



**MINUTES OF THE 29TH ANNUAL GENERAL ASSEMBLY ON 24TH MAY 2024,
AT THE MARITIEM MUSEUM IN ROTTERDAM, THE NETHERLANDS**

ITEM 1: OPENING BY THE PRESIDENT

The President Capt. Dimitar DIMITROV welcome those present, thanks to the host organization for the excellent seminar of the morning. As presents are the same than yesterday, it is not necessary to reintroduce the Board Members.

ITEM 2: ADOPTION OF THE AGENDA

The Agenda is presented by the Secretary General Capt. ARDILLON, and it is decided after adaption of minutes of last year AGA to go on the resolutions in order to finalize them.

ITEM 3: ADOPTION OF THE MINUTES OF THE 28TH AGA (VARNA)

President Capt. DIMITROV reminds the audience that the Minutes of 28th 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: REVIEW OF RESOLUTIONS

Secretary General Capt. ARDILLON shows the resolutions as there were adopted at the end of the Council, with some paragraphs to finalize. After wording discussions, resolutions are adopted.

ITEM 5: MATTERS DISCUSSED

Red Sea – Position of Shipmasters

The presentation in the morning was clear on the right for a shipmaster to refuse to enter in the war zone. The problem remaining to shipmaster is the explanation to give for such a decision. In fact there could not be any proof that the decision (to not proceed in the war area) is the good one. And we cannot exclude the pressure on the shipmaster to enter in the area. Knowing that if nothing happens, it was the good decision and so why shipmaster wants to go contrary of managers' decision, but in case something bad happens during the transit, it will be the fault of the shipmaster, as he has the power of overriding decision.

Galaxy Leader

Crew of the Galaxy Leader is still hostage in Yemen. The master of the vessel is Bulgarian. Bulgarian Association follows the case, and it is noted that the family of the shipmaster asks to not speak too much about, because there is a diplomatic work being done for releasing the hostage.

CESMA could write a letter to EU Commission to push for diplomatic works in order to release the crew.

Maritime Single Window (MSW)

As it was mentioned during the seminar in the morning, the MSW is working better and better. However, it appears that such documents are not published on MSW, such as Bills of Lading. To publish them might also clarify the communication with the MRCC when declaring dangerous goods. This could be of great interest for safety purpose, as it was mentioned this morning in the presentation about the fire on vessels having EVs on board, by knowing the exact situation such EVs have in the vessel.

Digitalisation

Some duties have to be recorded in two ways: digitally but also on a log book, which means double work for captain. Members hope that this is only for a transitional period.

One Member speaks about problem generated by digitalisation: during an inspection, the ISM computer was under a scheduled maintenance plan from shore, the captain should call a sister ship (for which the maintenance was already carried out) to send a copy of the ISM to be presented to the inspector. This underlines the problem of free access to computers on board from shore without asking authorisation to the vessel. The possibility to access computer on board directly could also be a problem of cyber security.

It is also reported that there are too many different systems on board vessels, and the difficulties to be familiarized with all systems. To change vessel needs not only familiarization but learning of new equipment. Also it is necessary to know if the Portable Pilot Unit (PPU) is approved or not with the equipment on board.

Russian Shadow Black Fleet

Our colleagues from Helsinki Shipmaster Association, Finland, reported by mail that the problem with the presence of the black fleet of tankers in Baltic Sea and Gulf of Finland is still pregnant. There are more and more old tankers and this year there are been two serious near miss situations in the Great Belt with these tankers.

Black Sea

As per previous years, since the beginning of the war between Ukraine and Russia, there are a lot of breakdowns of GPS signal in the Black Sea. However there are almost no complaint because that happens every day.

CRIMINALIZATION OF SEAFARERS – PRESENT SITUATION

As during the Council the day before, the case of the Croatian captain is reported. The captain is now in prison in Turkey since seven (7) months for drugs found on board, in cargo holds. The Split Association in which the captain is member is in close contact with him.

Dali at Baltimore

It is reported that even if no one of the crew, including captain, is today accused, the entire crew is on board the Dali, at anchorage, with no possibility for going ashore, and all the personal mobile phones were taken ashore officially for the investigation.

NEXT AGA INVITATION

It is reminded to all Members that in 2025, it is intended to organize the 30th AGA at Lisbon. Secretary General is required to send a letter to EMSA to ask for authorisation to hold AGA in EMSA premises.

Dates will be confirmed, and informed to all Members, as soon as the exact locations will be known.

CLOSURE BY THE PRESIDENT

President Capt. Dimitar DIMITROV closed the 29th CESMA Annual General Assembly and thanks the Netherlands NVKK, especially Capt AMMERLAAN and VAN DEN ENDE for the organisation and the hospitality.

Captain Dimitar Dimitrov
President

Captain Hubert Ardillon
Secretary General