

Embarking Crew

- Public Health has now Mandated that Crew can only join at the Last NZ Port and only once Cargo operations have been completed. The vessel must then leave NZ. Accordingly, if Discharging and then loading in NZ- Please plan for last NZ Port – this can only be **Auckland, Marsden point (Whangarei) Tauranga OR New Plymouth with Permission (All these Ports are served by Auckland International Airport)**. NOTE: for Tankers, FPSO Raroa- Pilot/Surveyor need the tanker not to have been in touch with any Port/Personnel/Crew changes for more than 14 Days or they will not board as they have to stay on board for the Operation, and Isolation on completion for them is not an option.
- NOTE: Ports of Auckland allow crew joiners Only if they have been isolated for 14 days in MIQ prior and can provide at least 2 Negative tests. This currently only possible for South Pacific I trade vessels who get special Visas, **ALL other Cargo vessel crew get short term visas, effectively only making Marsden Point ,Tauranga , Lyttelton, Auckland anchorage and New Plymouth as Possible ports for Crew changes IF they are the Last Port prior departure NZ.**
- **MNZ/Customs have signed off on allowing Crew exchange at Auckland Anchorage – ONLY as last port when vessel leaving NZ. Costs for Launch hire – are with only 1 approved company with SOP. Agents have to sign a contract on behalf of Principals and once signed costs applicable.**
- **NOTE: in Tauranga, its on applications on case by case basis. Captains cannot exchange. New Captain can join but not be part of the departing bridge team or come in contact with pilot. Old Captain must navigate vessel out of Harbour and then sign off after/Next Country or Auckland anchorage an expensive next option.**
- For Crew Joining the Owner/Manager must First apply for exemption/ permission to travel and then apply for visa as directed by Immigration dept granting exemption. Only once permission /visa granted will the crew member be allowed to travel to NZ. (See link below for gaining permission).
- The requirement for the Critical purposes Visa now applies regardless of Nationality. NOTE: we can apply for the exemption on owner's behalf, but Visa application must be done by Crew/manning agent due privacy/Real Me accounts etc.
- Maritime crew arriving in New Zealand by air who are heading to vessels which are **departing** a New Zealand port, must travel as quickly and directly as reasonably practicable to the vessel from their airport of arrival. They must travel from the airport to the vessel using dedicated private transport. This means that they are denied stays longer than 3 to 4 Days in Quarantine accommodation on direction of Immigration/Ministry of Health. (Due accom' shortage and risk minimisation requirements)
- PPE must be worn during transfer time
- When a new crew member board the vessel the 14 days isolation period for those onboard starts again.
- We as agents still need to seek approval for each embarking crew from various Govt departments/local Govt agencies.
- All occurred charges will need to be covered by principal.

Please find below a helpful link from Immigration NZ which includes the exception to NZ border closure for “Replacement cargo ship crew arriving by air” and further down you will find “The process to request an exception”

<https://www.immigration.govt.nz/about-us/covid-19/border-closures-and-exceptions>

Kindly read carefully through the requirements and let us know if you wish to go ahead so that we can issue a Letter of Invitation.

The request for exemption to travel to NZ to join ship link:

<https://www.immigration.govt.nz/formshelp/request-for-travel-to-new-zealand>

Disembarking Crew

- A maritime crew member, who wishes to disembark their ship before they have completed 14 days of isolation on the ship must be transfer directly (on the same day – being less than 5 hours road travel to the airport of international departure domestic flights not allowed unless crew has been on coast for more than 14 Days and PCR tests have cleared all crew on board) to the airport via private transport – International flight has to be preferably on same day of disembark subject to testing requirements of Crew Home port or transit port on way home.-- THIS SUBJECT TO NO PCR TEST REQUIRED BY AIRLINE OR DESTINATION COUNTRY.
- **OR** These crew must transfer to Govt Managed Isolation Facility – for a Min’ of 48 Hrs till tests PCR done and results received prior departure. Crewmember must hold a confirmed flight ticket prior disembarking and principal/owners/managers needs to ensure that any transit stopovers at other airports are approved (especially if change of airline occurs or long layover happens). The approval for transit via countries to be preferably printed and carried by the crew, a copy of which should be sent to the agent to minimise chances of rejection prior boarding.
- PPE must be worn during transfer time and is highly recommended for the duration of the flight as well.
- We as agents still need to seek approval for each disembarking crew from Public Health.
- All occurred charges will need to be covered by principal (incl. if crew gets rejected at airport or flights get cancelled at last minute, any addl. cost occurs for transfers, accommodation, visa ect).
- Crew Must in advance of Disembark, hold all necessary clearances for port of arrival such as Homeport Quarantine Accommodation, (QR Codes for Philippines etc) Manning Agents MUST ensure this, We cannot do this , as we cannot be responsible for other country regulations etc.
- Crew that are not travelling on same day of disembark will need to go to Govt -Public health approved quarantine facility, (if less than 28 days from last port) till ready to travel. Crew will not be able to leave the facility until the facility managers release them for their flight.
- Crew must fly out/Have a ticket within 2 to 3 days of disembark preferably.
- Keeping Crew in NZ for weeks prior flight will probably be rejected due shortage of Quarantine facilities.