



## 香港商船高級船員協會及香港航業海員合併工會 就近日船員換班事件的聲明

七月二十六日特區政府公布由七月二十九日起暫停所有客船及沒有在港處理貨物裝卸的貨船船員換班，並收緊來港進行貨物裝卸的貨船的換班船員的檢測及檢疫安排。香港商船高級船員協會和香港航業海員合併工會(兩會)對於政府的決定感到非常失望。對於個別別有用心人士及香港傳媒渲染換班船員乃傳播病毒源頭、兩會在此表示強烈不滿。對於個別人士肆意抹黑海員的言論，兩會予以嚴厲譴責。

必須指出，第三波疫情以來，從事處理船員換班事務的前線船務人員，接送客車司機、小輪海員、陪同人員、海員所下榻酒店的員工等，他們乃換班船員的密切接觸者，至今未有一人確診，怎能指換班船員乃病毒源頭呢？

來港換班的船員到港後若需在市區留宿的酒店主要在荃灣區，他們不會到疫情嚴重的慈雲山、東九龍區等一帶活動。而且換班船員只佔獲豁免人士中的一部份，把他們說成是傳播源頭有欠公允。

兩會認為香港社會應該認識世界各國海員為確保全球貨物供應鏈運作，在當前疫情大流行時期作出重要貢獻。海運佔世界貿易逾八成，和其他關鍵員工(key workers)一樣，海員應得到大家的尊重和關愛。正如航運界人士所指出：「在疫情大流行下，最重要的是包括香港在內的全球社會為了共同利益而團結一致。目前全球已有約30萬名海員逾約未獲遣返被困在海上，面臨陷入人道危機，無論出於何種原因，船員的換班都是必要的，使滯留的船員得到精神上的緩解，使世界貿易得以繼續」。兩會期望港府能建立完善機制，在維護公共健康和安全前提下，促進在香港進行船員換班。

由七月二十九日開始實施船員換班新措施除了暫停客船及沒有在港處理貨物裝卸的貨船船員換班外，並收緊來港進行貨物裝卸的貨船的換班船員檢測及檢疫安排，這使得進行船員換班更為困難，兩會認為當局應接納船公司在來港換班船員經檢測合格後安置他們在酒店短暫留宿以銜接安排上船。

此外衛生防護中心七月二十六日通告 DH PHD/P6/3002 中要求來港沒有處理貨物裝卸的船隻(例如到港補給)上的船員接受14天強制隔離實屬無理，事實上這些船員不會上岸接觸市民。

懇請港府切實考慮我們上述意見。

我們還強烈呼籲有關當局在疫情緩和時，盡快檢討處理船員換班的政策和檢測及檢疫安排。

香港商船高級船員協會  
香港航業海員合併工會  
二零二零年七月二十八日



副本抄送：香港特別行政區首長林鄭月娥女士、運房局局長陳帆先生、政務司司長張建宗先生、海事處處長王天予女士

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**The Statement from the Merchant Navy Officers' Guild-Hong Kong and the  
Amalgamated Union of Seafarers, Hong Kong  
Regarding the crew change issues in Hong Kong**

As announced by the government on 26 July, all crew change arrangement for passenger vessels and cargo vessels without cargo operation in Hong Kong would be suspended with effect from July 29 (Wednesday). The testing and quarantine arrangement for sea crew members of cargo vessels coming to Hong Kong for cargo operation will also be tightened. The Merchant Navy Officers' Guild (MNOG-HK) and the Amalgamated Union of Seafarers, Hong Kong (AUSHK) are disappointed to such decision. The two unions are also strongly opposing those malicious attacks and the media smear campaign towards crew change as major source of the COVID-19 pandemic recurrent, and severely condemn those irresponsible and spiteful comments against ship crew and crew change practices.

This is worth to point out that, since third waves of the pandemic, there is still not a single infection case appeared among the frontline workers who have close contacts with the ship crew, not those pick-up staff, crew from service launches, the companions, staff from their accommodated hotels, nor other persons who are responsible for crew change arrangements. To this point how the public and expertise can explain ship crew are major source causing the community outbreaks?

In fact, those ship crew who arriving Hong Kong for crew change were mainly accommodated in distinct hotels located mainly in Tsuen Wan area, these crew will hardly get to areas like Tze Wan Shan, East Kowloon etc. where recorded with massive outbreak in the community. It is further observed that the infection cases only constitute a small portion in the whole list of exempted groups. It is unfair to blame seafarers and the crew change practice as the main reason for the recurrent of the pandemic in Hong Kong.

Nowadays over 80% of global trade are transporting through shipping. As unions in representing seafarers, we would like to urge the Hong Kong society to respect the contributions made by the seafarer in global supply chain, and their sacrificing during the pandemic. Like other medical workers and frontline workers, seafarers are the 'key workers' in this pandemic who keep the world operates, they should be respected and cared for. We agreed to the statement by one of the maritime stakeholders, that "In this difficult time for all, the most important thing is for the global community, including Hong Kong, to work together for the common good. Currently, about 300,000 seafarers unfortunately remain trapped at sea. Crew change that relieves these stranded crew and enables world trade to continue is essential for every reason." Our unions also expected the government to improve the current policy and advocate the appropriate crew change



in Hong Kong, under the principle of securing public health and safety.

Starting from 29 July, the new arrangement not only to suspend crew change of passenger vessels and vessels with no cargo operation in Hong Kong, but also to tighten the testing and quarantine requirement to ship crew on cargo operation vessels. The arrangement is further discouraging the possible crew change. The MNOG-HK and AUSHK are urging the government to accept crew change under the condition that the sign-on crew to have testing with negative result when arriving the Hong Kong International Airport and be allowed to be arranged for appropriate accommodation place for short stay until they are sent onboard.

Furthermore, the notice from the Centre for Health Protection issued on 26 July (Ref.no: DH PHD/P6/3002) required all ship crew from non-cargo operating vessels (for instance taking supply in Hong Kong) be subject to compulsory quarantine for 14 days. However, these sea crew will not have any contact with the community during their stay in Hong Kong waters, that is why our unions think that the requirement is unreasonable and unnecessary.

The MNOG-HK and the AUSHK wish the Hong Kong government to take serious consideration to the above comments and suggestions.

The MNOG-HK and the AUSHK also strongly appeal for the timely review on the crew change policy and the testing and quarantine arrangement once the situation is relaxed.

The Merchant Navy Officers' Guild-Hong Kong  
The Amalgamated Union of Seafarers, Hong Kong



*c.c. to Ms. Carrie Lam, the Chief Executive of the HKSAR, Mr. Frank Fan, the Secretary for Transport and Housing, Mr. Matthew Cheung, the Chief Secretary for Administration, Ms. Agnes Wong, Director of Marine*

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