





üzerinde olan herhangi bir personelin bulundurulmasının kabul edilmeyeceği bildirilmekte olup, ilgili sirkülere <https://bit.ly/2NDO5am> linkinden erişim sağlanabilmektedir.

Uçuşlar ile ilgili olarak, Qantas Havayollarının (Avustralya) 2021 yılı ortalarına kadar uluslararası uçuşların gerçekleştirilmeyeceğini bildirdiği, bu durumun önümüzdeki aylarda da personel değişimi konuları için olumsuz bir tablo çizdiği, yerel uçuşlarla ilgili Hükümetin kritik noktalara uçuşların gerçekleştirilmesine yönelik olumlu bir izlenim verdiği,

Yeni Zelanda Bakanlar Kurulu'nun; deniz sınırlarını, deniz sınır çalışanlarını COVID-19 'dan korumak adına ciddi kurallar getirme kararı aldığı, bu kurallar çerçevesinde gemi personelinin gemiden çıkış yapmasının yalnız acil durumlar, sağlık hizmetleri ve mahkeme işlemleri ile kısıtlandırıldığı, gemi personelinin son kalktığı limandan Yeni Zelanda Limanına gelene kadar en az 29 günü denizde geçirmesi ya da Yeni Zelanda'ya varıştan sonra izole olarak 14 gün geçmesi halleri dışında gemi personelinin ve Yeni Zelanda'yı ziyarete gelen kruvaziyer gemisi yolcularının gemiden ayrılışına izin verilmeyeceği, personel değişimlerinin Yeni Zelanda Sağlık Bakanlığının bildirim çerçevesinde gerçekleştirilebileceği belirtilmektedir.

Bilgilerinize arz/rica ederim.

Saygılarımla,

*e-imza*

İsmet SALİHOĞLU  
Genel Sekreter

Ek: İlgili Yazı (4 sayfa)

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Gereği:

- Tüm Üyeler (Web sayfasında)
- İMEAK DTO Şube ve Temsilcilikleri
- Türk Armatörler Birliği
- S.S. Gemi Armatörleri Motorlu Taşıyıcılar Kooperatifi
- Vapur Donatanları ve Acenteleri Derneği
- KOSDER
- Gemi Brokerleri Derneği

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26 June 2020

**COVID-19(20)98**

**TO: LABOUR AFFAIRS COMMITTEE  
ALL MEMBERS & ASSOCIATE MEMBERS  
WEEKLY MEMBERS MEETING PARTICIPANTS  
INTERNATIONAL ASSOCIATION GROUP PARTICIPANTS**

## **CREW CHANGES IN AUSTRALIA AND NEW ZEALAND**

**Action Required:** *Members are invited to note information relating to Crew Changes in Australia and New , kindly provided by Maritime Industry Australia Ltd (MIAL).*

### AMSA Circular 04/2020—Maximum period of shipboard service during COVID-19

This outlines the maximum continuous period a seafarer can serve on board a vessel without taking leave during the period of disruption caused by COVID-19. Its purpose is to provide information to vessel owners, operators and seafarers about AMSA's approach to applying the Maritime Labour Convention, 2006 requirements for the maximum continuous period a seafarer can serve on board a vessel without taking leave during the period of disruption caused by COVID-19.

In 2016, AMSA issued marine notice 17/2016, outlining Australia's position on the maximum continuous period that a seafarer can serve on board a vessel without taking leave. It also outlined AMSA's compliance and enforcement approach for these issues.

The environment in which the maritime industry currently operates has created challenges for crew changes as countries are tightly managing external and internal borders. To date, both flag and port States have been flexible and accepted extensions to continuous periods of service, without the seafarer taking leave. While this flexibility has been essential to support international trade, it cannot continue indefinitely, as it will

increasingly affect maritime safety and seafarer welfare. There is a limit to reasonable continuous periods of service.

The following paragraphs outline AMSA's approach to the maximum continuous period that a seafarer can serve on board a vessel during the period 1 July 2020 to 1 October 2020. After 1 October 2020, AMSA will revert to the compliance and enforcement approach outlined in marine notice 17/2016.

Where inspectors identify that a seafarer has a valid seafarer employment agreement (SEA), which is signed by all parties and is being complied with, and has served on board a vessel for less than 11 months without taking leave, no action will be taken.

Where inspectors identify that a seafarer has a valid SEA and has served continuously on board a vessel for over 11 months, and less than 13 months without taking leave, the master will be required to provide a plan for the seafarer's repatriation approved by the flag State, and results in the repatriation of the seafarer before serving a maximum continuous period of 14 months.

Where inspectors identify a seafarer has a valid SEA and has continuously served on board a vessel for over 13 months, the vessel will be prohibited from departing port until AMSA is provided with a plan for the seafarer's repatriation which is approved by the flag State and results in the repatriation of the seafarer before they have served a maximum continuous period of 14 months.

Where inspectors identify that a seafarer does not have a valid SEA, the master will be required to arrange repatriation of the seafarer. This may require accommodating the seafarer ashore until repatriation can be arranged. If the departure of the seafarer means that the vessel's minimum safe manning requirements cannot be met, the vessel will be prohibited from departing port. However, the vessel may be allowed to move to another berth within the port or conduct port operations.

No extensions of service without taking leave beyond 14 months will be accepted by AMSA unless the master or owner or both demonstrate satisfactorily to AMSA that all possible efforts have been expended to repatriate the seafarer without success and the seafarer has provided written confirmation accepting the extension.

[Click on the hyperlink to download Marine notice 04/2020—Maximum period of shipboard service for seafarers during COVID-19 pandemic \(PDF 152 KB\).](#)

### **Provision of Testing Kits**

MIAL has questioned the States/NT and Federal agencies regarding availability of testing kits for shipowners requiring seafarers to undergo tests (particularly before joining). They are aware of instances where these have been sought and denied in some States. MIAL expect an answer within the week about test kit availability.

National protocol on handling of Positive Covid cases on board. MIAL has raised the need for a national protocol to handle positive covid cases onboard which has not yet gained much traction but MIAL will push on this.

## **Flights**

Qantas have announced that they will not fly meaningfully in any international route until mid 2021 which is bad news for any hope that international crew changes will be easier in coming months. Domestically, Government assistance for aviation shows positive signs of continuing to underwrite a baseline network of domestic passenger flights servicing critical metropolitan and regional routes.

## **Visas**

MIAL are awaiting a fact sheet from the visa section regarding the e-Visitor visa application process. They have raised the difficulties experienced by some applicants using the e-visitor visa online process where the binary nature of questions and answers can make it difficult to apply (such as confirmed flight details). They appear to finally have heard and undertaken to see what fixes can be made and hope to have a fact sheet next week. As Australia could have inbound crew needing to undertake State-imposed quarantine for a long time a workable solution to the visa issue is critical.

## **South Australia**

Following the latest Cross Border Travel Direction (No. 7) on 20 June 2020, MIAL sought clarification on two aspects. SA confirmed that maritime crew who are SA residents returning to SA after signing off would fall within the definition of “Persons who travel for work purposes to locations that are remote or geographically isolated...” and would therefore come under the FIFO worker essential worker definition and not have to quarantine upon arrival back in SA provided their employer applies risk mitigation strategies. A response to MIAL’s additional enquiry relating to how a vessel might be determined to be clear of COVID-19 by ABF or Quarantine officials (or determined by the State Co-ordinator) remains outstanding.

## **New South Wales (NSW)**

The original NSW Public Health order expired and the order was remade as Public Health (COVID-19 Maritime Quarantine) Order (No 2) 2020. The exemption to the original order (to allow crew members to disembark the vessel to undertake essential tasks, and authorises people performing additional functions to board a vessel) remains in force under the new order. There are no changes between the old and new order.

## **Western Australia (WA)**

Increasingly officers are entering WA under the specialists skills exemption which does not require quarantine. Nothing has changed in terms of directions in force but it appears that the police on the ground are becoming increasingly flexible.

## **New Zealand**

Significant changes have been announced in: Maritime Industry Update 038 – Changes at the Maritime Border. Cabinet has decided that stricter rules are needed to protect New Zealand's maritime border and staff from COVID-19, and to provide consistent rules for safe crew changes and safe movement of cargo. Enforcement will be via a new Health Order, issued by the Ministry of Health. Under the restrictions, crew can leave their ships to complete essential tasks or for various specific purposes, including in an emergency, for access to medical services or a court. There are conditions to meet to do this safely. Otherwise, crew cannot leave their ships unless they have been at least 29 days at sea since the last port with no other contact with people since leaving port, or completed 14 days of isolation from when the ship arrives in NZ waters or 14 days managed isolation in New Zealand. Crew changes are explicitly allowed and rules are within the Order. The changes prevent shore leave for seafarers and extend prohibition on cruise ships visiting New Zealand.

### **The New Health Order**

The Health Order :-

- bringing these changes into effect come into force at 11.59pm on Tuesday, 30 June 2020. The Ministry of Health will make the order available at [www.legislation.govt.nz](http://www.legislation.govt.nz) and other material will be provided on the Ministry of Health website at that time.
- establishes standards for what vessels and people must do if eligible and wishing to cross New Zealand's maritime border. It will apply for three weeks initially and can be refined based on international best practice and what works best at New Zealand's ports. The Ministry of Health is also drafting a border advisory, and operational instructions for how the Order will be conducted. These documents are on <http://www.health.govt.nz>.
- will work alongside immigration rules and both must be complied with to provide clear and consistent rules at all ports. Maritime NZ website provides information and additional links via <https://www.maritimenz.govt.nz/covid>.

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