



**MINUTES OF THE 27TH ANNUAL GENERAL ASSEMBLY ON 6TH MAY 2022,
AT THE NH COLLECTION HOTEL IN GENOA, ITALY**

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

The President Captain Dimitar DIMITROV welcomed those present, thanked to the host organization for the excellent atmosphere and introduced the Board. Aims of CESMA were read by President.

ITEM 2: ADOPTION OF THE AGENDA

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

ITEM 3: ADOPTION OF THE MINUTES OF THE 26TH AGA (RIJEKA)

Capt. DIMITROV reminded the audience that the Minutes of 26th AGA had been published in CESMA News September 2021 and agreed by the member associations via e-mail. He asked for any amendments or corrections. A minor one was done directly and the Minutes were adopted.

ITEM 4: WAR IN UKRAINE – CONSEQUENCES FOR SHIPMASTERS

Capt. ARDILLON reminded what was discussed during the Council and therefore written on the resolutions. It was said that the masters are facing problems with Ukrainian but also Russian seafarers while onboard. Not to say that the conflict is present onboard, which is not the case, but problems which are generated for masters such as the payment of the wages which is not easily feasible for these crew members. It is also noted that some countries near Ukraine are becoming exile countries for Ukrainian seafarers and their families. Ukrainian and Russian seafarers represent some 14% of world seafarer and relieves are quite difficult. As an example, to embark a Russian seafarer is impossible due to diplomatic problems when this crew member has to travel through several countries before to join the vessel. For Ukrainian seafarers, when still leaving in Ukraine, it is more than difficult for them to leave their country, being enrolled in the army, and for off signers, some prefer to not go back in Ukraine for same reason. It is noted that some manning agencies have organised the exile of families in adjacent countries in order to be able to relief their seafarers and to keep them ready for a next contract. Several members shared their knowledge on same subject. The two first resolutions for 2022 were read again and adopted.

ITEM 5: COVID 19 PANDEMIC – EVOLUTION SINCE 2021

Capt. ARDILLON reminded the mails sent to European Commission. Two main points arose. First is the vaccination of seafarers which is well underway now. However the problem is with the “booster” (3rd shot) which cannot be given too early, and deadline time is over when the seafarer sign off the vessel, which makes different tests for seafarer in that case mandatory.

The second point is that seafarers are still very often not allowed for shore leave during calls. Capt. LAKOS, being deep sea pilot in North Sea, related the case is quite frequent, and also that he sometime forbids himself to go ashore while in port due to obligation of tests before to come back on board.

Capt. WITTIG said that Covid will probably never disappear and he is afraid that the solution which will be taken in future will be first to prohibit shore leaves for crew members.

After discussion, it was decided to write to EU Commission to express CESMA's fears that in that case it would demonstrate that nothing was learnt from the pandemic.

ITEM 6: PRESSURE ON SHIPMASTERS

Capt. BADELL pointed out the pressure on captains. All of us have had a responsibility on board ships as a Master. All of us know what the "Commercial pressure" is: pressure to reach destination on time, pressure to take more cargo, pressure to cross the Suez Canal despite the poor visibility and strong winds, pressure to anchor in not special wide places, pressure to go inside the port with heavy weather without the Pilot, and all kind of imaginable pressures. Behind almost of accidents there is a Commercial pressure, Ever Given, Costa Concordia, Lose of Containers in the Pacific Ocean East bound, and for sure that all of us recognize this.

During the following discussion, it was underlined that the fatigue also increases the commercial pressure, and also that some time the captain put himself a pressure, in order to demonstrate to owner or manager his competence as captain.

The question is what CESMA can do to help captains to rely with this commercial pressure.

ITEM 7: CRIMINALIZATION OF SEAFARERS – PRESENT SITUATION

Capt. DIMITROV and CONEV related the case of the captain of Panama flagged MV Vera Su to whom was given a 3-year probation sentence. BSMA attempted to approach the captain.

No other new cases were reported by the attendees.

ITEM 8: DIGITALIZATION OF SHIPPING – CHALLENGES FOR SHIPMASTERS

The focus is put on the fact that all data are kept onboard, which could be good in order to find back info, but captains have to keep in mind that all these data can be sent or taken by shore during a connection. There is a need of assessment of cyber security on board.

ITEM 9: DECARBONIZATION – RESPONSIBILITY FOR SHIPMASTERS

The item was discussed during the part two of the seminar.

ITEM 10: ANY OTHER MATTER

Capt. LETTICH came back with the sentence for the trial of JOLLY NERO which should be delivered that day. However the sentence is postponed till 15th September.

ITEM 11: RESOLUTIONS 27th AGA, GENOA

Resolutions were shown and read as discussed during the Council. No remarks or changes came during the AGA, resolutions were approved.

ITEM 12: NEXT AGA INVITATION

Capt. CONEV presented again the invitation from BSMA, Bulgaria for the next CESMA AGA to be held in Varna, Bulgaria in May 2023. Proposed dates, still to be confirmed are 18th and 19th of May. The

confirmation will be sent via e-mail to CESMA secretariat and then CESMA members will be advised in due time.

ITEM 13: CLOSURE BY THE PRESIDENT

President Dimitar DIMITROV closed the 27th CESMA Annual General Assembly and thanks the Italian USCLAC, especially capt TOMEI and GIANNELLI for the organisation and the hospitality.

Captain Dimitar Dimitrov
President

Captain Hubert Ardillon
Secretary General