

## SEAFARERS ACCESS SURVEY

**WE NEED YOUR INPUT!! Whether a NAMMA member or not, please respond to this; the results can benefit seafarers as well as potentially your mission.**

It may seem like NAMMA has asked for a lot of survey input recently, it is all focused on improving life for seafarers, and building a case for improved support of seafarer welfare missions (like yours). Collectively we have more influence on behalf seafarer's in areas like shore access or phone card costs, than if we tried to effect change individually. NAMMA seeks to be a strong influence on behalf of seafarers, and your response will make a difference, whether a small one-person mission or a large multi-port agency, whether a member of NAMMA or not.

At a recent breakfast meeting with some of the NAMMA Board, some industry leaders, and the USCG we were asked for input regarding the recent USCG bill requiring *timely and free* access for seafarers visiting our ports. The USCG wanted input from us as regulations are formed related to the new USCG law that has terms requiring shore access for seafarers. They suggested that we survey our chaplains and centers to case for the concerns we voiced – that *free* seafarer access has been interpreted by many terminals essentially as “*let the chaplains do it.*”

In essence the concept of *FREE* in an environment of economic difficulty has meant that centers, churches, and chaplains bear the cost. Many vessel owners and terminals have resisted providing access unless seafarer centers provide it as written in their security plans. Essentially the cost of seafarer shore access is being borne by chaplains and seafarer welfare agencies forced to choose between providing the service or refusing to assist this basic humane service.

During the breakfast last week two centers identified a surprising reality to those present: their deficit for 2010 was essentially the same as the transport cost to seafarers. Some ports overcome this by *invoicing* vessels through agents. Mostly the response is minimal, often less than 40% positive response from those invoiced.

So we concluded that though the law states shore access as *FREE* to seafarers, it is practiced as *free* also to the rest of the industry. All are in fact relying on the good will of seafarer centers. But the cost is creating difficulty for many chaplains and centers trying to meet the needs of seafarers, many finding it too much to bear.

The message was heard at the breakfast. We were asked to give statistical support of our assessment that agencies like yours need more support from the industry. Regulations are now being formulated to implement the recent change in law. An upcoming meeting of Captains of the Port and Port Inspectors will be determinative for these regulations on seafarer access. We are asked to provide **HARD FACTS** of seafarer access and recommendations for wording; to state our case.

### **YOUR INPUT AND RESPONSE IS NEEDED NOW!!!**

Immediate response will enable immediate input into regulations and procedures now being formed. You can help ensure the financial costs of the new regulations will rest on the industry and not on chaplains and donors of our agencies. Shore access is a cost of business for terminals or vessel owners. There is little justification for centers/missions to shoulder the cost! Our collective information will help build a case for regulations supporting the needs of seafarers and can ultimately help the funding of your center/mission related to transport costs,

**DEADLINE FOR YOUR RESPONSE IS April 25!!**

This will allow compiling information and reporting it to USCG in time for their meeting.

Whether a small, one-person ministry or a large, multi-port mission or a non-member of NAMMA, please respond as the information will make a difference for all. Respond now!! We need information by April 25 to give time to compile and submit it to the USCG. Together we can have major influence on regulations that impact seafarers and we all will need to live with in the coming years. More information results in a stronger case to the industry. A stronger case results in increased likelihood of easing shore access for seafarers. Please respond immediately!!

How can responding benefit you? It has the potential of putting teeth in shore access regulations, and yet also lay a foundation for funding transport of seafarers in your port.

Note: those at the breakfast from industry and USCG are very willing to modify the regulations to assist all of us in funding transportation costs. All recognized the importance of seafarer access, and that when access is denied, the welfare of the seafarers is compromised which then impacts the safety and security of our ports. Now is the time to make a difference. So please complete this today and return it to Loring directly as I will be without email capability for over a week . You can reach him at: Loring Carpenter [director@seafarersfriend.org](mailto:director@seafarersfriend.org) . We have also asked our webmaster to put a copy of this form in pdf format on our website.

**SURVEY 2010 Year’s Statistics for your port(s)**

# of Seafarers arriving in port	
# Trips one-way transporting seafarers	
# of seafarers transported	
# of terminals in your port	
# of terminals restricting access	
# terminals requiring chaplains or centers escort seafarers for shore access	
# terminals charging crew or vessel for access	
<b>Average Cost per one-way trip related to seafarer access</b>	
NOTE: Include van cost/lease, gasoline, maintenance, tolls, van insurance, as well as cost of driver or chaplain. If volunteers are used estimate the hours needed for one-way trip and figure \$21/hour cost. This is a national average computed by the <i>Independent Sector</i> .	

Stories concerning charges made to seafarers, dependence on seafarer centers for access without reimbursement, or conversations are helpful. They will be used anonymously as we present the case for changes.

Thank you for your help.  
Loring Carpenter,  
On behalf of the Executive Committee