

ANAVE – Circular de Régimen Interior

Madrid, 10 de junio de 2020

Ref: SMA 56/2020/AB

Asunto: COPVID-19:

1. **Primer informe de ICS sobre cambios de tripulación durante el COVID-19.**
2. **Servicios de visados ofrecidos actualmente por los Estados miembros del espacio Schengen en Filipinas y en las fronteras.**

Muy Srs. nuestros:

1. **Primer informe de ICS sobre cómo se están llevando a cabo los cambios de tripulación durante el COVID-19.**

La Cámara naviera Internacional (ICS) ha publicado su **primer informe** sobre las posibilidades que tienen los buques para llevar a cabo los cambios de tripulación durante el COVID-19, que les adjuntamos en un **Anexo**.

Este informe se refiere a la información recibida de las compañías y capitanes hasta finales de mayo a través del cuestionario que les enviamos en nuestra circular de referencia [SMA 49/2020/AB](#). ICS tiene previsto actualizar este informe cada 15 días.

Los principales resultados globales obtenidos son los siguientes:

- ICS ha recibido hasta la fecha 1.152 formularios de respuesta. El 71% de ellos corresponden a informes del mes de mayo.
- El informe se ha elaborado sobre la base de 816 cambios de tripulación efectuados en 73 países.
- Se han llevado a cabo con éxito relevos de tripulación en 50 países diferentes, entre ellos, España, que forma parte de la lista de los 10 países en los que más cambios se han efectuado.
- Los puertos en los que se han producido más relevos de tripulantes han sido Rotterdam, Amberes, Hamburgo Ciudad del Carmen y Bremerhaven.
- Los principales países con cambios de tripulación fallidos son Singapur, China, Emiratos Árabes, Sudáfrica y Australia.
- Sigue siendo motivo de preocupación el hecho de que algunos países no permiten relevos de tripulación restringiendo dichos cambios a situaciones en las que el marino deba ser repatriado.
- Otros países (o puertos), incluidos algunos de los países más importantes para efectuar cambios de tripulación, permiten cambios de tripulación solo de sus propios nacionales.
- El uso de aeropuertos fuera del país del puerto o terminal en los que los cambios de tripulación tuvieron lugar con éxito solo en un 30% de los casos, lo que demuestra las complicaciones logísticas que deben aún superarse y las dificultades que siguen suponiendo la falta de vuelos disponibles.

Asimismo, ICS ha actualizado las preguntas del cuestionario anónimo haciéndolo aún más corto,. Ahora se tarda solo 30 segundos en contestar y se puede acceder a través del siguiente [enlace](#).

2. **Servicios de visados ofrecidos actualmente por los Estados miembros del espacio Schengen en Filipinas y en las fronteras.**

La Asociación de Navieros de los Países Bajos, ha informado a ECSA de que, desde el 8 de junio, la oficina de visados holandesa en Manila va a aceptar tramitar solicitudes de visados de los marinos que vayan a embarcar en buques de bandera no holandesa. Se mantiene el criterio de que el marino deberá estar registrado en un puerto holandés, según la interpretación habitual del art. 5 del Reg. UE 810/2009 que establece el Código comunitario sobre visados. Las solicitudes de visado deben enviarse a través del proveedor de servicios externo VFS Global. Con este procedimiento, los servicios de visado holandeses en Manila vuelven a funcionar según los procedimientos y criterios habituales.

También han informado de que los departamentos de visados de Alemania y Dinamarca en Manila van a estar operativos en los próximos días y tienen previsto aplicar procedimientos y criterios similares.

La Asociación de Navieros de Bélgica nos ha informado de que su embajada en Manila está expidiendo visados y probablemente la próxima semana o en un corto plazo de tiempo, los marinos también podrán obtener visados en otras ciudades como Nueva Delhi, Mumbai, Kiev, Moscú, Pekín, Shanghái, Guangzhou y Kingston.

Muy atentamente,

Manuel Carlier
Director General

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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.

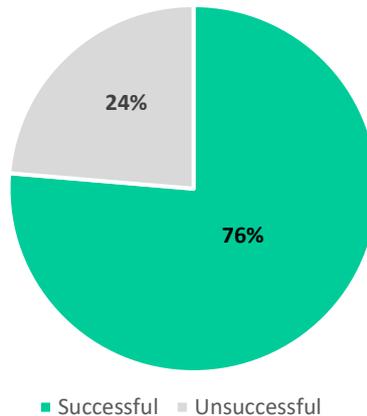
Findings in this report are based on a sample size of **816 crew changes** attempted in ports or terminals in **73 countries** in May 2020.

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

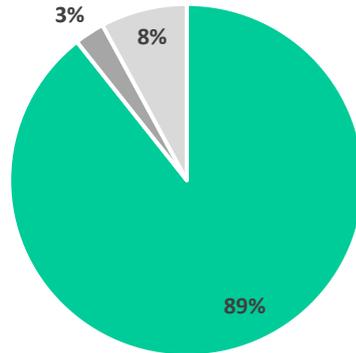
1. Rotterdam
2. Antwerp
3. Hamburg
4. Ciudad del Carmen
5. Bremerhaven

Top 5 Countries – Unsuccessful Crew Changes in May 2020

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

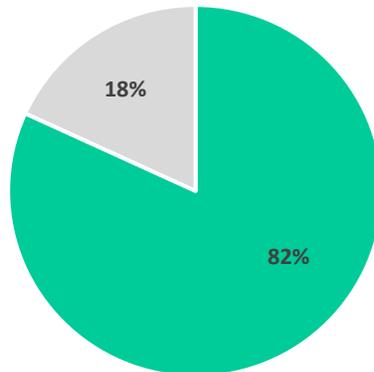
Note: Data analyzed to identify these countries includes crew changes that were deemed unsuccessful because they were scheduled or planned but did not go ahead for whatever reason, and should not be construed as the result of lack of effort or action on the part of these countries to take steps to facilitate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

TYPES OF CREW CHANGES PERMITTED BY AUTHORITIES



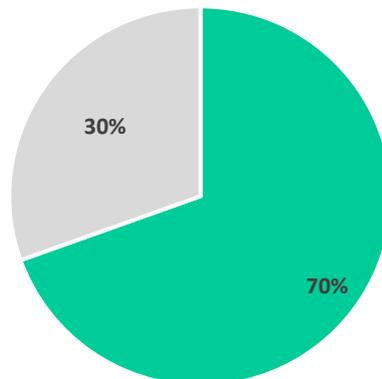
- Crew can join and leave the ship
- Crew can only join the ship
- Crew can only leave the ship

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.