



Brussels, 17.07.2020

To: Mr Mark Rutte, Prime Minister of the Netherlands

Subject: Crew changes in Covid-19 times – Save our Seafarers, call for action

Dear Mr Rutte, Dear Prime Minister,

We, the European and International social partners for maritime transport together with our maritime partners, would like to thank you for all the efforts the Netherlands is making to facilitate crew changes, including being a signatory to the ministerial statement concluded at the International Maritime Summit on Crew Changes, held on 9 July 2020.

While we welcome your political leadership and appreciate your engagement, more needs to be done to relieve seafarers and facilitate crew changes, which are currently happening at a rate of only 30% of what is needed. Seafarers are playing an essential role in maintaining the global flow of energy, food, medicines and medical supplies by ship. Yet many seafarers have been away from home for months, unable to leave their ships and return home because of travel restrictions, imposed by governments. Meanwhile, seafarers who have been rostered to replace them are being prevented from doing so by, amongst other things, the absence of facilities for obtaining visas to travel to the places where they are scheduled to join their ships – including the Schengen area.

At least 200,000 up to 300,000 seafarers currently need to be relieved, and this number rises with every week that passes. Some of these seafarers have now spent 15 months or more continuously on board. An equal number are awaiting to join ships.

First and foremost this is a humanitarian crisis that must be solved in order to protect seafarers that have been on ships for far too long. But the urgent need to solve this crisis also extends ashore. Without seafarers, ships cannot operate and cannot deliver goods necessary for every part of our economy. At a time of considerable stress for global and national economies, we are concerned that any interruption to the flow of trade could have devastating consequences for the recovery phase.

We acknowledge that all stakeholders in the industry have been working constantly over the past months to enable crew changes to happen. Guidance on measures to be taken by operators and other authorities so that seafarers are designated 'key' workers and their travel facilitated have been incorporated in IMO protocols.

Similarly, the European Commission has issued guidance over the past months and is coordinating operationally with Commission services, EU Member States and international organisations.

While we welcome all these actions, as well as your government's efforts, it is time now for the immediate involvement of all the heads of Member States to avoid a potential humanitarian and global trade crisis.

The Netherlands plays a key role in the global supply chain, has the largest port in the EU and one of the largest airports in the EU, is an IMO Council member and is a co-signatory of the 9th July ministerial statement on crew changes. We respectfully request that the Netherlands continues to lead by example and increases those efforts to bring about an end to this growing problem. We call on you to take the necessary urgent measures to follow-up and implement the key commitments in the 9 July ministerial statement.

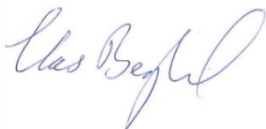
Given that there are still remaining obstacles in place for crew changes to be carried out in or via the Netherlands, we therefore call on you to undertake the following further actions:

- Whilst a timely issuance of visas by consular missions in the residential nations where seafarers reside is the default option, we consider it crucially important that the Netherlands issues visas on arrival also to:
 - seafarers joining non-Dutch flagged or owned vessels in Dutch ports;
 - seafarers in transit via the Netherlands to join a vessel in another EU Member State;
 - seafarers in transit through the Netherlands in order to fly home via Dutch airports including when entry to the Netherlands from outside the Schengen area is required more than 18 to 24 hours before the repatriation flight departs.
- Allow seafarers to stay in the Netherlands for up to 10 days albeit restricting seafarer movement to a hotel or a municipality. The current time limits of between 4 and 72 hours imposed on non-EU off signing seafarers to remain in the country before departing, makes it very difficult to align disembarkation with the still limited flight options for various countries.
- Authorise the temporary provision of visa waivers for on and off-signers and increase visa processing capacity in order to manage the expected influx of visa requests over the coming months. Such a visa waiver will be an important measure in facilitating the preparations for departures from third countries. We believe that your current practice of issuing visas in the embassies and on arrival in sea and airports, will not cope with the forecasted two-threefold increase in demand for visas per month over the next weeks, in view of the backlog of crew changes still awaiting to take place.

We trust you will use your position to make a difference in practice both through concrete measures in the Netherlands and by using your diplomatic influence to raise this matter at the highest level in meetings both with EU Member States and with governments around the world. This will be extremely important to ensure seafarers can be relieved without any further delay.

On behalf of all the signatories of this letter your office will be contacted in order to set up a meeting with you, to discuss this urgent topic and how the actions can be facilitated further.

Yours respectfully,



Claes Berglund
President ECSA



Frank Moreels
President ETF



Guy Platten
Secretary General ICS



Stephen Cotton
Secretary General ITF



Tom Boardley
Secretary General
CLIA Europe



John W. Butler
President and CEO
World Shipping Council



Francesco Gargiulo
CEO
IMEC



Capt. Kuba Szymanski
Secretary General
INTERMANAGER



Katharina Stanzel
Managing Director
INTERTANKO



Kostas Gkonis
Secretary General
INTERCARGO



Janet Strode
General Manager
IPTA



David Loosley
Secretary General & CEO
BIMCO



Mr. Yuichi Sonoda
Secretary General
ASA

Annex: Joint Ministerial Statement of the International Maritime Virtual Summit on Crew Changes, Thursday 9 July 2020

Copied to: Deputy Prime Minister, Minister of Health, Welfare and Sport, Mr Hugo de Jonge;
Deputy Prime Minister, Minister of the Interior and Kingdom Relations, Mrs Kajsa Ollongren;
Minister of Infrastructure and Water Management, Mrs Cora van Nieuwenhuizen;
Minister of Migration, Mrs Angie Broekers-Knol

ANNEX

Joint Ministerial Statement of the International Maritime Virtual Summit on Crew Changes Thursday 9 July 2020¹

1. Our collective efforts to combat the COVID-19 pandemic have demonstrated the critical need to prioritize the continued functioning of global supply chains to ensure the resilience of our national economies, and the importance of facilitating the safe and efficient operation of the maritime transportation system which moves over 80% of global trade.
2. Critical to this endeavour is the ability of shipping companies to continue conducting crew changes throughout the world, notwithstanding the restrictions applied by many national authorities in response to the pandemic.
3. We, as the representatives of governments, attending the International Maritime Summit on Crew Changes held on 9 July 2020 by the government of the United Kingdom of Great Britain and Northern Ireland, are deeply concerned by the global crisis. Specifically, those created by ongoing obstacles affecting ship's crew changes, the impact on the well-being of seafarers and the impact that any failure by governments to resolve these issues will have on maritime transport, which must be permitted to continue to operate safely and efficiently throughout the COVID-19 pandemic.
4. Specifically, we acknowledge, as a matter of urgent concern:
 - That the inability of ship operators worldwide to conduct ship's crew changes is the single most pressing maritime operational challenge to the safe and efficient movement of global trade;
 - At least 200,000 seafarers are estimated to require immediate repatriation, with many serving on extended crew contracts who are overdue to return home, in addition to a similar number of seafarers that urgently need to join their ships in order to allow the world's internationally trading vessels to continue to operate safely;
 - Seafarers' tours of duty cannot continue to be extended and need to be kept to a duration of less than 12 months, as set out by the Maritime Labour

¹<https://www.gov.uk/government/news/joint-statement-of-the-international-maritime-virtual-summit-on-crew-changes>.

Convention, 2006, as amended (MLC, 2006). The global shipping industry estimates that, since March 2020, only about 25% of normal crew changes have taken place. Apart from the humanitarian and crew welfare concerns, and issues of regulatory compliance, there is an increasing risk that fatigue and mental health issues could lead to serious maritime accidents;

- The complexity of facilitating ship's crew changes, regardless of the seafarers' nationality, requires concerted action as well as access to commercial flights to the principal seafarer countries of origin and those countries where crew changes take place;
- That the health and well-being of seafarers is paramount and is inextricably linked to the continuing safety and efficiency of ship operations.
- That the uncertainty around a possible second wave of the Covid 19, impose swift actions without further delay to allow crew changes, to avoid further and unimaginable consequences to the already fragile global supply chain, that rely on goods transported by ships
- That the lessons learned during the Covid 19 outbreak, assist to create international protocols in partnership with the maritime industry and the regulatory agencies, to provide practical instruments to facilitate shipping operations and seafarers to perform their essential role, in case of a recurrence of a global pandemic.

5. We therefore recognise the importance of the pledges set out below and, as a matter of urgency, to:

- (a) ENCOURAGE all IMO states to designate seafarers as "key workers" providing an essential service, to facilitate safe and unhindered movement for embarking or disembarking a vessel;
- (b) CONSIDER the legal possibilities for accepting internationally recognised documentation, such as International Convention on Standards of Training, Certification and Watchkeeping for Seafarers certificate, the International Labour Organization Seafarers' Identity Document (ILO 185) and a letter by the seafarers' company, carried by seafarers as evidence of their status as key workers, and purpose of their travel and movement for crew changes;
- (c) ENGAGE, nationally, multilaterally and bilaterally, in discussions about implementation, to the maximum extent possible, as appropriate to the circumstances that may prevail nationally or locally, of the Recommended Framework of Protocols for Ensuring Safe Ship Crew Changes and Travel during

the Coronavirus (COVID-19) Pandemic, circulated to IMO Member States as Circular Letter No.4204/Add.14 on 5 May 2020;

- (d) REVIEW, working in conjunction with our health, immigration and other relevant ministries, agencies and authorities, the necessity of any restrictions that may continue to apply, at national and/or local level, to the movement and travel of seafarers for the purpose of conducting ships' crew changes. This includes the possibility of allowing exemptions from quarantine or similar restrictions in accordance with relevant international rules, health regulatory guidelines as adopted by competent organisations and Industry such as the World Health Organisation, and the ability for ship owners to accommodate seafarers in hotels or designated shelters, should the quarantine be a national requirement, without delaying the ship's operations, once the crew change has taken place.
 - (e) CONSIDER, in liaison with our relevant ministries and authorities, including those responsible for immigration, temporary measures including (where possible under relevant law) the possibility of waivers, exemptions or other relaxations from any visa or documentary requirements that might normally apply to seafarers; and
 - (f) EXPLORE, in cooperation with ICAO and the aviation industry, ways of increasing access, as soon as possible, to commercial flights to and from the principal countries of origin of seafarers and the airports in reasonable proximity to those seaports where crew changes are effected and:
 - (g) URGE all IMO Members to take any necessary measures, within their area of jurisdiction, to ensure seafarers affected by the Covid-19 pandemic enjoy safe crew changes as well as repatriation to their home countries or to their place of ordinary residence.
6. We express our deepest appreciation to the world's seafarers who have continued tirelessly to operate ships and move trade throughout this global crisis, and pledge to take forward these actions at this Summit with the urgency and resolve needed by the situation.
7. Together, we can avert the global crisis that is unfolding at sea and play our part in helping the world defeat the coronavirus (COVID-19).

Government
United Kingdom
Australia
Denmark
France
Germany
Greece
Indonesia
Netherlands
Norway
Philippines
Saudi Arabia
Singapore
South Africa
United Arab Emirates
United States of America

The International Maritime Summit on Crew Changes was also attended by United Nations officials from the International Maritime Organization (Secretary-General Kitack Lim) and International Labour Organization (Ms. Corinne Vargha), and shipping industry representatives from the International Chamber of Shipping (Mr. Guy Platten), International Transport Workers' Federation (Mr. Stephen Cotton), UK Chamber of Shipping (Mr. Bob Sanguinetti), Nautilus International (Mark Dickinson) and Maritime UK (Harry Theochari).