

FONASBA MEMBERSHIP ENQUIRY



RESPONSE SUMMARY

ORIGINATING ASSOCIATION:	NAVES (Belgium)
ENQUIRY DETAILS:	<p>We would like to know how the principles laid down in article 36 of the Schengen Visa Code are applied in day-to-day practice in the other Schengen countries:</p> <ol style="list-style-type: none"> 1. <i>Is there a limitation to the number of crew members leaving the ship and applying for a transit visa at the external border (port)?</i> 2. <i>Is there any proof required about the exceptional and urgent nature of a transit visa application at the external border (port), and if so, in what way can such proof be delivered?</i> 3. <i>How are crew changes of half or even the full crew looked upon, is the exceptional and urgent nature or such changes accepted?</i> 4. <i>Are multiple entry visa with a longer period of validity for the purpose of transit being issued at the external border (port?)</i>
Date:	Friday, 22nd April 2016

ASSOCIATION	RESPONSE
DENMARK	<p>1: There is no limitation in the number of crew members which can leave the vessel, crew changes are obliged to be given with minimum 24 hours' notice and follow the procedures laid out by the Danish National Police.</p> <p>2: In case of an emergency with a crew member, e.g. in case of illness, a swift handling of procedures is possible in cooperation with The National Danish Police. The proof is a valid Passport and Seamen Book and the ship agent has to guarantee payment of expenses on behalf of the seaman. In Denmark we have an electronic exchange of data with the National Danish Police in connection with Crew Changes.</p> <p>3: There are no limitations as long as the procedures are followed.</p> <p>4: Only single visa entries are issued at the border. But the National Danish Police accepts Multiple Visa's in a seaman's Passport.</p> <p><u>Remarks:</u></p> <p>Danish Shipbrokers' Association has a Working Group for Crew Changes, and we meet with the Danish National Police minimum twice a year to discuss</p>

	<p>procedures and how they are conducted in the different shipping segments. Our next meeting is in May 2016.</p>
FINLAND	<p>1: No limitations on how many crew member leaving or boarding 2: No proof required. In some cases the shipping company requires a OK to Board invitation to be sent to the shipping company. 3: Quite normal and not seen as unusual. 4: Entry visas are issued for short time transport only (sometimes for a couple of days if the vessel is delayed). Issued by the Boarder Control / Customs at the airport (arriving crew members) and then checked and taken away by Customs at the port. Leaving crew members get their visas at the port by Customs and checked and taken away at the airport / boarder. Information about crew member is sent to authorities in advance by the agent.</p>
FRANCE	<p>1: No. 2: In accordance with the regulations in force, the normal procedure for issuing visas is first to apply to the consulates of origin. The request for issuance at the border must be an exceptional procedure/request only in case of pressing and/or unforeseen reasons. The border control authority may request the seafarer to provide evidences. Since the EU legislation doesn't specify the kind of required evidences the border authority is asked to base itself on bodies of evidences especially such as messages from the master of the ship showing the time limit imposed to go on board the vessel .It is also reminded that the seafarers must have personally with them written evidences which must be spontaneously provided / shown. The border control authorities are allowed with full scope to appreciate the situation 3: Any changes are accepted as long as they can be justified. 4: No, only for going back home.</p>
GREECE	<p>1: There is no limitation to the number of crew members leaving the ship and applying for a transit visa at the external border (port) immigration authorities, subject always to the Coast Guard approval. 2: Transit Visa is only granted to Seamen signing off for repatriation. For the Transit Visa Application for applicants repatriating copy of their e-ticket is requested by the immigration authorities as a proof 3: Signing off the half crew can be accepted by the Coast Guard Authorities subject to vessels status and her Safe Manning Requirements. Signing off full crew can be accepted by the Coast Guard Authorities for vessels in a " Cold Lay-up " status. 4: No</p>
MALTA	<p>1: There is no limitation to the number of crew leaving the ship 2: Urgent visa are issued only for medical purposes 3: In normal circumstance half or full crew changes are not accepted. Due consideration could be given on ad hoc basis. 4: Multiple entry visa, with a longer period of validity, are not issued</p>
NETHERLANDS	<p>When ship is heading to enter the port, then there is no possibility left any more to apply for a visa. Unless there is totally unforeseen accident like illness of one of the crewmembers or a death of a family member in the country of origin. This has to be supported with evidence like a medical attest. One person or a whole crew does not make any difference as the principle in the Netherlands is that a visa cannot be applied at its borders.</p>

POLAND	<p>1: No, it is not.</p> <p>There is no need to present any certain proof. The emigration office knows the vessel that is in a port, have an easy access to the vessel and have the crew list so is able to verify the required data.</p>
PORTUGAL	<p>1: No, there isn't. Though, in Portugal transit visa are considered always as an exception.</p> <p>2: No, there isn't. But the Ship Agent has to provide a letter of responsibility regarding crew movements. In case of Death or disease, it is required further information.</p> <p>3: Transit visa are always considered as an exception, and authorities managed this situations case by case.</p> <p>4: No. transit visa are only applied for single calls.</p>
SLOVENIA	<p>We have no changings on visa procedure. Transit visa from Airport to the port is valid, For single or group of seaman's. All this is controlled by Police boarder control. The vessel must be in the port and transport from airport to the vessel on the port must Be secured In case of agents duty is when the request for crew changings we apply to the police and When police see all is OK we transfer notice to the crew management with "OK on board" This procedure is since we became the Schengen members.</p>
SPAIN	<p>1: No there isn't.</p> <p>2: On written paper at the external border post Then they send the application to the Border control central offices in Madrid. Application from the agent must be sent 48 h in advance. Tax per visa/sailor €60</p> <p>3: No limitations about the number of sailors per vessel. Yes they are accepted</p> <p>4: Normally visas are issued on a limited territory and time basis, just to allow the sailor to go from the vessel to the airport and from his disembark time till the departure time as per flight ticket presented with the application.</p>
SWEDEN	<p>1: Swedish Border Control do not issue transit visas any more, that is the problem</p> <p>2: Almost impossible</p> <p>3: We are not aware of the procedure due to it being applied so rarely</p> <p>4: It has to be done before the seaman leaves his home.</p>