

INTERNATIONAL CHAMBER OF SHIPPING
NOTE OF CREW CHANGE TASK FORCE MEETING
TUESDAY 19 MAY 2020 AT 1200 UK TIME

STATEMENT OF COMPLIANCE WITH COMPETITION RULES

Welcome and Introduction.

Some progress being seen with success of crew changes in some places.

ICC have been developing a system called AOKpass, which ICS have been asked to co-sponsor and will circulate after the meeting.

AOKpass is a GDPR-compliant platform and mobile app that enables the issuing, presenting and verifying trusted certificates while keeping all personal medical data completely private at all times. This means it can be deployed anywhere in the world today. Using blockchain tech, the app allows users to securely store a digitally validated certificate of any kind (e.g. medical, HR-based, etc) on their mobile device, which can then be easily verified by another third-party using the same app on a mobile phone (e.g. employer, public authority, venue operator, etc). None of the underlying private info is ever shared or exposed.

ICS are preparing a joint letter to the UN with ITF.

1. A FRAMEWORK OF PROTOCOLS FOR FACILITATING CREW CHANGES

Simon – working on a short summary document for shipping companies for implementation for crew changes.

Promoting the protocols through members to approach their transport ministers with a formal request to start using the protocols and making airports available for crew transits.

IMO working on a joint circular with ICAO to promote the protocols, but ICAO are not yet signed up.

2. CREW CHANGES

Simon – Have just launched a survey on crew changes and encourage member companies to use the form. ICS will issue a report approx. every 2 weeks to assemble a white list where crew changes are occurring.

Phil (Intertanko) – can a single system of reporting on crew changes be implemented as others such as Intermanager and IMEC are also working on crew change data?

Guy – will discuss with Kuba.

Michael (Singapore) – MPA and MOT have supported crew changes if criteria are followed. Local efforts have been accepted and the MPA are being pragmatic as they see risk being managed. Criteria now includes crew that have completed their employment contracts and are considering other personnel on board vessels in addition to seafarers. Trial tests will be undertaken to test out the criteria and find any gaps that need addressing. Trial test must be point to point with chaperone and no stay ashore, which may cause issues around flights and vessels ETA/ETD. No current holding facility, but working on a floating accommodation arrangement. Not implementing a 14 day quarantine period, but quarantine and testing must be done prior departing home country and joiners must have a fit to travel certificate. Trial being planned with a Clipper vessel, which may be done with a charter flight and within 15 June. Indonesia is willing to open up for Indonesian nationals returning without testing, however airlines have been refusing boarding without testing. Airlines may impose their own protocols, regardless of what government is saying. When things open up there will be high volumes expected.

Tim (Singapore) – flights are still an issue but there are options. Crew changes are possible by joining in Japan and offsigners leaving in Korea.

Guy – ITF want to see movement within 16 June, seafarers want to see that things are happening.

Edgar (Philippines) – there is currently a lag in receiving test results of seafarers due to the government underestimating the volume of tests required, results are taking up to 7 days instead of 48 hours. Results need to be matched with addresses of seafarers so they can travel to the provinces. Testing was to facilitate release of seafarers and avoid the 14 day quarantine period.

Francesco (IMEC) – crew travel agents are getting a lot of requests and are working together to organise charter flights. Volume survey results was published to members yesterday. Approval of a charter flight from India has been received, however lockdown in India is in place until the end of May.

Simon – IATA are frustrated by individual airline protocols. IATA are focused on reopening scheduled commercial flights over the next 2 months. In Singapore IATA have a local office and may be able to provide local assistance.

Phil (Intertanko) – members have been advised to join industry initiatives but see crew changes are happening.

Claudia (ECSA) – issuing visas are still a problem for crew changes due to EU missions being closed and working to resolve the situation. Visa on arrival is not a solution due to how long they take to process. Waivers or exemptions have been requested and are awaiting a decision as may require some legislative changes.

Niels (KVNR) – Situation in Amsterdam is max 65 visa on arrival per day, with 4 per hour

Jonathan (South Africa) – have developed a communication to government regarding crew changes, biggest issue remains flights. May move out of lockdown at the end of May, but this may only be part of the country.

Tim (UK) – problems reported regarding crew changes in Milford Haven, which seems to be due to a communication breakdown by port health due to the different requirements between England and Wales. UK is on the point of imposing 14 day quarantine for all foreign arrivals and the UK Chamber are pushing for seafarers to be exempted.

3. CHARTERING AND INSURANCE ISSUES

Kiran – the BIMCO working group have developed a draft time charter clause and it is expected to be sent to the documentary committee today for review.

4. TESTING

Alex (Cyprus) – chaotic situation regarding testing with different requirements being required.

Peter (BIMCO) – testing needs to be aligned.

Natalie – WHO are hosting webinars 28 May, to include prioritisation of seafarers as key workers and testing.

5. ANY OTHER BUSINESS

Guy – next meeting same time next week.

ATTENDANCE

Representatives of following national and international associations:

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

With

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