

2017



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2017 SHORE LEAVE SURVEY SUMMARY¹

The Seamen's Church Institute (SCI) Center for Seafarers' Rights conducted its 16th annual Seafarer Shore Leave Survey during the week of May 7 to May 14, 2017. During the survey week, North American Maritime Ministry Association (NAMMA) members and other port ministries in 22 United States ports² visited 466 vessels at 176 terminals.³ A total of 9,886 seafarers⁴ from approximately 53 countries were represented in the data. Chaplains reported a total of 106 ships upon which at least one seafarer was denied shore leave (22.7% of vessels). In all, chaplains reported 939 seafarers (9.5%) as having been denied shore leave. This number is an approximate 0.8 percent decrease from the percentage of seafarers denied shore leave during survey week in 2016. An overwhelming majority (72.9%) of these seafarers were denied shore leave because they did not have a valid visa. Other explanations for denied shore leave included seafarers remaining on their vessels in United States waters for more than 29 days (12.5%), ship or company policies (6.0%), terminal restrictions (2.4%), entry document errors (2.2%), seafarers who entered the United States on C-1 Transit Visas and were detained on board after joining the vessel (1.9%), Customs and Border Protection (CBP) restrictions (1.3%), and unspecified reasons (0.7%).

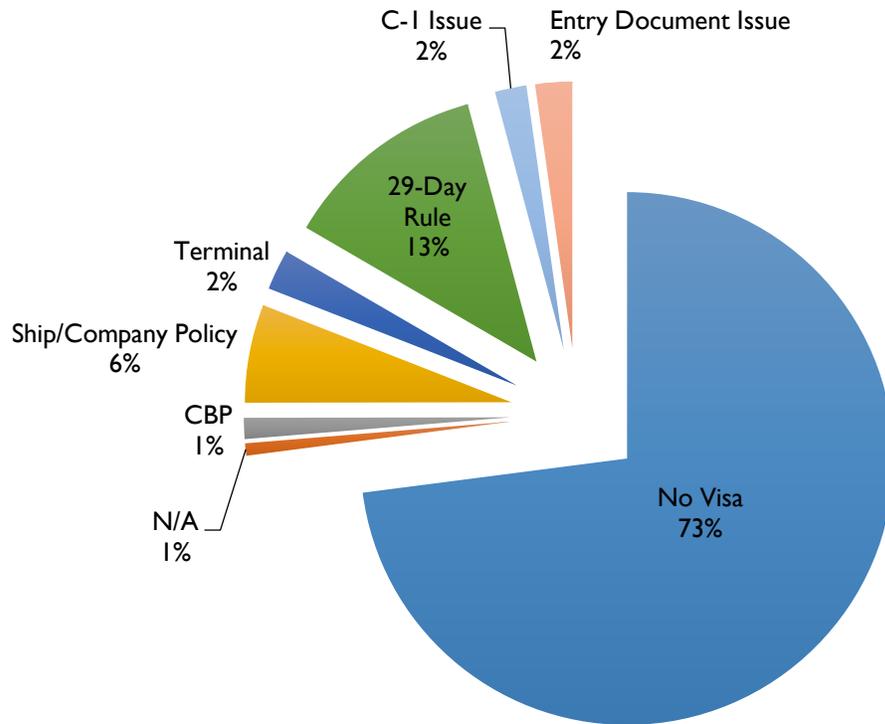
¹ The Seamen's Church Institute extends its sincere thanks to port chaplains participating in this year's survey. SCI also acknowledges the work of this year's summer legal intern from Tulane University School of Law, Julianne Weidman, for compiling and analyzing survey data.

² Baltimore, MD; Brownsville, TX; Brunswick, GA; Charleston, SC; Corpus Christi, TX; Freeport, TX; Galveston, TX; Houston, TX; Lake Charles, LA; New Haven and New London, CT; New Orleans, LA; Philadelphia, PA and South Jersey, NJ; Port Arthur, TX; Port Canaveral, FL; Port Everglades, FL; Port Newark, NJ; San Diego, CA; Savannah, GA; Seattle and Tacoma, WA; Texas City, TX; Vancouver, WA; and Wilmington, DE. Two Canadian ports (Sarnia, Ontario and Hamilton, Ontario) provided terminal information.

³ In at least one port in which chaplains visited ships, the number of terminals visited was unspecified.

⁴ Parameters of the study: for vessels on which the number of seafarers was unknown, 22 became the default number for seafarers on such vessels.

Reasons Why Seafarers Were Denied Shore Leave by Percentage



OVERALL COMPOSITION OF SEAFARERS⁵

From May 7-14, 2017, maritime ministries reported visiting 466 vessels at 176 terminals with 9,886 seafarers from 53 countries. The number and nationality of seafarers whose countries represented more than one percent of all seafarers consisted of 2,225 Filipino (22.5%), 583 Indian (5.8%), 564 American (5.7%), 356 Chinese (3.6%), 336 Ukrainian (3.4%), 325 Russian (3.2%), and 7% other nationalities (including 1.2% Burmese seafarers). However, the nationalities of 4,771, or 48.2 percent of all seafarers, were unreported or not otherwise specified.

COMPOSITION OF SEAFARERS DENIED SHORE LEAVE⁶

During the survey week, seafarers, whose nationalities were reported and who were denied shore leave, were from 17 countries. The number and nationality of those seafarers whose countries represented greater than one percent of all detained seafarers consisted of 219 Filipino (23.3%), 216 Chinese (23.0%), 42 Burmese (4.5%), 26 Indian (2.8%), 21 Ukrainian (2.2%), 15 Turkish (1.6%), 14 Sri Lankan (1.4%), and 11 Georgian (1.2%) seafarers. The nationalities of 341 seafarers, or 36.3 percent, who were denied shore leave were not reported or specified.

⁵ See graph, “Nationalities of Seafarers by Percentage”, p. 16. See pp. 22-23 for graphs depicting trends over time.

⁶ See graphs “Nationalities of Seafarers Denied Shore Leave, by Percentage”, and “Percentage of Seafarers Denied Shore Leave, by Nationality”, pp. 17-18.

COMPOSITION OF FLAG STATES REPRESENTED⁷

Vessels from 31 flag states were represented in the survey.⁸ Of those 31 flag states, 16 had at least one detained seafarer on board.⁹

The flags of 46 ships were not reported or otherwise obtainable through marine databases. No seafarers were detained on ships whose flags were not reported.

SHORE LEAVE RESTRICTIONS DATA FROM SHIP VISITING

During the week of May 7 to 14, 2017, chaplains from maritime ministries in 22 United States ports visited 466 vessels in 176 terminals. At least one seafarer on 106 of the 466 ships visited (22.7%) was denied shore leave. Of all seafarers reported in the survey, 9.5% were denied shore leave.

An overwhelming majority (72.9%) of these seafarers were denied shore leave because they did not have a valid visa. Other explanations for denied shore leave included seafarers remaining on their vessels in United States waters for more than 29 days (12.5%), ship or company policies (6.0%), terminal restrictions (2.4%), entry document errors (2.2%), seafarers who entered the United States on C-I Transit Visas and were detained on board after joining the vessel (1.9%), Customs and Border Protection (CBP) restrictions (1.3%), and unspecified reasons (0.7%).

CREWMEMBER VISAS¹⁰

Six hundred eighty-five seafarers, or 72.9 percent of detained seafarers, were denied shore leave for lack of a valid crewmember (D or C-I/D) visa. This is an approximately 8.7 percent decrease from the percentage of total detained seafarers who were denied shore leave for lack of a valid crewmember visa during the survey week in 2016.

The Convention on Facilitation of International Maritime Traffic (FAL) prohibits countries from requiring seafarers to have a visa for shore leave. Although the United States has ratified the FAL, the United States still requires foreign crewmembers on merchant ships to possess a valid visa before being allowed to disembark vessels to enter the United States.

The United States has not ratified the International Labour Organization's (ILO) Seafarers' Identity Documents Convention (Revised), 2003 (ILO-185). Ratification would both enhance maritime security and increase seafarers' shore leave opportunities in the United States. The Convention enhances maritime security by setting international standards for seafarer identity documents that provide reliable, positively verifiable, and internationally acceptable seafarer identification. Countries that have ratified ILO-185 are obligated to accept valid ILO-185 seafarers' identification documents in place of visas for the purposes of shore leave. The United States could comply with ILO-185 by waiving visa requirements for seafarers who have valid ILO-185 seafarer identity documents. Effective security could be maintained through the existing 96-hour pre-arrival crewmember vetting process. Further, the identity of seafarers

⁷ See graph, "Ships with Seafarers Denied Shore Leave Versus Total Ships, by Flag State", p. 19.

⁸ In alphabetical order, all flag states (and quantity of ships under the following flags) represented are: Antigua and Barbuda (23), Bahamas (27), Belgium (1), Cayman Islands (5), China (1), Cyprus (7), Denmark (4), France (2), Germany (7), Gibraltar (2), Greece (10), Grenada (1), Hong Kong (23), Isle of Man (4), Italy (5), Jamaica (1), Japan (6), Liberia (52), Libya (1), Malta (27), Marshall Islands (28), Netherlands (7), Norway (15), Panama (64), Portugal (15), Saudi Arabia (1), Singapore (39), Sweden (4), United Kingdom (8), United States (28), and Vanuatu (2).

⁹ In alphabetical order, flag states (and quantity of ships under the following flags) with at least one seafarer detained while serving under their flag include: Bahamas (4), China (1), Greece (4), Hong Kong (12), Isle of Man (2), Italy (4), Japan (2), Liberia (12), Malta (9), Marshall Islands (10), Netherlands (1), Norway (3), Panama (29), Portugal (3), Saudi Arabia (1), Singapore (7), and the United Kingdom (2).

¹⁰ See graphs, "Percentage of Seafarers Denied Shore Leave for Lack of a Valid Visa, by Nationality", and "Percentage of Seafarers Denied Shore Leave for Lack of a Valid Visa, by Flag State", pp. 20-21.

could be verified through the usage of ILO-185 identity documents, supplemented by the implementation of the US-Visit program in United States seaports.

This year's survey was the fourth to be conducted after the Maritime Labour Convention, 2006 (MLC, 2006) came into force. The MLC, 2006 was in force in 80 flag states during the survey week, and entered into force in Portugal May 12, 2017, mid-survey week.¹¹ Standard A1.4 Paragraph 5(b) of the MLC, 2006 requires ship owners to pay for seafarers' visas.¹² Furthermore, flag states must verify ship owners' compliance with the MLC, 2006 recruitment and placement requirements, including Standard A1.4 Paragraph 5(b), before issuing a Maritime Labour Certificate.¹³

Seventy-eight percent of seafarers (533 of 685) denied shore leave for lack of a valid visa served on ships registered in flag states in which the MLC, 2006 had already entered into force. The flag states where the MLC, 2006 was in force during the survey week and the corresponding number of seafarers detained for lack of a visa serving on vessels from those states is as follows: Bahamas (13); China (3); Greece (9); Isle of Man (5); Italy (15); Japan (2); Liberia (94); Malta (54); Marshall Islands (53); Netherlands (9); Panama (231); Singapore (43); United Kingdom (1). Of the remaining seafarers, 143 seafarers, or 21.0 percent of all seafarers denied shore leave for lack of a visa, served on ships under Hong Kong, which is not party to the MLC, 2006. Additionally, one seafarer (or 0.2 percent of all seafarers denied shore leave for lack of a valid visa) was denied shore leave because he or she did not have a valid visa on a vessel registered in Saudi Arabia. Nine seafarers denied shore leave for lack of visa, or one percent of this population, served on ships sailing under the Portuguese flag.

All 216 Chinese seafarers who were denied shore leave during the survey week were denied shore leave because they did not have a valid visa. Likewise, all 42 Burmese, 21 Ukrainian, 15 Turkish, 11 Georgian, nine Peruvian, seven Romanian, three Bulgarian, two Indonesian, one Italian, and one Dutch seafarer(s) were denied shore leave because they didn't have a valid visa. They represented 100 percent of all seafarers detained from their respective countries. In addition, 180 Filipino, three Indian, and one Romanian seafarer were denied shore leave because they did not have valid visas. The nationalities of 172 seafarers were unreported or not otherwise specified.

In some instances when shore leave was denied because a seafarer did not have a valid visa, a seafarer had a visa, but his or her visa had expired or was cancelled. Comments given as to why seafarers were denied shore leave for not having a valid visa included: financial problems with the vessel, reliance by the seafarers on the company to pay for a visa but visa not supplied by company, small size of the company, seafarers in the process of getting a visa, lack of time for seafarers to get visas, company error, unintentional oversight (expired visas), new crewmembers did not have visas, lack of awareness that crew would be sailing into United States ports, no United States port for ship, inability of seafarer to apply for United States visa, and, in the case of seafarers from Burma: "typical for seafarers from Myanmar."

TWENTY-NINE DAY RULE

Up 0.8 percent from 11.7 percent from last year's survey, 12.5 percent of seafarers denied shore leave were denied because the ship on which they were serving stayed in United States waters for longer than 29 days. Seafarers who enter the United States on a crewmember D visa are given a CBP Form I-95 Crewmember's Landing Permit ("shore pass"). The shore pass authorizes shore leave for the seafarer for a maximum of 29 days or until the vessel departs the United States, whichever date is earlier. Some

¹¹ Ratifications of MLC, 2006 - Maritime Labour Convention, 2006 (MLC, 2006)," *International Labour Organization*, at http://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:11300:0::NO::PI1300_INSTRUMENTI_ID:312331, (Accessed 23 June 2017).

¹² MLC, 2006 Standard A1.4.5(b).

¹³ MLC, 2006 Standard A5.1.3.5(b). See also MLC, 2006 Appendix A5-1.

ships call at several ports in the United States before departing for a foreign port, and their stay may exceed 29 days. Shore leave was denied under the 29-day rule to seafarers serving on vessels that had been in United States waters for longer than 29 days, resulting in the expiration of seafarers' shore passes.

During this year's survey, 117 seafarers – 21 Indian seafarers, 18 Filipino seafarers, and 78 seafarers of unknown nationalities – were denied shore leave because of the 29-day rule.

TERMINAL RESTRICTIONS

This year, 23 seafarers – one Filipino seafarer and 22 seafarers of unspecified nationality – did not receive shore leave because of restrictions at terminals. This number reflects 2.4 percent of all seafarers denied shore leave.

Twenty-two seafarers of unspecified national origin were denied shore leave because their I.D. cards were not laminated. One seafarer was denied shore leave because the seafarer's I.D. card did not contain the name of the vessel.

ENTRY DOCUMENT ERROR

Not represented in the previous year's survey, errors in the entry documentation presented by the ship to immigration officials contributed to the denial of shore leave to 2.2 percent of all seafarers denied shore leave. The nationalities of these (21) seafarers were not reported or otherwise specified.

On one ship, all 21 seafarers onboard were denied shore leave because of a mix-up in immigration paperwork when the vessel arrived at a United States port. Therefore, no seafarers onboard that vessel could get shore leave for the remainder of the voyage while in United States waters.

Ships arriving at a United States port from a foreign port must present properly prepared I-95 forms and submit them to the CBP officer for an immigration inspection. The ship's agent normally prepares documents, and failure to present properly prepared documents will result in seafarers being denied shore leave.

SHIP OPERATIONS RESTRICTIONS

This year, 6.0 percent of all detained seafarers were denied shore leave because of ship or shipping company policy. Because of these policies, 56 seafarers – 16 Filipino, 13 Sri Lankan, five Japanese, two Romanian, one Russian, and 19 seafarers of unspecified nationality – were denied shore leave. All Japanese seafarers and Sri Lankan seafarers who were detained were detained because of such policies.

In the case of one ship with 23 seafarers, seafarers were given orders by the captain that they could not leave for shore because the vessel was docked in port for too short of a time. On one vessel, a Russian seafarer was denied shore leave for "mental health" reasons. On another vessel, company policy was the reported reason for denying shore leave to 13 Sri Lankan seafarers.

TRANSIT VISA RESTRICTIONS

Non-United States citizen seafarers who join a vessel in the United States enter the United States on a transit visa (C-I visa). Entry into the United States on a C-I visa is authorized for immediate and continuous transit from the port of entry (usually an airport) to the vessel. Admission on a C-I visa is valid for up to 29 days or until the seafarer joins the vessel. Seafarers who enter the United States on a transit visa are not permitted by U.S. law to change their immigration status while in the United States. Hence, seafarers who enter the United States on C-I transit visas must remain on their vessels until they depart the United States.

This year, 1.9 percent of all seafarers (18 seafarers) denied shore leave were denied because of C-1 restrictions. Shore leave was denied on these grounds to two Russian seafarers, one Filipino seafarer, and 15 seafarers whose nationalities were unreported or not otherwise specified.

CBP RESTRICTIONS

Twelve seafarers, or 1.3 percent of all seafarers denied shore leave, were denied shore leave because of decisions made by CBP officers. These seafarers, despite possessing valid crewmember visas, were told that they were denied shore leave because it was their first visit in the United States. Of these twelve seafarers, three Filipino seafarers, two Indian seafarers, and seven seafarers of unreported nationalities were denied shore leave.

In one report, CBP officers informed some seafarers that they could not go ashore that port, but they could go ashore at the next United States port of call. In addition, other seafarers could go ashore only if they were accompanied by a superior officer.

OTHER RESTRICTIONS

Less than one percent of seafarers denied shore leave were denied for reasons unknown. The nationalities of these seven seafarers denied shore leave under unknown circumstances was not specified.

PORT NARRATIVES: CASE STUDIES¹⁴

Baltimore, Maryland

Maritime ministries in Baltimore, MD visited 29 ships with 626 seafarers at 10 terminals. Fifty-nine seafarers on 11 ships were denied shore leave. 9.4 percent of seafarers were denied shore leave, and 37.9 percent of ships had at least one seafarer who was denied shore leave.

Terminal Information

Best Practices

Terminal	Comments ¹⁵
Steinweg	Terminal appears to provide crew with free escort between gangway and gate without charge.

Obstacles

Terminal	Comments
Maryland Port Authority (MPA) Terminals: Dundalk Marine Terminal; Seagirt; North Locust Point; South Locust Point; and Fairfield	These terminals do not provide free and timely access. No MPA terminal personnel will escort crew to gate. Crew may not walk to gate, even at Fairfield where the stern ramp is very close to the gate. Even American crew with TWIC cards may not walk to gate. No free shuttle is provided by these terminals. Seafarers' centers and designated expensive private services may escort crew. Seafarers' center personnel are not charged for entry and are credentialed after a reasonable amount of training and paperwork. Arrangements for transportation vary with private services. Seafarers pay \$75 in taxi fare for escorts to their vessels. Crew wishing to shop either go with seafarers' center staff, stay on board, or pool their money to hire ship's service to the mall, a cost of approximately \$200 for a group of 7 seafarers round trip.
CNX	No CNX terminal personnel will escort crew to gate. Crew may not walk unescorted to inner gate, including American crew with TWIC, and even on a fenced-in, narrow pier. No free shuttle is provided by the terminal. Seafarers' centers and designated private services may escort crew by foot. Private services in this private terminal is cheaper than transportation from MPA terminals. Everyone, including United States Coast Guard (U.S.C.G.), must park near inner gate and walk length of the pier to the gangway. Personnel of seafarers' centers are not charged for entry into this terminal and are credentialed after a reasonable amount of training and paperwork.
AMS: American Sugar; Domino	No Domino terminal personnel will escort crew to gate. Crew may not walk unescorted to inner gate (end of TWIC territory), even though gangway is extremely close to the gate. No free shuttle is provided by the terminal. Seafarers' center and designated private services, some of which are cheaper than those provided by MPA, may escort crew. Seafarers' center personnel are not charged for entry and are credentialed after a reasonable amount of training and paperwork.
Nustar	This terminal sees about 3 vessels a year. Only the agent and captain of any vessel may transit in and out of the terminal.

¹⁴ This section of port narratives contains information only on those ports provided in shore leave survey reports.

¹⁵ All comments have been edited for clarity and brevity. The substantive content remains untouched.

Sparrows Point	Terminal allows seafarers' centers to escort crew. Terminal personnel allow taxis, even without TWIC cards, to drive as far as the inner gate, after which a guard escorts the crew from the gangway to the taxi.
Apex	No escort policies distributed. Seafarers' centers sign in at office and follow oral instructions. Free escort is likely not provided by the terminal.
National Gypsum	Terminal does not allow crew ashore unless the captain provides a list of all crew leaving for shore 24 hours in advance.

Brownsville, Texas

Maritime ministries in Brownsville, TX visited three vessels with 62 seafarers at two terminals. Thirty-two seafarers from the three vessels were denied shore leave (51.6 percent of all seafarers).

Brunswick, Georgia

Maritime ministries in Brunswick, GA visited 13 vessels with 283 seafarers at three terminals. Sixty-nine seafarers on eight vessels were denied shore leave. 24.4 percent of seafarers were denied shore leave, and 61.6 percent of all ships had at least one seafarer who was denied shore leave.

Terminal Information

Best Practices

Terminal	Comments
Mayor's Point; Colonel's Island	Terminal allows seafarers to walk to and from vessel and security gates along marked corridors approved by U.S.C.G.

Charleston, South Carolina

Maritime ministries in Charleston, SC visited 17 vessels with 409 seafarers at three terminals. Five seafarers from one ship were denied shore leave. 1.2 percent of seafarers were denied shore leave, and 5.9 percent of ships had at least one seafarer who was denied shore leave.

Terminal Information

Best Practices

Terminal	Comments
Wando; Columbus St.; N. Charleston	Terminal provides ready access and is cooperative.

Corpus Christi, Texas

Maritime ministries in Corpus Christi, TX visited nine ships with 193 seafarers at seven terminals. No seafarers were detained on any of these ships.

Freeport, Texas

Freeport, TX, maritime ministries visited eight ships with 197 seafarers at four terminals. Thirteen seafarers were denied shore leave on two vessels. 6.6 percent of all seafarers were denied shore leave, and 25.0 percent of the ships had at least one seafarer who was denied shore leave.

(Freeport, Texas) Terminal Information

Obstacles

Terminal	Comments
Dow; Enterprise; Phillips; BASF; Port Freeport	Transportation from terminal depends on Texas Port Ministry and a security transportation service paid by seafarers.

Galveston, Texas

Galveston, TX maritime ministries visited seven ships with 142 seafarers at four terminals. Nine seafarers onboard one vessel did not receive shore leave. 6.3 percent of seafarers did not receive shore leave, and 14.3 percent of ships had at least one seafarer who did not receive shore leave.

Houston, Texas

Maritime ministries in Houston, TX visited 145 ships with 3,145 seafarers at 34 terminals. Three hundred seventy-three seafarers were denied shore leave. 11.9 percent of seafarers were denied shore leave, and 24.1 percent of ships had at least one seafarer who was denied shore leave.

Terminal Information

Best Practices

Terminal	Comments
Targa; Magellan; Exxon; Enterprise; Houston Fuel Oil; Industrial; Shell; Lyondell	Seafarers call security to schedule pick-up time. Security transports seafarers to Security Gate. Seafarers go where they want to go and when they want to go.
Other	Most terminals allow taxis with credentials to go near the vessels and pick up seafarers near gangways. While seafarers pay for their transportation from the terminal, seafarers are allowed to wait onboard ships rather than outside the terminal for taxis to arrive. One terminal has some overhead construction and “hot work” ongoing, but they have worked with seafarers’ centers for safe passage for seafarers so that even when daytime access is restricted for construction, seafarers will still be able to have shore leave.

Lake Charles, Louisiana

Lake Charles, LA visited 20 vessels with 449 seafarers at 21 terminals. Thirty-one seafarers from three vessels were denied shore leave. 6.9 percent of seafarers were denied shore leave, and 15.0 percent of the ships had at least one seafarer denied shore leave.

Terminal Information

Best Practices

Terminal	Comments
Port of Lake Charles: City Docks and Bulk	Crew can scan in at gate with a TWIC and continue to outside of the gate. Without a TWIC, a security-approved escort must escort crew.

Terminals	
Citgo Petroleum	Sign in or scan in with a Citgo badge. Seafarers leaving ship must provide TWIC or shore pass to each gate (3 gates). Security will provide transportation to the main gate to meet taxi. Seafarers' Center can go to the ship to pick up crew.
Citgo Clifton Ridge	Seafarers' Center or taxi picks up seafarers at ship and transports them to the gate.
Philip 66 Marine Docks	Seafarers' Center or security picks up seafarers at ship and brings crew to gate for them to sign out.
Philip 66 Clifton Ridge	Seafarers' Center picks up seafarers at the ship and transports them to the gate. No taxis are allowed. Crew must go out with Seafarer Center only.
Westlake Styrene; Dunham Price; Rain CII	Seafarers' Center or taxi picks up seafarers at ship and transports them to the gate.
Westlake Chemical	Seafarers' Center or taxi is escorted to and from the ship by security.

New Haven and New London, Connecticut

Maritime ministries in New Haven and New London, CT, visited three vessels and 68 seafarers at three terminals. Fifteen seafarers on one vessel were denied shore leave. 22.1 percent of seafarers did not receive shore leave, and 33.3 percent of ships had at least one seafarer denied shore leave.

Terminal Information

Best Practices

Terminal	Comments
Gateway and Gateway Harbor; Motiva	Seafarers and chaplains have easy access in and out of terminal with shore pass and picture I.D.
Ceres	Terminal provides a free shuttle from the ship to the outermost gate. The terminal also allows chaplains into the terminal to transport.

Obstacles

Terminal	Comments
Magellan; Gulf	Chaplains are denied access. Seafarers are allowed 1 trip out free of charge when arranged through port security and agent. Other trips are not free. Chaplains can meet seafarers when taken out to meet seafarers by port security.

New Orleans, Louisiana

Maritime ministries in New Orleans, LA visited 17 ships with 336 seafarers at nine terminals. Thirty-one seafarers on six vessels did not receive shore leave. 9.2 percent of seafarers did not receive shore leave, and 35.3 percent of ships had at least one seafarer who was denied shore leave.

Terminal Information

Best Practices

Terminal	Comments
Ceres	Terminal provides a free shuttle from the ship to the outer gate. Terminal allows chaplains to transport seafarers.

(New Orleans, Louisiana)

Obstacles

Terminal	Comments
IMTT in St. Rose, LA	Terminal charges ships \$450 for crew to cross dock for shore leave.
Coastal Cargo	Terminal does not provide any service for seafarers to leave. Seafarers are forbidden from walking in the terminal. Chaplains are permitted to pick up seafarers up.

Philadelphia, Pennsylvania and South Jersey, New Jersey

Maritime ministries in Philadelphia, PA and South Jersey, NJ visited 17 ships with 735 seafarers at 15 terminals. Thirty-nine seafarers on four vessels did not receive shore leave. 5.3 percent of seafarers were denied shore leave, and 12.5 percent of all ships had at least one seafarer who did not receive shore leave.

Port Arthur, Texas

Port Arthur, TX maritime ministries visited seven vessels with 164 seafarers at six terminals. Fourteen seafarers on two vessels were denied shore leave. 8.5 percent of seafarers were denied shore leave, and 28.6 percent of ships had at least one seafarer denied shore leave.

Terminal Information

Best Practices

Terminal	Comments
Oxbow Calcining	Terminal provides transportation to and from the dock for seafarers and port chaplains at no cost.
Port of Port Arthur	Terminal allows seafarers to walk to and from the terminal gate without escort. Many seafarers take advantage of this for exercise.

Port Canaveral, Florida

Maritime ministries visited 10 ships with 189 seafarers at two terminals at Port Canaveral, FL. No seafarers were denied shore leave.

Terminal Information

Best Practices

Terminal	Comments
North Cargo; South Cargo	Terminal provides excellent security while allowing complete access.

Port Everglades, Florida

At Port Everglades, FL, maritime ministries visited 41 ships and 678 seafarers in 18 terminals. Five seafarers were denied shore leave on two ships. 2.1 percent of seafarers did not receive shore leave, and 4.9 percent of ships had at least one seafarer who was denied shore leave.

Port Newark, New Jersey

In Port Newark, NJ, maritime ministries visited 44 ships with 851 seafarers at 15 terminals. Eighty-four seafarers on 13 ships were denied shore leave. 9.9 percent of seafarers did not receive shore leave. 29.5 percent of ships had at least one seafarer who did not receive shore leave.

Terminal Information

Best Practices

Terminal	Comments
Brooklyn Navy Yard	Terminal is very considerate in terms of access to ships and shore leave policy.
APM	During work hours, terminal provides free shuttle services to workers and seafarers to and from ships.
NYCT (Staten Island)	Terminal provides free shuttle through terminal's shuttle service for workers.
Bayonne Terminals: IMTT, Buckeye, Gordon	Terminals provide seafarers free access and a free shuttle service.
KMI, Staten Island	Terminal provides seafarers free access with authorized escort.
Buckeye, Port Reading	Terminal provides seafarers free access.
Buckeye, Sewaren	Terminal provides chaplains free access.
Citgo, Linden	Terminal provides seafarers free access, and seafarers can take a taxi from the gate. Terminal provides chaplains have free access, although they must be on a list by ship's agent.
All Container, Bulk, RoRo	Terminal provides free access to seafarers and chaplains.

Obstacles

Terminal	Comments
APM	At the terminal, chaplains must wait for security van to escort seafarers to ship. Wait time at the terminal is an average of 30 minutes; top wait time is 60 minutes.
Berths 17/25/13	Terminal does not provide transportation, but allows chaplains into terminal and to transport.
PNCT	There is a long walk to and from ships at this terminal; an escort would be appreciated. There is a long wait.
Global Terminal	Terminal does not allow chaplains access if vessel is not ready for any visitors, unless vessel is coastwise clear. The guards only allow port chaplains to visit when CBP has finished and left the terminal gate. Sometimes seafarers are told that security van will pick them up, but then the van does not show. Seafarers sometimes cannot get through to the operators working at the gate.
Bayonne Terminals: IMTT, Buckeye, Gordon	Terminal provides chaplains free access, but chaplains must be on the gate list approved by ship's agent.
KMI Carteret	Terminal provides seafarers free access ashore only between 12:30 p.m. and 5:00 p.m. on pre-arrangement by ship's agents. Terminal provides chaplains free access, but chaplains must be on the gate list approved by the terminal's security department.

KMI, Staten Island; Buckeye, Port Reading	Terminal provides chaplains free access, but chaplains must be on the gate list approved by the terminal's security department.
Buckeye, Sewaren	Terminal provides seafarers access ashore with escort pre-arranged by ship's agent at a fee.
Motiva, Sewaren	Terminal provides chaplains free access only if the ship's agent escorts chaplains. Terminal provides seafarers free access ashore only between 12:30 p.m. and 5:00 p.m. on pre-arrangement by the ship's agent.
KMI OBT, Perth Amboy	Terminal provides chaplains free access, but chaplains must be on a gate list approved by the terminal. Terminal provides seafarers free access ashore only between 12:30 p.m. and 5:00 p.m. on pre-arrangement by ship's agent.
Conoco Phillips, Bayway	Terminal allows seafarers ashore with fee paid by ship owners and pre-arranged by ship's agent. Chaplains have free access only after providing terminal with 4-hour notice.
Nu Star, Linden	Terminal provides chaplains free access, but seafarers have free access ashore only between 12:30 p.m. and 5:00 p.m. on pre-arrangement by ship's agent.
Domino Sugar, Yonkers	Terminal provides chaplains free access, but does not allow chaplains to transport seafarers. Terminal allows seafarers shore access at a fee.
Maher Terminal, Elizabeth	Although seafarers and chaplains have free access, the terminal does not provide a shuttle bus. If chaplains are not available at the terminal to transport seafarers, seafarers cannot get off the ship, and if seafarers stay out longer than 10 p.m., seafarers have no means of returning to ship.

Port of Vancouver, Washington

Maritime ministries in Port of Vancouver, WA visited four ships with 86 seafarers at an unspecified number of terminals. Three seafarers were denied shore leave on one ship. 3.5 percent of seafarers did not receive shore leave, and 25.0 percent of ships visited had at least one seafarer who was denied shore leave.

San Diego, California

San Diego, CA maritime ministries visited 10 vessels with 214 seafarers at two terminals. Twenty-seven seafarers on three ships were denied shore leave. 12.6 percent of seafarers did not receive shore leave. 30.0 percent of vessels had at least one seafarer who did not receive shore leave.

Terminal Information

Obstacles

Terminal	Comments
Port of San Diego	Seafarers are not allowed access to the terminal area unless they possess a valid TWIC credential or are accompanied by someone who has a TWIC and valid Escort Training Card.
Other	Seafarers are not allowed access to terminals without a TWIC or by authorized escort. No transportation is provided to terminal exit gate other than by Seafarer Center or Ship Agent with valid escort credentials.

Savannah, Georgia

Savannah, GA visited 27 ships with 595 seafarers at 12 terminals. Forty-three seafarers from three vessels did not receive shore leave. 7.2 percent of seafarers did not receive shore leave, and 11.1 percent of ships had at least one seafarer who was denied shore leave.

Terminal Information

Obstacles

Terminal	Comments
Vorak	The security supervisor, in Atlanta, GA, 260 miles away from the terminal, has indicated that no clergy are needed at the terminal.

Seattle and Tacoma, Washington

Maritime ministries in Seattle and Tacoma, WA visited seven vessels with 159 seafarers at five terminals. Seventy-four seafarers from four vessels were denied shore leave. 46.5 percent of seafarers did not receive shore leave, and 57.1 percent of vessels had at least one seafarer denied shore leave.

Terminal Information

Best Practices

Terminal	Comments
Terminal 18 (Seattle)	Port Chaplains are called as soon as the vessels complete CBP inspections. The Terminal Security calls the center on behalf of the seafarers for drivers to pick up crew. Many of the longshoremen from the T18 have requested Port Chaplains' contact information to request visits to vessels, as well. Of all the terminals, Port Chaplains have the best relationship and clearest communication with the staff at Terminal 18

Obstacles

Terminal	Comments
Other	Terminal has asked that visitors check in at the gate and in the Louis Dreyfus office before visiting the vessel. This change occurred in December 2016. Terminal 46 has requested a complete list of ship visitors who have been trained by the Seattle Seafarers Center before allowing them access into terminal. This change occurred in March 2017.

Texas City, Texas

Maritime ministries in Texas City, TX visited five vessels with 115 seafarers at four terminals in Texas City, TX. No seafarer was denied shore leave.

Wilmington, Delaware

Maritime ministries in Wilmington, DE visited eight vessels with 190 seafarers at one terminal. Thirteen seafarers were denied shore leave on three vessels. 6.8 percent of seafarers were denied shore leave, and 37.5 percent of vessels had at least one seafarer who was denied shore leave.

PORT NARRATIVES: ADDITIONAL CASE STUDIES

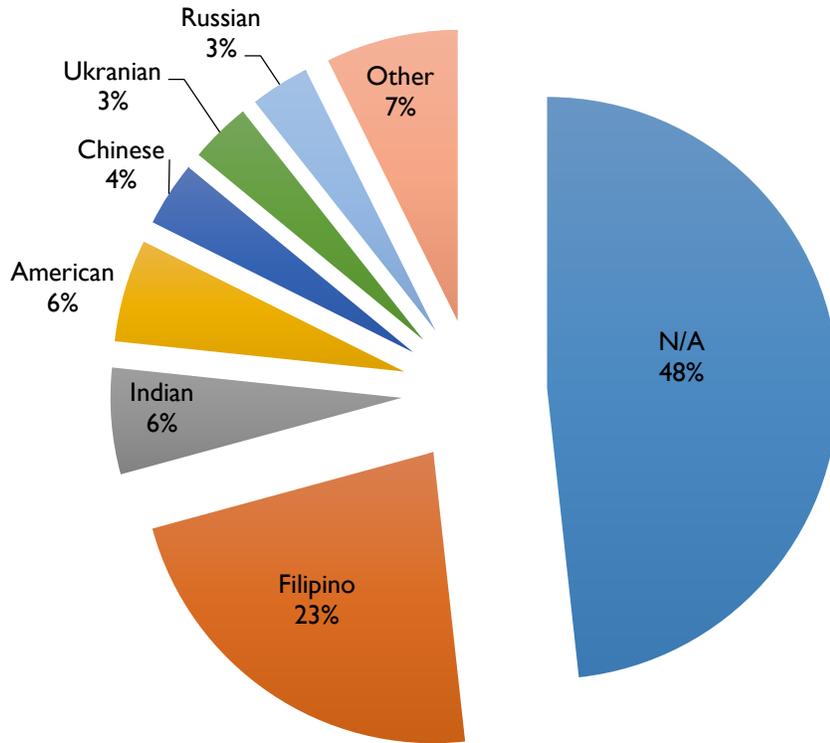
During the survey week, the Center for Seafarers' Rights received additional information from Canadian ports, and from one United States port at which no visits were able to be conducted. The information gathered from these ports is charted below.

Port	Terminal Information
Norfolk, Virginia	<p>As of May 13, 2015, the manager of the Terminal Safety Units (TSUs) for all terminals under Virginia International Terminals instituted a new transportation policy limiting access to pilots, agents, escorts, and seafarers unless the Captain sends an email requesting a visit from a Port Chaplain or Seafarer's Agency. This effectively shuts down the efforts of the Norfolk Seamen's Friend Society/International Seamen's House to visit the ships and seafarers. Virginia International Terminals operates Terminal Safety Units that pick up ship visitors, transport them to the ships, and return to the gate when the visit is completed. Seafarers' Agencies are thus denied transportation unless the Captain has specifically requested their visit. VIT operates all container terminals in the Port of Norfolk including Norfolk International Terminal, Virginia International Gateway, Portsmouth Marine Terminal, Newport News Marine Terminal and the inland port at Port Royal, Virginia. The remaining smaller terminals serving mainly bulk cargo and heavy lift operations along the Elizabeth River are currently our only opportunities for Seafarer's Welfare visits. As these terminals only have infrequent arrivals, visit opportunities are few.</p>
Hamilton, Ontario, Canada	<p>Arcelor Mittal Dofasco Piers 16-21: Access to Piers is denied by company policy due to safety and security reasons. Must pass through working steel mill to gain access to docks. No place to park. Taxi to gate is the only means by which seafarers can access shore, and taxi costs \$11. Most choose not to leave self-unloading ships because they are in port for a very short time. All crewmembers are Canadian or Canadian residents. Chaplains are able to access and visit crew if and when ships go to lay-up on other piers, or are bringing in cargo like salt and sand destined for other piers. In these cases, chaplains are welcomed aboard with great hospitality.</p>
	<p>Federal Marine Terminal Piers 12-14: Agent alerts chaplains of the expected arrival of ships several days before ships' arrivals. Security guards also contact chaplains with requests from seafarers.</p>
	<p>Agrico and Sylvite Piers 12 and 26: Agents alert chaplains of ships' expected arrivals several days before arrival. Security guards also contact chaplains with requests from seafarers. Sylvite provides free Wi-Fi for seafarers on Pier 12.</p>
Sarnia, Ontario, Canada	No problems reported.

Appendix of Charts

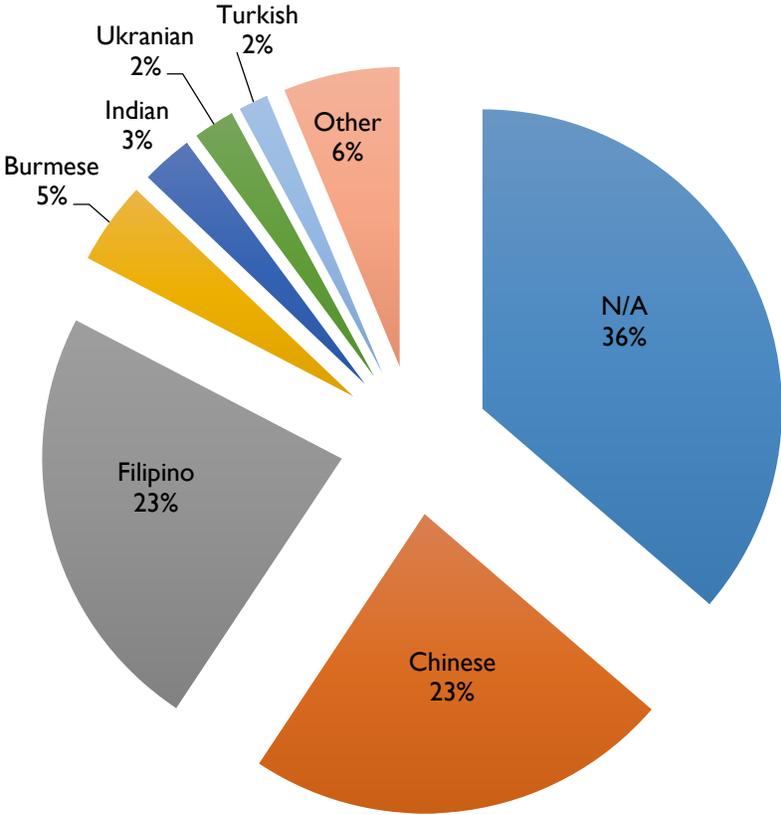
OVERALL COMPOSITION OF SEAFARERS

Nationalities of Seafarers by Percentage



COMPOSITION OF SEAFARERS DENIED SHORE LEAVE

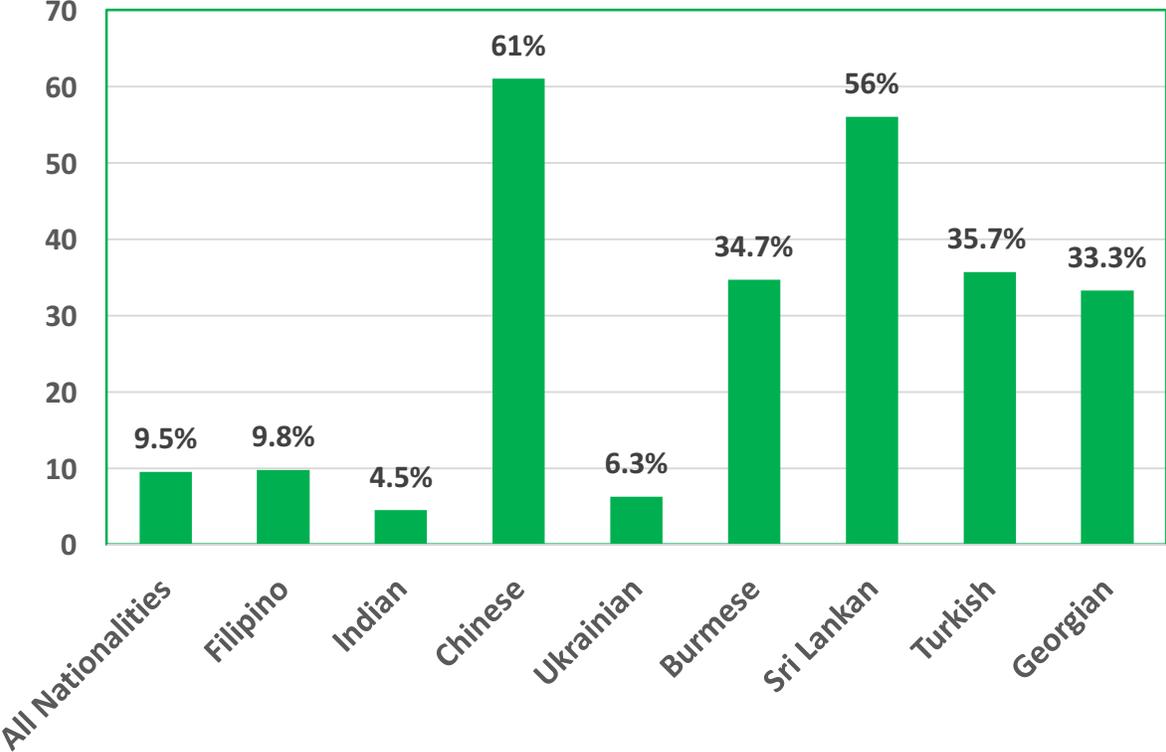
Nationalities of Seafarers Denied Shore Leave by Percentage



COMPOSITION OF SEAFARERS DENIED SHORE LEAVE

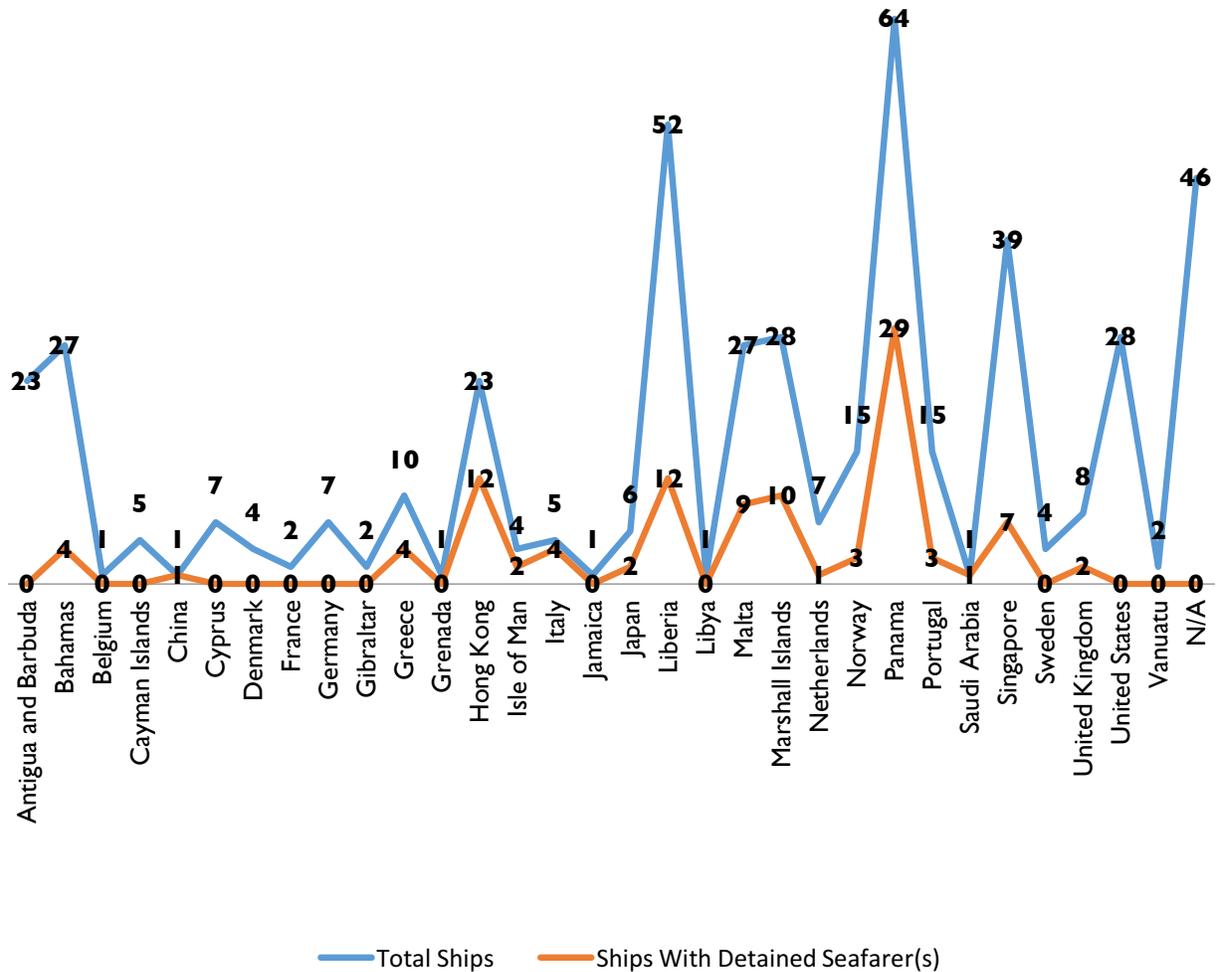
Percentage of Seafarers Denied Shore Leave by Nationality*

*Where nationality represented greater than one percent of sampled population



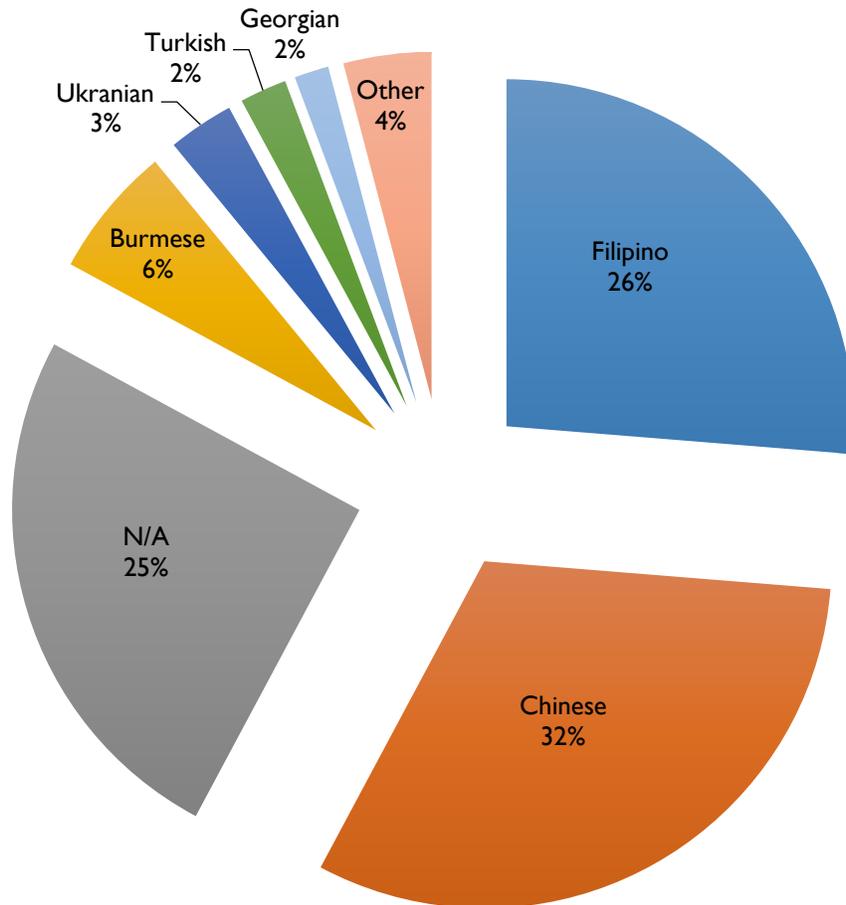
COMPOSITION OF FLAG STATES REPRESENTED

Ships with Seafarers Denied Shore Leave Versus Total Ships, by Flag State



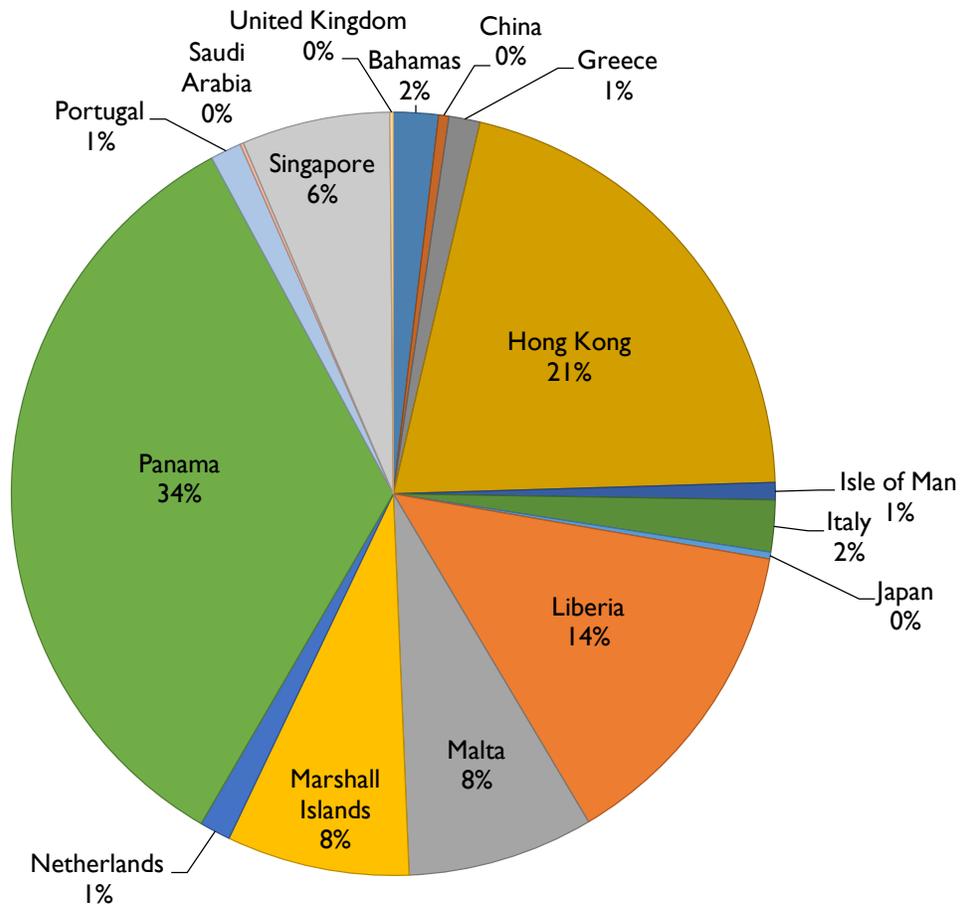
CREWMEMBER VISAS

Percentage of Seafarers Denied Shore Leave for Lack of a Valid Visa, by Nationality

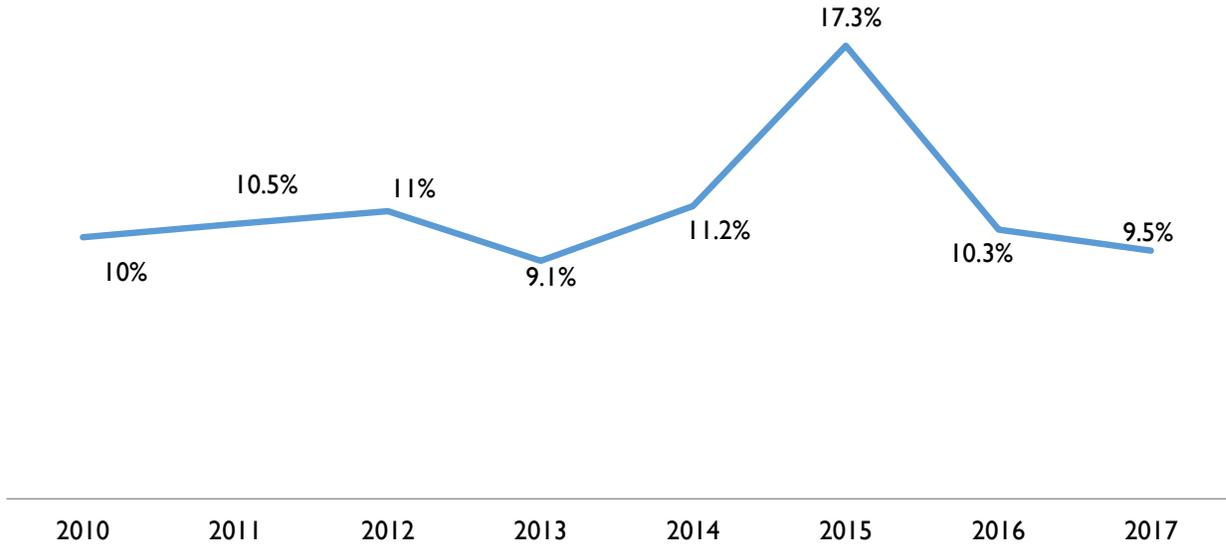


CREWMEMBER VISAS

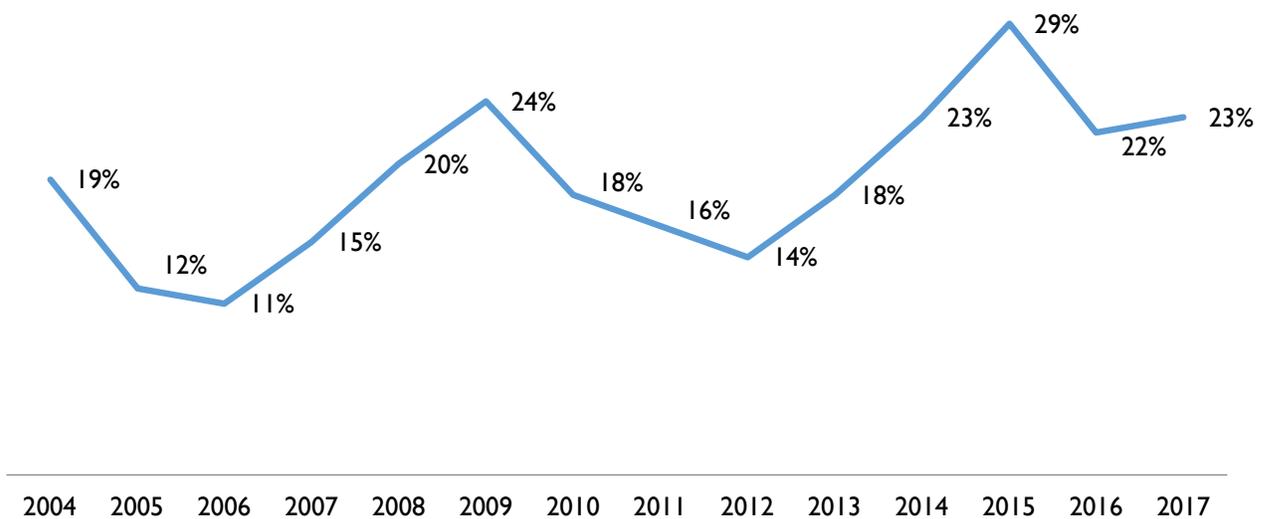
Percentage of Seafarers Denied Shore Leave for Lack of a Valid Visa, by Flag State



8-Year Trend: Percentage of Seafarers Denied Shore Leave Per Annum



14-Year Trend: Percentage of Ships with Seafarers Denied Shore Leave Per Annum



13-Year Trend: Percentage of Seafarers Denied Shore Leave for Lack of a Valid Visa Per Annum

