

**INTERNATIONAL CHAMBER OF SHIPPING**  
**NOTE OF CREW CHANGE TASK FORCE MEETING**  
**TUESDAY 28 APRIL 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 the complete draft of 'Framework of Protocols' for conducting crew changes attached to the meeting papers, and that the intention was to finalise the document, with the support of as many international associations as possible, so that it could be officially submitted to IMO during the following week.

It was noted that ITF, which had seen the draft, was willing to support it. Further comments were expected from IATA, ILO and WHO which would need to be incorporated.

It was noted soundings had been taken from Singapore MPA which, unofficially, was understood to be content with the general 'point to point' approach, provided that this was only a general global framework to which national authorities might continue to add their own requirements, including with respect to problematic issues such as quarantine and testing.

It was suggested that it should also be made clear that the Protocols could be applied in a less onerous manner by Governments if they so wished.

INTERTANKO's comments regarding 2m social distancing, and detailed specifications for the provision of PPE and testing requirements were noted, and it was agreed the wording in the document should be revisited to achieve the right balance, recognising the generic nature of the Protocols which were intended for a government audience.

**The Task Force was generally supportive of the approach adopted by the draft Protocols and undertook to provide any further detailed comments in writing by 1400 on 29 April, so that they could be accommodated to the extent possible in the final draft.**

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

It was noted ICS and ITF were working on a template to be used by national shipowner associations and seafarer unions for discussion with Governments, national authorities and airlines, which would make reference to the Framework of Protocols, as part of concerted action with Governments at national level to facilitate crew change flights from as many airports as possible, including those nations where major crew change airports were located, as identified with IATA. If two or more airports could be opened for crew changes this could create a domino effect.

It was noted that Hong Kong was more or less open for crew changes, as was Korea (although with a 14 day quarantine requirement for crews from Manila). However, many other efforts to effect crew changes had been unsuccessful, sometimes due to problems with land transport, including across EU borders.

INTERTANKO undertook to provide a snap shot of the limited number of crew flights among its members that had recently been successful.

IMEC had provided more data about likely demand for crew flights plus information on the main global crew travel agents covering about 60% of crew travel, but more discussion would be required locally.

**It was agreed that more information was needed on major crew travel routes and potential costs.**

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

A report was made on progress with drafting clauses for charter parties and bills of lading contracts for discussion with the International Group of P&I Clubs and BIMCO, among others, so that if a ship had to deviate to conduct a crew change the costs of such calls could be shared, including with charterers and cargo interests.

Discussions had also continued with the International Group to ensure that P&I cover could remain for calls to ports for the purpose of crew changes if a deviation was required, although the policy of the individual Club might depend on whether this was only a minor diversion, and different issues might arise if a ship was in ballast.

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

## **4. TESTING**

The meeting noted the advice contained in COVID-19(20)50 of 27 April and that the efficiency of various tests remained unclear, while the advice of WHO and IMHA continued to evolve.

## **5. ANY OTHER BUSINESS**

It was **agreed** that further meeting should held on **Tuesday 5 May** at 1200

### **ATTENDANCE**

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

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

#### **With**

ICS  
CLIA  
BIMCO  
INTERCARGO  
INTERTANKO  
IMEC  
WSC