



The Neptune Declaration

Crew Change Indicator

MAY 2021

Overview

The Covid-19 pandemic has created an unprecedented crew change crisis which is still ongoing. To properly resolve the issue, one of the key requirements is to get reliable data on the situation and how it evolves.

The Neptune Declaration Crew Change Indicator was developed to provide up to date information on the crew change situation. The Indicator will be published once a month and is based on data from major ship managers who are collectively responsible for more than 90,000 seafarers across all the major segments.

The indicator provides information on the percentage of seafarers who are onboard beyond the expiry of their initial contracts, and the percentage of seafarers who have been onboard over 11 months. As the data is collected from leading ship managers, it is highly likely that the percentages in the Indicator are lower than they would be if data for all seafarers were available.

	Percentage of seafarers onboard beyond the expiry of their contracts	Percentage of seafarers onboard for over 11 months
May 2021	5.8%	0.4%

The data reflects the situation on the 15th day of the preceding month.

Significant developments that have impacted crew-changes in the past month

The contributing ship managers have, as part of the reporting, also highlighted the following key developments that have impacted crew-changes in the past month:

- A number of countries, including crew change hubs and seafaring nations, have in the past month increased travel restrictions, as a result of an increase in cases of Covid-19 due to new variants. This has also impacted air connectivity.
- A growing number of seafarers test positive for Covid-19 at the time of pre-joining. It is noted that seafarers in general do not have access to vaccinations, which increases their risk of contracting Covid-19.
- Some seafarers from countries with a rapidly growing number of Covid-19 cases have indicated a reluctance to join vessels out of fear of family members getting infected and needing their help.

The data is based on monthly reporting by the following ship managers: Anglo-Eastern Univan Group, Bernhardt-Schulte Ship Management, Columbia Shipmanagement, Fleet Management (FLEET), OSM, Synergy Group, Thome, V. Group, Wallem and Wilhelmsen. The Global Maritime Forum is responsible for collecting and processing the data and publishing the indicator. More detail is available [here](#).