

INTERNATIONAL CHAMBER OF SHIPPING
NOTE OF CREW CHANGE TASK FORCE MEETING
TUESDAY 2 JUNE 2020 AT 1200 UK TIME

STATEMENT OF COMPLIANCE WITH COMPETITION RULES

Welcome and Introduction.

1. A FRAMEWORK OF PROTOCOLS FOR FACILITATING CREW CHANGES

Simon – IMO and ICAO have issued a joint circular highlighting crew change issues and referring to the protocols.

2. CREW CHANGES

Guy – 150,000 seafarers due for signing off and another 150,000 waiting to be signed on.

Stewart – the ICS crew change survey was launched in May, the data is currently being analysed and a report will be issued and circulated to members and requesting continued reporting.

1152 reports have been received, 618 related to attempted crew changes during May in 73 countries.

76% of attempted crew changes in 50 countries were successful, 90% of which were for both on-signers and off-signers and 82% for both nationals and foreign nationals.

Key countries where crew changes were unsuccessful are Singapore, China, UAE, South Africa and Australia.

Guy – the ICS survey is complimentary to the InterManager Global Champions campaign.

Michael (Singapore) – will allow countries to see where they stand compared to others. Can the actual number of crew that have been changed also be included? Transit passengers at the airport are allowed.

Stewart – survey is designed to be short and quick to use but does include a comment box at the end to add additional data as free text. ICS does not have actual numbers but could be considered as an amendment to the survey going forward.

Rajesh (Singapore) - For crew changes in Singapore must follow the handbook. Looking at a hotel in addition to a floatel. Waiting for updated information on doctors.

Tim (Singapore) – very difficult in Asia for foreign national crew changes due to quarantine periods. If Singapore can get crew changes started then the key crew

supply countries also need to be able to receive seafarers needing to be repatriated. Flights are starting to pick up in Asia.

Phil (Intertanko) - Real problems for tanker industry in Fujairah UAE. Key hub port and without a crew change there, seafarers stuck on board for quite some time.

Dimitri (Greece) – Does China allow non-Chinese crews to sign off? Not in our experience! Would appreciate input please.

Tim (Singapore) – Would make sense to state for the countries mentioned whether they allow foreigners because I also like Dimitri believe that China only allows crew change for Chinese. Singapore Crew Change Guidebook <https://www.ssa.org.sg/images/ssa/pdf/SG-Crew-Change-Guidebook.pdf>. This Protocol should be read in conjunction with the MPA PMC 26 (Port Marine Circular 26) which can be found on this link <https://www.mpa.gov.sg/web/portal/home/port-of-singapore/circulars-and-notice/detail/628c6a74-b0a9-4dc4-9e23-fd1687601825>.

Evelyn – It might also be helpful to reflect nationalities of seafarers which were involved in crew changes in order to have a view of mobility allowance from seafarer supplying countries crossing borders

Teresa (Australia) – Providing that list of countries where crew changes were unsuccessful would help us effect change here in Australia...perhaps we can look at a way to obtain this if not via the full report.

Joe (Intercargo) – Please, any of colleagues happens to know/be aware of the existence of one place/webpage to show all live details of flights/route worldwide?

Gautam (Hong Kong) – no recent formal exchange with the government but informal discussions have continued and waiting for more information. However, there has been a recent spike in local cases so the government is being cautious at present. Seafarers being landed for other medical attention need to have a COVID test and wait in a hotel until test results are received. On the issue of gradual resumption of transit services at the Hong Kong International Airport (HKIA), having checked with relevant parties, we were given to understand that to ensure the precautionary and public health protection related measures are well put in place throughout the travel, only transit passengers who have been checked through at the origin port and take transit flights operated by the same airline group will be allowed to transit at HKIA in the initial period. When planning for the transit services, airlines will conduct necessary verification and confirm the latest travel restrictions, border control and the latest quarantine measures imposed by different countries and regions to ensure that their passengers will be accepted at the final destinations before allowing them on board. In this connection, we are advised that currently the Mainland Government does not accept transit passengers to enter Mainland China.

Edgar (Philippines) – Netherlands, Belgium and Nigeria have opened up visa services. The US embassy has cancelled all appointments up to 11 June, maybe

reopen 15 June. Domestic flights have restarted and more choice for international flights. If swab test on arrival is passed the 14 day quarantine period not required.

Petros (Cyprus) - Re Hong Kong does anyone know if Ukrainians with "special" visa for China allowed to transit? Do they need visa for Hong Kong in case of split ticket?

Fiona (South Africa) – not yet heard back from the government on crew changes, still only South African crew allowed to be changed. Have moved down to level 3 lockdown.

Stuart – will be issuing a press release on crew changes and numbers on Thursday. Next week will be positioning ahead of 15 June.

3. CHARTERING AND INSURANCE ISSUES

Jakob (BIMCO) – BIMCO have shared a draft still with the BIMCO Documentary Committee and will hopefully be published shortly.

4. TESTING

Guy – PCR swab test seems to be the one being accepted but need some standardisation.

Evelyn - Ref PCR Covid-19 testing nationalities such as European/East European are being carried out smoothly- We are in process of commencing with Philippines this week. Ensuring the effectiveness of Brazilian seafarers' testing and quarantine conditions for locally trading visits remains a challenge.

5. VISAS

Claudia (ECSA) – efforts to seek a solution, letter issued Friday evening only called on member states to facilitate efforts in third countries for EU nationals or EU flagged vessels and waivers needing to enact legislation. Lobbying continuing and waiting for further updates.

6. ANY OTHER BUSINESS

Guy – next meeting same time next week.

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SINGAPORE SUMMARY

Key notes from the updates out of Singapore (covering Rajesh, Tim and mine) comments

On Stewart Inglis report

- Very good summary and dashboard – its very compact and very visual.
- Singapore suggest this report in the next iteration goes 1 layer deeper
 - # of successful crew changes may be misleading, because there is a difference if we report and share that Port A has done 10 crew changes, but the actual number of Crew is less than 20 seafarers.
 - It be best we can look at actual figures : How many crews have moved (Signing ON/OFF)
We need to look at this from a volume perspective, because then we know which port can handle the volume and is also useful from a planning perspective for Crew Change options
- If we can get this from a Monthly basis (back tracking from April if possible)

From Singapore team updates

- The Singapore Workgroup has released the SG Crew Change Guidebook today (see email sent to Guy/Simon/Julie)
- We are aware that Crew Change has been facilitated successfully when the shipping companies are following the protocols listed in the Guidebook and with Port Marine Circular #26 from the MPA
- We are still working on phase 2 –and endeavour to provide further enhancements (ie the current limitations set in place in the Guidebook vis-à-vis vessels must be in port until a sign off crew flies off etc...)
- We request for countries like India, Philippines, Myanmar, China etc... to continue to push harder with their respective governments, and to provide constant updates on their respective country status on Seafarer movement

One more thing to add:

Singapore strongly request other countries in the region to open up so that it is not SG and HK where everything has to be done. None of them can handle that and as I said, in such case there is a risk that both shut down.

Thanks

Michael Phoon
Executive Director



ATTENDANCE

Representatives of following national and international associations:

Australia
Bahamas
Belgium
Canada
Cyprus
Denmark
France
Germany
Greece
Hong Kong
Japan
Liberia
Netherlands
Norway
Philippines
Singapore
South Africa
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