victim of GPS Spoofing

Published May 13, 2025

Maritime AI specialist Windward reports that GPS spoofing likely caused the containership MSC ANTONIA to run aground near the Eliza Shoals close to Jeddah Port on May 10, 2025. The incident occurs amid an escalating pattern of GPS interference in the Red Sea region, where signal spoofing continues to pose risks to vessels and global trade. According to Windward’s Q1 report, GPS jamming incidents have intensified significantly in 2025, that has severely impacted vessel tracking capabilities and maritime safety measures. The Red Sea area, particularly near Sudan, has emerged as a major hotspot for GPS interference, with more than 180 vessels affected in Q1 2025. The jamming patterns have evolved from dense, concentrated areas to larger, more defined zones. The MSC ANTONIA, a Liberian-flagged container vessel measuring 304 meters in length, was en route from Marsa Bashayer, Sudan to Jeddah, Saudi Arabia.



Ten days on, however, despite being listed as grounded, the ship appears today on various vessel tracking sites, not just on the opposite side of the Red Sea but often far inland, along with other ships. VesselFinder has the ship on Airport Road, south of Port Sudan,

myShipTracking has it a few km further inland, while MarineTraffic's location of the stricken ship places it – and a host of other vessels – some 250 km from the nearest shoreline in the Nubian Desert.



NCL Ship Runs Aground Just Meters from House Near Trondheim

Published May 22, 2025 by **GCaptain**

The 135 meter-long container ship NCL Salten ran aground just seven meters from a cabin in Byeneset, near Trondheim, Norway. The cabin's owners were home at the time, fast asleep and only noticing the vessel in their front yard when the neighbors alerted them.

“We slept just seven meters from where the bow is and didn't hear a thing. There were rocks and seaweed scattered around, so the ship must have scraped along quite smoothly. We were lucky. If it had been on a slightly different course, it would have hit the house,” Helberg told media.

The 862 TEU feeder vessel was traveling approximately 16 knots when it ran aground. The Cyprus-registered ship had 16 crew members on board. An investigation into the cause of the incident is under way.

Technical failure or human error are the likely causes with police saying there is no reason to believe the grounding was intentional.



MSC Elsa 3 Sinks off Indian Coast

Published May 26, 2025 by **Seatrade**

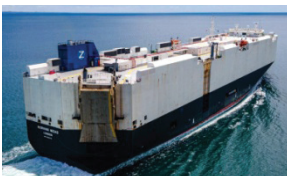
The Liberian-registered MSC Elsa 3 sank on 25 May at around 0750 hrs local time on 25 May off the coast of Kochi according to India's Ministry of Defence.

The MSC Elsa 3 was on a voyage Vizhinjam to Kochi when it developed a 26 degree starboard list.

Initially 21 crew from the container ship were rescued by the Indian Coast Guard on 24 May. The Master, Chief Engineer, and 2nd Engineer stayed onboard the vessel and were rescued on Sunday morning by the Indian Navy vessel Sujata as the MSC Elsa 3 started to sink due to flooding one of its holds.

There are fears of an oil spill 84.44 metric tonnes of diesel and 367.1 metric tonnes of fuel oil in the vessel's fuel tanks although Sunday morning the Indian Coast Guard said no oil spill had been reported.

The MSC Elsa 3 was reported to have 640 containers onboard 13 listed as containing hazardous cargo and 12 with calcium carbide.



Morning Midas Car-Carrier on Fire

Published June 4, 2025 by **Splash 247**

London-based owner Zodiac Maritime has launched an emergency response following a fire that broke out on its 4,902 ceu car carrier Morning Midas. According to the company, the incident occurred at around midnight local time on June 3 in the Pacific Ocean, some 1,900 km from the port of Anchorage, during the vessel's passage to Lázaro Cárdenas, Mexico. All members of the crew are safe and accounted for, and uninjured.

The 2006-built vessel is loaded with around 3,000 vehicles, 800 of which are electric. Smoke was initially seen emanating from a deck carrying electric vehicles.

The crew immediately initiated emergency firefighting procedures using the vessel's onboard fire suppression systems. However, the situation could not be brought under control.

The company said that, in consultation with the United States Coast Guard, all 22 crew members were safely evacuated via lifeboat and are being transferred to a nearby merchant vessel.

Allianz Warns EV Fire Risks at Sea “Not Under Control”

Published June 6, 2025 by **GCaptain**

Global insurer Allianz Commercial warns the Morning Midas fire is the latest example of an underling safety problem facing seafarers. Captain Rahul Khanna, Global Head of Marine Risk Consulting, Allianz Commercial said in its latest Safety and Shipping Review fires on container ships and car carriers remain a major concern for insurers.

Fire is the fourth top cause of shipping incidents in the last decade, according to Allianz Commercial. The number of fire incidents on vessels overall was up 20% year-on-year to a decade high of 250, across all vessel types. Approximately 30% of these fire incidents occurred on container, cargo, or roll-on roll-off vessels (Ro-Ros.)

Khanna urged fire detection and fighting capabilities on vessels needs to be addressed as well as the demand of BESS (battery energy storage systems) and the transportation of these products over ocean and land only adds to the risk. Allianz Commercial's report explained even though the BESS systems are more stable, they still pose a great risk in case of fire, and they are able to store huge amounts of energy.

“Insurers are aware of the risks of lithium-ion batteries and do not underwrite these risks lightly; we have developed risk controls and can work with clients to help them improve the risks,” said Captain Randy Lund, Senior Marine Risk Consultant, Allianz Commercial. He warned that this fire further underscores the dangers facing seafarers, noting that many ships continue to reduce crew size, which can increase the chances of endangerment.

3. Crew

ILO Adopts New Set of Amendments to the MLC

Published Jun 10, 2025 by **Safety4Sea**

The International Labour Organization (ILO) has adopted a new set of amendments to the Maritime Labour Convention, 2006 (MLC), marking a significant step forward in safeguarding the rights and welfare of seafarers.

The changes were approved by a strong majority at the 113th Session of the International Labour Conference in June 2025 and will come into force in December 2027.

The amendments address a broad range of issues affecting seafarers' working and living conditions. Under the new provisions, shipowners are now required to cover specific repatriation costs, including travel, accommodation, meals and medical care. Shore leave rights have also been strengthened as seafarers will no longer require visas or special permits to go ashore, and authorities must provide written justification if shore leave is denied. Furthermore, the amendments also call on member states to recognize seafarers as key workers, facilitating their mobility for work-related travel, including during crew changes and medical emergencies. Additional measures seek to ensure the fair treatment of seafarers involved in marine casualties or legal proceedings abroad.

Additionally, the new rules introduce comprehensive safeguards against violence and harassment on board, specifically addressing sexual harassment and bullying. Member states must implement national legislation and onboard procedures to protect seafarers and establish safe, accessible reporting mechanisms.

4. Safety

USCG to Remove 350 Navigation Buoys in Northeast Waters

Published Jun 12, 2025 by **GCaptain**

The U.S. Coast Guard has announced plans to discontinue approximately 350 buoys in northeastern waters as part of a broader modernization initiative for aids to navigation (AtoN).

The proposal represents about 6% of the 5,640 federally-maintained aids to navigation in the First Coast Guard District. The Coast Guard said the change reflects the increasing reliance on modern navigation technologies, including global navigation satellite systems, electronic navigation charts, and electronic charting systems.

Following the First Coast Guard District's chief of waterways management, "The proposal aims to support waterway safety by ensuring the right short-range aids work well with modern navigation technology. A sustainable buoy system ensures safety and efficiency, even during disruptions or technology failures, keeping commerce flowing smoothly."

The Coast Guard emphasizes that despite technological advances, physical aids to navigation will continue to play a vital role in complementing electronic systems.

CESMA LOGBOOK (2025-2)

We were represented at the following occasions:

7/APRIL	COLLOQUIUM ON DRONES, PARIS (SG)
6/MAY	VIDEO MEETING WITH SINCOMAR
7/MAY	1000TH FRENCH SAFETY COMMISSION FOR SHIPS, PARIS (SG)
15/MAY	30TH COUNCIL MEETING AT SINCOMAR, LISBON
16/MAY	30TH CESMA AGA AT EMSA, LISBON
22-23/MAY	EUROPEAN MARITIME DAYS, CORK – IRELAND (SG, IIMM)
22-23/MAY	59TH EMPA FOOTBALL TOURNAMENT, GENOVA, ITALY (P)
27-30/MAY	59TH EMPA GENERAL MEETING, KRAKOW, POLAND (P)
28/MAY	MEETING WITH CAPT. GRZEGORZ SARNACKI, POLISH SHIPMASTERS ASSOCIATION

On the front page:

AGA LISBON at EMSA – MEMBERS IN THE STAIRS

SEMINAR at EMSA – SPEAKERS FROM EMSA & CESMA President DIMITROV

SEMINAR at EMSA – VISIT OF MARITIME SUPPORT SERVICES CENTRE

LISBON – BELEM TOWER

AIMS OF THE ORGANISATION

- **TO WORLDWIDE PROTECT THE PROFESSIONAL INTERESTS AND STATUS OF EUROPEAN SEAGOING SHIPMASTERS.**
- **TO PROMOTE MARITIME SAFETY AND PROTECT THE MARINE ENVIRONMENT.**
- **TO PROMOTE ESTABLISHMENT OF EFFECTIVE RULES WHICH PROVIDE HIGH PROFESSIONAL MARITIME STANDARDS AND PROPER MANNING SCALES FOR VESSELS UNDER AN EUROPEAN NATION FLAG.**
- **TO INFORM THE PUBLIC IN THE EU ABOUT DEVELOPMENTS IN THE EUROPEAN MARITIME INDUSTRY AND THOSE CONCERNING SHIPMASTERS IN PARTICULAR.**
- **TO CO-OPERATE WITH OTHER INTERNATIONAL MARITIME ORGANISATIONS.**
- **TO RETAIN AND DEVELOP THE HIGHEST MARITIME KNOWLEDGE AND EXPERIENCE IN EUROPE.**
- **TO BE INVOLVED IN RESEARCH CONCERNING MARITIME MATTERS IF APPLICABLE IN CO-OPERATION WITH OTHER EUROPEAN INSTITUTIONS AND/OR ORGANISATIONS.**
- **TO ASSIST MEMBER SHIPMASTERS WHO ENCOUNTER DIFFICULTIES IN PORTS WITHIN THE REACH OF NATIONS REPRESENTED BY CESMA MEMBER ASSOCIATIONS**
- **TO PROMOTE THE SEAFARING PROFESSION IN EU MEMBER STATES**

ANNUAL SUBSCRIPTION:

EURO 16.00 PER SEAGOING MASTER (WITH A MINIMUM OF 25)

EURO 8.00 PER SEAGOING MASTER FOR ASSOCIATED MEMBER ASSOCIATIONS (WITH A MINIMUM OF 25)

LIST OF CESMA MEMBERS AND REPRESENTATIVES

MEMBER REPR VDKS GERMANY	CAPT. W. MERTENS PALMAILLE 29 22767 HAMBURG	TEL: +49 40 384 981 FAX: +49 40 389 2114 E-MAIL: vdks.office@t-online.de E-MAIL: office@vdk.org
MEMBER REPR AFCAN FRANCE	CAPT. H. ARDILLON RUE DE BASSAM 29200 BREST	TEL: +33 6 20 40 34 95 E-MAIL: courrier@afcan.org
MEMBER REPR HYDROS FRANCE	CAPT. F. VANOOSTEN 201 RUE RENE CASTELIN 59240 DUNKERQUE	 E-MAIL: vanoosten.francis@wanadoo.fr E-MAIL: associationhydros@gmail.com
MEMBER REPR NVKK NETHERLANDS	CAPT. H. AMMERLAAN C/O PAARDENKOP 39 3922 GL ELST UT	TEL: +31 512 510 528 E-MAIL: info@nvkk.nl
MEMBER REPR CTPC ITALY	CAPT. M. MODUGNO VIA MAZZINI 30 34121 TRIESTE	TEL: +39 040 362 364 MOB: +39 334 740 0488 E-MAIL: collegio69@collegioditrieste.191.it
MEMBER REPR CNPC ITALY	CAPT. G. LETTICH VICO DELL' AGNELLO 2/28 16124 GENOA	TEL: +39 010 247 2746 MOB: +39 335 625 6669 E-MAIL: info@collegionazionalecapitani.it
MEMBER REPR USCLAC ITALY	CAPT. A. RAGGI VIA XX SETTEMBRE 21/10 16121 GENOA	TEL: +39 010 576 1424 E-MAIL: segreteria@usclac.it
MEMBER REPR IYM ITALY	CAPT. L. TRIGGIANI MOLO CENTRALE BANCHINA PORTO 17025 LOANO (SV)	TEL: +39 347 960 3893 E-MAIL: secretary@italianyachtmasters.com
MEMBER REPR ACCM SPAIN SPAIN	CAPT. M. BADELL SERRA CARRER DE SARDENYA 259 1-4 08013 BARCELONA	TEL: +34 934 089 288 MOB: +34 680 321 138 E-MAIL: info@capitansmercants.com
MEMBER REPR AVCCMM SPAIN	CAPT. P. ODIAGA GOROSTIZU C/BAILLEN, 5 PLANTA – 1 48003 BILBAO	TEL: +34 944 166 506 MOB: +34 636 449 0 54 E-MAIL: avccmm@avccmm.org
MEMBER REPR KBZ BELGIUM	CAPT. A. PELS NOORDERLAAN 100, bte 3 B-2030 ANTWERPEN	TEL: +32 473 95 04 03 E-MAIL: secretary-general@kbz-crmb.be

MEMBER REPR IIMM IRELAND	CAPT. A. HYDE	TEL: +353 87 237 7163 E-MAIL: cesma@mastermariners.com
MEMBER REPR ZPU SLOVENIA	CAPT. G. RIBARIC OBALA 55 SI – 6320 PORTOROZ	MOB: +386 31 375 823 E-MAIL: zpu.slo@siol.net
MEMBER REPR BSMA BULGARIA	CAPT. S STOYANOV 49B CHATALDZHA BUL 9000 VARNA	TEL: +359 887 406 973 E-MAIL: chairman@bsma-bg.org
MEMBER REPR LKKA LATVIA	CAPT. J. SPRIDZANS TRIADIBAS STREET 5 RIGA, LV-10 48	TEL: +371 26 457 031 E-MAIL: president@lkka.lv E-MAIL: jazeps.spridzans48@gmail.com
MEMBER REPR ZHUPK CROATIA	CAPT. D. LAKOS TRG PAPE ALEKSANDRA III,3 23000 ZADAR – HRVATSKA	TEL: +385 98 433 685 E-MAIL: udruga.kapetana@zd.t-com.hr
MEMBER REPR UPKCG MONTENEGRO	CAPT. J. MILUTIN PELUZICA b.b 85330 KOTOR	TEL: +382 32 304 672 FAX: +382 325 107 E-MAIL: captain@t-com.me
MEMBER REPR LCC LITHUANIA	CAPT. J.LIEPUONIUS KANTO 7 KLAIPEDA/ LT- 92123	TEL: +370 698 75704 E-MAIL: jurukapitonuklubas@gmail.com
MEMBER REPR SINCOMAR PORTUGAL	CAPT. J. TEIXEIRA CAIA DE ROCHA CONDE D OBIDA ARMAZEM 113 1350 352 LISBON	TEL: +351 213918180 E-MAIL: sincomar.fesmar@net.vodafone.pt
MEMBER REPR HELSINKI SHIPMASTERS SF-FINLAND	CAPT. S. SUNDBERG VEHNAKUJA 4 06400 PORVOO	TEL: +358 40 5944954 E-MAIL: sundberg.stig@outlook.com
MEMBER REPR ROMANIA SHIPMASTERS	CAPT. M. TUTUIANU STR. AL.STEFLEA NR. 8A CONSTANTA	TEL: +40 722 727 123 E-MAIL: office@acnr.ro

HON.VICE PRESIDENTS:

CAPT. W.VON PRESSENTIN

HON.MEMBERS:

CAPT. G. KIEHNE

CAPT. J-D TROYAT

ADVISORS: