

**INTERNATIONAL CHAMBER OF SHIPPING**  
**NOTE OF CREW CHANGE TASK FORCE MEETING**  
**TUESDAY 05 MAY 2020 AT 1200**

**STATEMENT OF COMPLIANCE WITH COMPETITION RULES**

The meeting noted the statement about compliance with completion rules.

It was noted that BIMCO, INTERCARGO, INTERTANKO and the International Group of P&I Clubs were also now participating in the Task Force.

**1. FRAMEWORK OF PROTOCOLS FOR FACILITATING CREW CHANGES**

The meeting noted that the framework of protocols had now been finalised and was supported by many other industry associations along with the ITF. IATA had also commented on the document. Task Force participants were thanked for their input and it was confirmed that the document had now been submitted to IMO. It was agreed to share the IMO circular with members of the task force once it was issued. A shipping company centric version of the protocols to assist in implementation would now be prepared.

It was explained that ICS was now working on a generic template letter between ICS and ITF and possibly IATA as part of a package to help discussions at a national level between associated ministries and airlines.

The communications strategy to promote the framework was outlined. This included engagement with national associations, press releases and a request to national members to contact their government press offices to highlight and support the initiative. The focus on the strategy was to highlight that the framework was a 12-step plan and involved working with governments to address the challenges.

WSC and SSA reported that they had been discussing crew change requirements over the next two months with the Authorities however it was unlikely that there would be any change to the current restrictions until after 01 June. They were working on a 'ring fenced' transport arrangement for travel to and from the ship and the airport.

SSA agreed to provide union data on expected crew changes to ICS and IMEC and requested that ICS worked with WHO and other maritime authorities to agree on a globally recognised testing methodology which could assist in reducing stress levels locally and potentially avoid a quarantine period. Unions are advising that some countries are insisting on testing when these are not available. SSA advised that a spike in crews wanting to be repatriated should be expected now many countries are

easing lock downs. They also advised that MPA do not think crew changes will be allowed before bi-lateral testing procedures are agreed.

CSC reported that they had already met with their Government using the draft protocols and that they had been received positively. They were looking forward to receiving the IMO circular containing the protocols.

MIAL reported that the Queensland Government had more or less adopted the protocols and wanted to be seen as a potential crew change hub but they could not ask for the same amount of information contained in the draft protocols due to privacy issues. However, if the protocols were adopted globally then this restriction would be lifted.

ECSA reported that the EC is coordinating efforts of EU Member states to open up ports for crew changes. At a recent meeting of EU transport ministers support was given for coordinated action and the need to open up the ports for crew changes. ECSA were discussing the protocols with DG Move and some EU guidance, based on the protocols, could be expected in the next few weeks.

IMEC reported that they were now in discussions with the ITF regarding crew contract extensions beyond the 15<sup>th</sup> May.

The South African Association of Ship Operators and Agents (SAASOA) reported that crew changes had been banned except for disembarking South African nationals. SAASOA were looking to approach government now on facilitating crew changes however noted that no passenger flights were available with few exceptions and some passengers were moving via a cargo flight.

The Secretary General highlighted the need to work with Governments now to get the protocols agreed. He noted that some companies were starting to arrange crew changes, based on the draft protocols which were encouraging green shoots.

**The Task Force noted the submission to IMO and the next steps. The ICS Secretariat was to continue to investigate testing regimes and protocols.**

## **2. ADDRESSING THE POTENTIAL LACK OF FLIGHTS**

The Deputy Secretary General reported that IATA were now more focussed on restarting commercial flights to which seafarers could access rather than bespoke solutions however, like most, they were being reactive to events. IATA were launching their proposals this week as to how to restart passenger flights including the application of quarantine requirements for arrivals.

FSA reported that flights were currently not available in the Philippines for another 7 days due to the number of seafarers currently quarantined in Manila. It was hoped that domestic flights would restart on 15<sup>th</sup> May.

**The Task Force noted the update.**

### **3. CHARTERING AND INSURANCE ISSUES**

The Principal Director (Legal Affairs) reported that good progress had been made with the International Group on a voyage charter clause and how it ties into P and I cover. BIMCO were reviewing this within a sub Group of the BIMCO Documentary Committed established to consider this and which ICS and the IG were participating in. A first meeting of this Group had taken place the Friday previously and a further meeting would take place later that day. Preliminary discussions had also taken place with Intertanko and Intercargo. Once the clause was finalised from a P&I perspective, it would be circulated to the MLC and other international associations for comment. It was hoped to conclude in the coming days to tie this in with the timings for the draft Protocols. It was explained that the clause is designed to allow for a deviation for crew changes in the very special circumstances where a significant deviation may be required. In those cases, the clause would and ensure that the deviation is not a breach of the Charterparty/contract of carriage, that it preserves P&I cover, and that it highlights the need for all the parties invested in the commercial venture to cooperate and participate in cost sharing, although this costs aspect was always open to commercial negotiation. The ICS Maritime Law Committee would need to approve the clause. Following the voyage clause work will continue on a time charter clause.

**It was agreed that a further update should be provided at the next meeting.**

### **4. TESTING**

The meeting noted that at the moment there was still a global shortage of testing kits and there was no agreed global standard. Testing prior to departure from a home country is not necessarily a solution as crew could potentially contract the virus on the way to the ship. However it was noted that this issue was evolving and investigations and research would continue. The Director (Employment Affairs) updated the meeting on the revised medical guidance which would include preferred testing methods. This guidance was due to be published on 20<sup>th</sup> May.

### **5. ANY OTHER BUSINESS**

It was **agreed** that further meeting should held on **Tuesday 12 May** at 1200

## **ATTENDANCE**

### **Representatives of following national and international associations:**

Australia  
Bahamas  
Belgium  
Cyprus  
Denmark  
France  
Germany  
Greece  
Hong Kong  
Japan  
Italy  
Liberia  
Netherlands  
Norway  
Philippines  
Singapore  
South Africa  
Spain  
Sweden  
Switzerland  
Turkey  
United Kingdom

### **With**

ICS  
ASA  
CLIA  
ECSA  
BIMCO  
INTERCARGO  
INTERTANKO  
IG P&I  
IMEC  
WSC