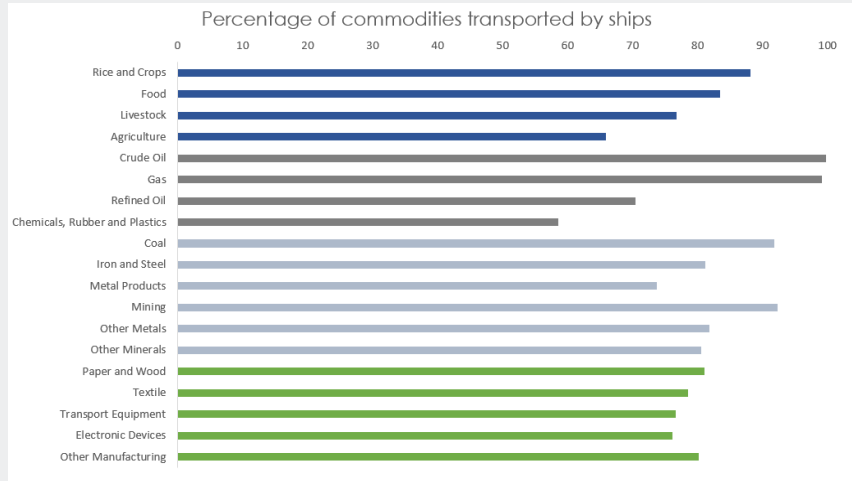


Third Informal Multidisciplinary Advisory Group Meeting on Transport Responses to the COVID-19 Crisis



Prepared by: Julian Abril
Date: 29 June 2021

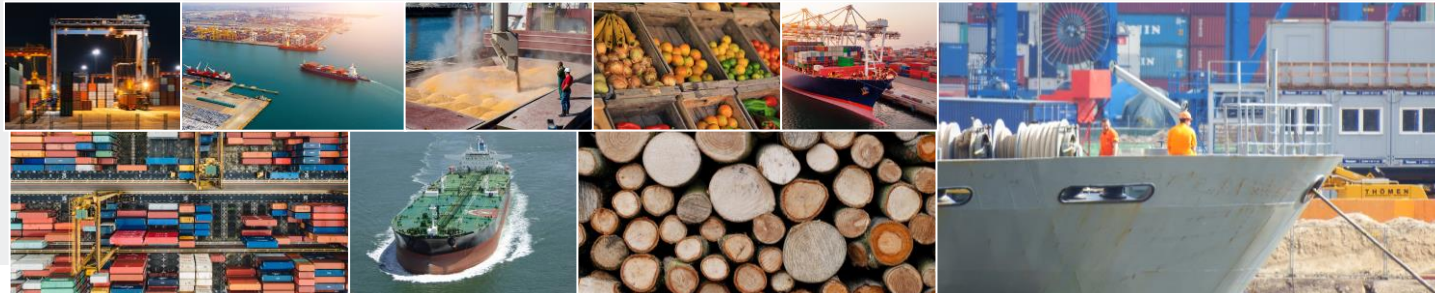
Seaborne trade drives the global economy



- The maritime transportation system moves **over 80% of all global trade**. Moving close to **12 billion tonnes of trade**, essential to the unimpeded functioning of societies, open markets and global supply chains
- **98,140 commercial vessels** of 100 gross tons and above, equivalent to a capacity of 2.06 billion dwt.

Source: Review of Maritime Transport 2020, UNCTAD

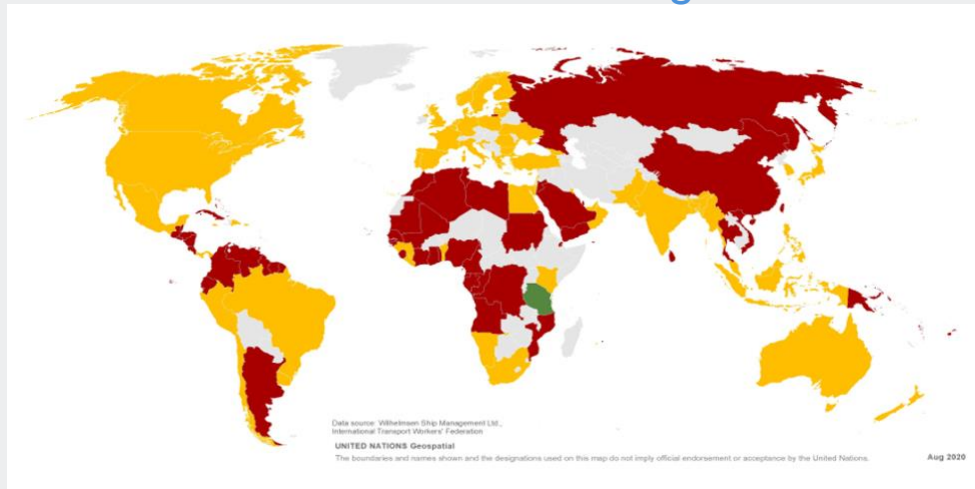
Source: United Nations Conference on Trade and Development



MAIN CONCERNS IN SHIPPING DURING COVID-19 CRISIS

- **Crew change and repatriation of seafarers**
 - Designation of seafarers as key workers
 - Ease travel restrictions
 - Facilitate issuance of passports and visas
 - Vaccination of seafarers
- **Protection of seafarers' safety and health**
 - Access to medical care
 - Medical prescriptions
 - Mental health and wellbeing

Ships cannot operate without seafarers, who have unique working conditions



PORT RESTRICTIONS (as of 5 Aug 2020)

- Crew change allowed
- Allows crew change with conditions
- No crew change allowed
- Unknown

Source: Wilhemsen Ship Management; International Transport Workers' Federation as of 5 Aug 2020

Seafarers' workforce is 1.7 million strong

Countries with largest seafaring workforce **China** (15%), **Philippines** (15%), **Indonesia** (12%), **Russian Federation** (4%), **India** (3%), **Ukraine** (3%), **other G77** (15%).

Seafarers spend long periods at sea

Seafarers **serve on board for up to 12 months under the Maritime Labour Convention (2006)**.

With average port turnaround time of less than one day, seafarers have little windows of time ashore.

Seafarers' safety, health and well-being protected by IMO, ILO and WHO regulations

Regulations cover hours of work, payment of wages, repatriation, access to health care, shore leave, etc. Implementation by Member States, shipowners and operators is paramount.

Normally 100-125K seafarers per month leave ships for repatriation. Similar numbers report onboard.

Seafarers been significantly impacted since the pandemic



200,000 seafarers stranded

Source: International Chamber of Shipping

Another 200,000 seafarers

are unable to join onboard resulting in economic hardships

Source: International Chamber of Shipping

82 countries allowed crew changes

Out of 104 surveyed as of 28 June 2021

Source: WaterFront

60 countries see them as key workers

essential to facilitate safe and unhindered travel movement

Source: IMO Member States, ITF

Only 25% of crew changes

have taken place successfully

Source: InterManager, International Chamber of Shipping

Exacerbated labour conditions

shore leave, access to medical care onboard and ashore are severely restricted

Role of IMO and actions taken during the pandemic

IMO and UN joint action

Promulgation of a comprehensive set of recommendations and guidance (IMO Circular Letters No.4204 and addenda)

Governments and authorities:

1. strongly urged to establish a coordinated, proactive and pragmatic approach for the integrity of the global supply chain
2. recommended to designate professional seafarers and marine personnel as "key workers"
3. encouraged to also take a pragmatic approach regarding seafarers' certificates

Seafarers Crisis Action Team

1. Established by the IMO S-G back in April 2020
2. Cooperate with global industry groups
3. Take action through diplomatic channels
4. Intervene in specific cases regarding crew change, repatriation, access to medical care and/or abandonment

Repository of information

1. IMO website
<http://www.imo.org/en/MediaCentre/HotTopics/Pages/Coronavirus.aspx>
2. COVID-19 related notifications received from Member States
<http://www.imo.org/en/MediaCentre/HotTopics/Pages/COVID-19-Member-States-Communications.aspx>

IMO's cooperation with the shipping industry

1. Continuous cooperation and consultation with the shipping industry in general and with IGOs and NGOs in consultative status with IMO in particular
2. Crew change crisis has improved in 2021, but new challenges are arising
3. UN's calls for countries to prioritize seafarers as key workers for vaccination have not been well taken up
4. Some ports are now requiring vaccination for entry/exit
5. To achieve unimpeded travel for crew change, vaccination may be required
6. Global supply chains are already under severe strain, extended restrictions on seafarers travel will exacerbate situation



Recent and ongoing IMO's work

- resolution MSC.473(ES.2) - *Recommended action to facilitate ship crew change, access to medical care and seafarer travel during the COVID-19 pandemic*
- resolution MSC.490(103) – *Recommended action to prioritize COVID-19 vaccination of seafarers.*
- new GISIS module on Crew Change and Repatriation of Seafarers
- *industry-recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic (MSC.1/Circ.1636/Rev.1)*

Thank you!



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