



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