



La Moncloa
 Complejo de la Moncloa,
 Avda. Puerta de Hierro,
 s/n. 28071 Madrid

Brussels, 05.08.2020

To: Mr Pedro Sánchez Pérez-Castejón, President of the Government of Spain

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

Dear President,

We, the European and international social partners for maritime transport together with our maritime partners, would like to thank you for the efforts Spain is making to facilitate crew changes, including recognising the key role of seafarers in several national measures. However, still 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.

Over a quarter of a million 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.

This is a humanitarian crisis that must be solved in order to protect seafarers that have been on ships for far too long. We are also 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 as well as ILO, IMO and the European Commission have been working ceaselessly over the past months to ensure crew changes are able to happen. While we welcome all these actions, it is now time for the immediate involvement of Heads of State and governments.

We are, therefore writing to EU Member States at the highest political level in order to call for urgent action nationally and in partnership with other countries.

Spain is well placed to make a difference. Having one of the largest interests in international seaborne trade, it is an IMO Council member. It has important ports and some of the largest airports in the EU. It plays an important role in the global shipping industry both as a final destination and a transit hub. Its geographical

location makes it of critical importance for vessels operating in much of the Atlantic and the Mediterranean. Spanish airports are also important hubs for flights from South America and Africa to other parts of the world. We, therefore, respectfully request Spain to lead by example by signing the annexed ministerial statement concluded at the International Maritime Summit on Crew Changes, hosted by the UK on 9 July 2020, and taking the necessary measures to urgently implement its key commitments.

The smooth facilitation of crew changes in or through Spain is still being prevented by, amongst others, the difficulties in obtaining Schengen visas. We, therefore, request that in particular the following actions are undertaken urgently:

- **Visa Waivers:** introduce temporary visa waivers allowing visa-free entry and transit through Spain in both directions for their purposes of crew changes. EU Regulation 2018/1806 allows for such a waiver to be implemented nationally for seafarers holding a seafarer's identity document issued in accordance with the ILO Conventions No 108 or No 185 or the IMO Convention on Facilitation of International Maritime Traffic. Given the territorial limitation of such a waiver we also respectfully encourage you to show political leadership by seeking a cooperation agreement amongst Schengen countries. A visa-free transit area for seafarers in the EU will be an effective contribution by EU to substantially facilitating crew changes. It is important since the limited flight connections require last minute arrangements. Moreover, the current practice of issuing visas in the embassies and on arrival in sea/ airports, will clearly not cope with the forecasted two-threefold increase in demand for visas per month in the next weeks, in view of the backlog of crew changes.

As long as a temporary visa free transit for seafarers is not implemented:

- increase the visa processing capacity in Spanish embassies in all labour supplying states and at the border points in air/seaports and prioritise visas for seafarers.
- issue visas on arrival to seafarers arriving at a Spanish border for crew changes on any vessel in a Spanish port, as well as for seafarers transiting through Spain to join a vessel in another EU Member State or to fly to a third country when entry to Spain/Schengen is required before the connecting trip.
- In view of the difficulty in aligning flights with embarkation and disembarkation times, allow seafarers to stay in Spain for up to 10 days for the purposes of on-signing and repatriating, albeit with restrictions of movement.
- Create, in consultation with the aviation industry and other EU Member states, the necessary conditions for seafarer air corridors from the EU Member States and key labour supply countries so as to increase access, as soon as possible, to commercial flights to and from the principal countries of origin of seafarers.

We trust you will use your position to make a difference in practice both through concrete measures in Spain 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.

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



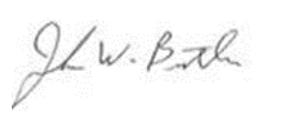
Guy Platten
Secretary General ICS



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



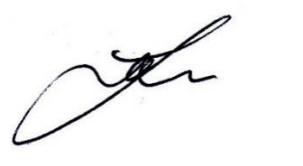
Janet Strode
General Manager
IPTA



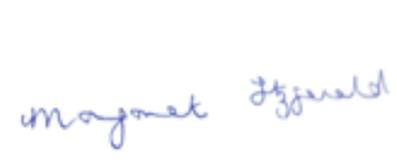
David Loosley
Secretary General & CEO
BIMCO



Mr. Yuichi Sonoda
Secretary General
ASA



Jonathan C. Williams FICS
General Manager
FONASBA



Margaret Fitzgerald
Head of Policy & Regulatory
Affairs, IMCA

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

Copied to: Minister for Home Affairs, Mr Fernando Grande-Markaska Gomez
Minister of Foreign Affairs, European Union and Cooperation, Ms Arancha González Laya

Minister of Health, Mr Salvador Illa iRoca

Minister of Transports, Mobility and Urban Agenda, Mr José Luis Ábalos
Director General for Merchant Marine, Mr Benito Nuñez Quintanilla

Director of the Emergency Unit and Coordination and Crisis Management, Mr Rubén Eladio López Martínez

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 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.

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

- 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:

- 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;
- 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;
- 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;
- 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.
- 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
- 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:
- 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).