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11/06/2020

Konu : ICS Mürettebat Değişim Raporu Hk.**Sirküler No :695**

Sayın Üyemiz,

Uluslararası Deniz Ticaret Odası'ndan (International Chamber of Shipping – ICS) alınan 01.06.2020 tarihli Ek'te sunulan yazıda, birçok denizcilik şirketinin, pandemi döneminde ülkeler tarafından getirilen kısıtlamalar ve mevcut uçuş yasakları nedeniyle mürettebat değişikliği yapmakta zorluk çektiği ifade edilmektedir. COVID-19 salgını süresince, 150.000'den fazla denizcinin görev sürelerini tamamladıktan sonra en kısa zamanda ülkelerine geri gönderilmeleri gerektiği, ancak mevcut sürecin iyileşme eğiliminde olmasına rağmen, söz konusu mürettebat değişikliği sorununun sona ermesinin bir süre daha alacağı belirtilmektedir.

Yazıda devamla, Uluslararası Deniz Ticaret Odası tarafından oluşturulan "Mürettebat Değişikliği Rapor Formu" aracılığıyla COVID-19 salgını sırasında Mayıs ayı içerisinde dünya çapında yapılan mürettebat değişikliklerinin durumunu gösteren 1152 rapor alındığı bildirilmektedir.

Söz konusu rapordaki bulguların, Mayıs 2020'de 73 ülkedeki liman veya terminallerde yapılan 816 mürettebat değişikliğine dayandığı belirtilmekte olup, mürettebat değişikliklerinin Mayıs 2020'de 50 farklı ülkede başarıyla tamamlandığı ifade edilmektedir.

Bu kapsamda, Mayıs ayında yapılan mürettebat değişiklikleri konusunda en başarılı olan ülkelerin Hollanda, Almanya, Çin, Amerika Birleşik Devletleri ve Belçika; en başarılı limanların ise Rotterdam, Antwerp ve Hamburg olduğu bildirilmektedir.

Yazıda ayrıca, şirket ve ilgili kişilerin, <https://www.surveymonkey.co.uk/r/CrewChangeReportForm> internet sayfasını ziyaret ederek mürettebat değişikliklerine ilişkin başarılı veya başarısız girişimler konusunda kayıt yapabilecekleri belirtilmektedir.

Bilgilerinize arz/rica ederim.

Saygılarımla,

e-imza
İsmet SALİHOĞLU
Genel Sekreter



Bu belge, 5070 sayılı Elektronik İmza Kanuna göre Güvenli Elektronik İmza ile İmzalanmıştır.

Evrakı Doğrulamak İçin : <https://ebys.denizticaretodasi.org.tr/enVision/Dogrula/KA56JY>Bilgi için: İrem SELEN Telefon: 02122520130/456 E-Posta: irem.selen@denizticaretodasi.org.tr

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Ek: ICS'den alınan 01.06.2020 tarihli yazı. (7 sayfa)

Dağıtım:

- Tüm Üyeler (WEB Sayfası)
- Türk Armatörler Birliği
- S.S. Gemi Armatörleri Motorlu Taşıyıcılar Kooperatifi
- GİSBİR (Türkiye Gemi İnşa Sanayicileri Birliği Derneği)
- VDAD (Vapur Donatanları ve Acenteleri Derneği)
- KOSDER (Koster Armatörleri ve İşletmecileri Derneği)



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If you are not the intended recipient you should contact ICS and must not make any use of it.

8 June 2020

COVID-19(20)88

**TO: ALL MEMBERS & ASSOCIATED MEMBERS
BOARD
MANNING AND TRAINING SUB-COMMITTEE
LABOUR AFFAIRS COMMITTEE**

CREW CHANGE REPORT – 1 JUNE 2020

Action required: Members are invited to note the first Crew Change Report (1 June 2020), which presents the responses to the Crew Change Report Form up to the end of May 2020 for use as necessary for lobbying purposes, and to forward the link to the Crew Change Report Form to their member companies to collect crucial information about crew changes attempted in June 2020.

Members will recall that an ICS Crew Change Report Form was circulated to Members by means of COVID(20)71, which included the invitation to disseminate it widely to enable ICS to collect information on crew changes attempted during the pandemic.

The intention was that the information collected would support efforts by ICS and its Members to encourage Governments to implement the IMO Framework of Protocols and facilitate crew changes throughout the pandemic in as many ports as possible.

The Secretariat is grateful to Members, companies and ship's Masters for all their efforts to ensure the Crew Change Report Form has received a high response rate.

Members are advised that the first Crew Change Report (1 June 2020) has been prepared on the responses to date (reported crew changes up to end of May 2020).

The **Crew Change Report (1 June 2020)** is attached at the **Annex**.

Members are advised that the report was prepared to support the lobbying efforts of ICS and its Members and was not designed to necessarily be presented as a whole for a wider/external audience. As such, Members are encouraged to refer to figures and analysis contained in the report, however the Secretariat would caution presenting it to certain audiences without providing appropriate additional context or explanations. Members should use and present the figures in a manner that serves their lobbying efforts at the national level or updating their member companies.

As more crew changes reportedly being possible, the lobbying efforts of ICS and its Members needs to be supported by slightly different information. For this reason, and taking into account the feedback from ICS Crew Change Taskforce, the Secretariat has revised the Crew Change Report Form. It now asks only for the following information about attempted crew changes:

- Date
- Name of Port/Terminal
- Name of Country
- Was the crew change successful? (Yes or No)
- Number of on/off-signing crew members and their nationalities (if applicable)
- Number of off-signing crew members and their nationalities (if applicable)

The revised **Crew Change Report Form** can be completed at the following link:

<https://www.surveymonkey.co.uk/r/CrewChangeReportForm>

Members are invited to widely disseminate the above link to their member companies and relevant contacts with encouragement to complete it for all attempted crew changes (both successful and unsuccessful crew changes).

NOTE: Whilst it is important to collect information about those attempted in June 2020, companies/Masters should still be encouraged to complete it for crew changes (successful and unsuccessful) attempted in previous months.

Companies/Masters should be advised that:

- Survey is estimated to only take about 30 seconds to complete and the questions can be viewed in advance on the [ICS website](#);
- Participation in the survey is entirely anonymous as it contains no questions about the name of the respondent, name of the company or names of ships); and
- Completing the survey will support efforts by ICS and its Members to encourage Governments to implement the IMO Framework of Protocols and, more generally, to facilitate crew changes throughout the pandemic in as many ports as possible.

Further information about the Crew Change Report Form and its revised questions and is provided on the [ICS website](#). It is hoped that providing the questions in this manner will reduce the number of demo/test completions of the report form.

Any questions about the revised Crew Change Report Form may be forwarded to Stewart Inglis (stewart.inglis@ics-shipping.org).

Simon Bennett
Deputy Secretary General



International Chamber of Shipping

CREW CHANGE REPORT

1 June 2020

Many shipping companies are having difficulties conducting crew changes due to continuing restrictions imposed by national authorities and the lack of available flights. Over 150,000 seafarers are still understood to require immediate repatriation having completed their tours of duty. The crew change crisis during the COVID-19 pandemic is far from over, even if the situation may appear to be gradually improving.

The Crew Change Report Form has received **1152 reports** to date, which provides a snapshot of the crew changes attempted worldwide during the COVID-19 pandemic.¹

This report covers the reports of crew changes attempted in May 2020.

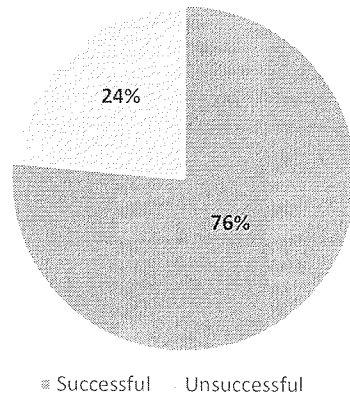
Findings in this report are based on a sample size of **816 crew changes** attempted in ports or terminals in **73 countries** in May 2020.

Crew changes are reported to have been successfully completed in **50 different countries** in May 2020:

- | | | |
|-----------------------|-----------------|--------------------------|
| 1. Angola | 18. France | 36. Poland |
| 2. Australia | 19. Germany | 37. Portugal |
| 3. Barbados | 20. Ghana | 38. Republic of Korea |
| 4. Belgium | 21. Gibraltar | 39. Russian Federation |
| 5. Brazil | 22. Greece | 40. Singapore |
| 6. Bulgaria | 23. Iceland | 41. South Africa |
| 7. Canada | 24. India | 42. Spain |
| 8. Chile | 25. Indonesia | 43. Sri Lanka |
| 9. China | 26. Italy | 44. Sweden |
| 10. Congo | 27. Japan | 45. Turkey |
| 11. Croatia | 28. Latvia | 46. Ukraine |
| 12. Cyprus | 29. Lithuania | 47. United Arab Emirates |
| 13. Denmark | 30. Mexico | 48. United Kingdom |
| 14. Egypt | 31. Mexico | 49. United States |
| 15. Equatorial Guinea | 32. Netherlands | 50. Vietnam |
| 16. Estonia | 33. Nigeria | |
| 17. Finland | 34. Norway | |
| | 35. Philippines | |

¹ Majority of the reports (71%) relate to crew changes attempted in May 2020. Whilst one reason might be timing of the launch and promotion of Crew Change Report Form in the middle of May 2020, it would not be unreasonable to surmise that there may have been more attempted crew changes in May 2020 as the IMO Framework of Protocols (Circular Letter No.4204/Add.14) were implemented by Governments and various travel and other restrictions began to be eased worldwide.

OUTCOME OF CREW CHANGES
ATTEMPTED IN MAY 2020



Commentary: Based on the reports, 76% of the attempted crew changes were successful in May 2020. However, as this is only a sample of the crew changes attempted worldwide in May 2020 and does not take into account factors such as the potential for increased likelihood of reporting successful crew changes or the lack of reporting of scheduled crew changes that were aborted before even being attempted, the actual success rate for crew changes may currently be considerably lower.

Top 10 Countries – Successful Crew Changes in May 2020

- | | |
|------------------|-----------------------|
| 1. Netherlands | 6. Russian Federation |
| 2. Germany | 7. United Kingdom |
| 3. China | 8. Spain |
| 4. United States | 9. Norway |
| 5. Belgium | 10. Republic of Korea |

Note: Data analyzed to identify these countries includes those successful crew changes where it was also reported that only part of the planned crew change was completed (e.g. only off-signers) or there were restrictions on crew changes involving foreign nationals.

Top 5 Ports – Successful Crew Changes in May 2020

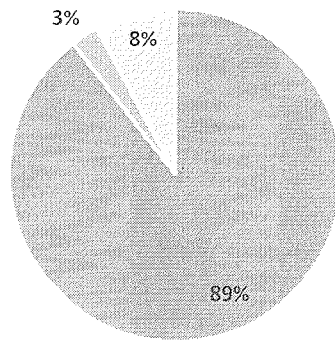
1. Rotterdam
2. Antwerp
3. Hamburg
4. Ciudad del Carmen
5. Bremerhaven

Top 5 Countries – Unsuccessful Crew Changes in May 2020

1. Singapore
2. China
3. United Arab Emirates
4. South Africa
5. Australia

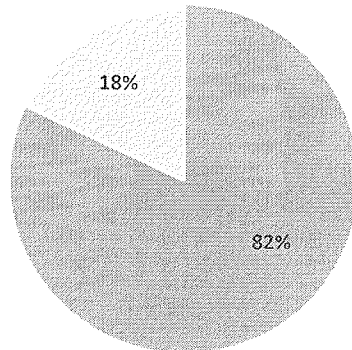
Note: Data analyzed to identify these countries includes crew changes that were deemed unsuccessful because they were scheduled or planned but did not go ahead for whatever reason, and should not be construed as the result of lack of effort or action on the part of these countries to take steps to facilitate crew changes involving seaport and airports under their jurisdiction.

TYPES OF CREW CHANGES PERMITTED BY AUTHORITIES



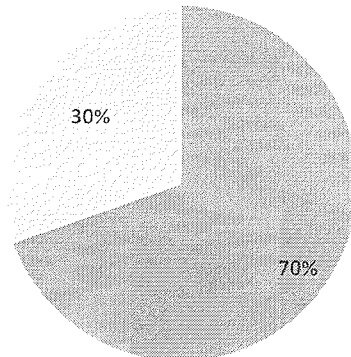
☒ Crew can join and leave the ship ☒ Crew can only join the ship ☒ Crew can only leave the ship

NATIONALITIES PERMITTED FOR CREW CHANGES BY AUTHORITIES



☒ Both foreign nationals and nationals of the country where the port/terminal is located
☒ Only nationals of the country where the port/terminal is located

USE OF AIRPORT IN SAME COUNTRY AS PORT/TERMINAL



☒ Used airport in same country as the port/terminal
☒ Used airport in different country than port/terminal (or no airport used)

Summary

- Reports of crew changes attempted in May 2020 show diverse outcomes, with reasonable success in some port and countries and various challenges in others.
- There was reported 75% success rate for crew changes in May 2020, however that figure is likely to be considerably lower if scheduled crew changes that were aborted before being attempted had been reported and/or if the number of successful crew changes was compared with the number of crew changes conducted in any given month prior to the pandemic.
- A successful crew change was completed in a port/terminal somewhere in the world every day in May 2020.
- Crew changes were reported to have been successfully completed in 50 different countries in May 2020.
- Top countries for crew changes in May 2020 were Netherlands, Germany, China, United States and Belgium.
- Top ports for crew changes in May 2020 were Rotterdam, Antwerp and Hamburg.
- Concerns remain that some countries are not permitting crew changes that involve seafarers both joining and leaving ships, restricting crew changes to, for example, seafarers requiring repatriation only.
- Concerns remain that some countries (or ports) have restricted crew changes to only their own nationals, including some important countries for crew changes.
- Use of airports outside the country of the port/terminal where the crew change took place in 30% of successful crew changes shows the logistical challenges to be overcome and the difficulties still being posed by the lack of available flights.