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The Seamen's Church Institute

Center for Seafarers' Rights
118 Export Street
Port Newark, NJ 07114
TEL +1-973-589-5828 • FAX +1-973-817-8565
seamenschurch.org

2018 SHORE LEAVE SURVEY: SUMMARY

The Seamen's Church Institute's (SCI) Center for Seafarers' Rights conducted its 17th annual Shore Leave Survey the week of May 5th to May 11th. Throughout the survey week North American Maritime Ministry Association members and other port ministries in 23 United States ports visited 338 vessels at over 133 terminals.¹ A total of 6,444 seafarers from 59 different countries were represented in the analysis. Of the 338 vessels visited, 58 (17.2%) reported at least one seafarer who was denied shore leave, a 5-percent decrease from last year. Five hundred eighty-nine (589) seafarers were denied shore leave, 9.1% of the total sample population. The reasons for shore leave denial varied, but over half (58.4%) were attributed to lack of a valid visa. Other reasons for shore leave denial were reported as: exceeding 29-days in the United States (10%), Customs and Border Protection (CBP) decisions (7.5%), C-1 transit visa restrictions (5.8%), operational requirements of the vessel (3.6%), and company policies (2.7%). The reasons for 12.1% of the shore leave denials were not specified in the reports.

¹ For this year's survey, ships that were visited more than once, either in the same port or at a different port, were only counted once if the survey response was the same for both visits. Also nine additional vessels were visited but not included in the survey due to insufficient information in the response. The survey report from Hamilton, Ontario, Canada was not included in the quantitative analysis of United States ports. The Canadian data is shown separately in this report.

Seafarer Composition

The nationalities of those seafarers included in the reports were: 2,514 (39%) Filipino, 907 (14.1%) Indian, 328 (5.1%) Ukrainian, 336 (5.2%) Chinese, 258 (4%) Russian, 201 (3.1%) Burmese, 202 (3.1%) American, 98 (1.5%) Greek, 79 (1.2%) Polish. The nationality of 684 seafarers (10.6%) were not identified in the reports. No other country comprised more than 1% of the sampling.

Detained Seafarers²

In total, 589 seafarers were denied shore leave during the survey week. The nationalities of the seafarers denied shore leave were: 140 (23.8%) Chinese, 135 (22.9%) Filipino, 41 (7%) Ukrainian, 41 (7%) Burmese, 21 (3.6%) Indian, 24 (4.1%) Indonesian, 15 (2.5%) Greek, 8 (1.4%) Turkish, 8 (1.4%) Romanian, and 6 (1%) South Korean. The nationalities of 120 (20.4%) of the seafarers denied shore leave were not specified. No other country comprised more than 1% of those detained.

While Filipino seafarers make up 22.9% of the total number detained, only 5.4% out of all Filipino seafarers were denied shore leave. Of those nationalities comprising more than 1% of the total, 4 had seafarers detained at a higher rate than the survey average of 9.1%: China (41.7%), Myanmar (20.4%), Greece (15.3%) and Ukraine (12.5%).

Detentions by Flag State

Vessels registered in 32 different flag states were visited during the survey. Seafarers were detained on ships from 16 of those flag states. According to the survey reports, 14.9% of all seafarers on ships visited by chaplains served on Liberian vessels, but only 7.3% of those aboard Liberian vessels were denied shore leave. Seafarers serving on seven flag states' vessels³ were detained at a higher rate than the survey average: China (46.8%), Hong Kong (23.5%), Greece (21.1%), Singapore (14.1%), Malta (12.7%), Panama, (11.5%), and Italy (10.2%).

Crewmember Visas

Three hundred forty-four (344) of the 589 seafarers denied shore leave were due to crewmembers not possessing valid visas (58.4%). The reports indicated various reasons why seafarers did not have valid visas: some possessed visas that had expired, some were in the process of obtaining a visa, some had not applied for a visa, and others worked for shipowners who would not pay for a visa. Standard A1.4 Paragraph 5(b) of the Maritime Labour Convention, 2006 (MLC, 2006) requires ship owners to pay for seafarers' visas. 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. Of the 344 seafarers without visas only 41 were on vessels where the MLC, 2006 was not in force (Hong Kong).

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 enter the United States for shore leave.

Ratification of the International Labour Organization's (ILO) Seafarer's Identity Documents Convention (Revised), 2003 (ILO-185) would both enhance maritime security and increase seafarers' shore leave

² All percentages are based on the population contained in reports submitted to us in this year's survey. They are not necessarily characteristic of global trends.

³ Flag states whose seafarers comprised less than 1% of the total number of seafarers in the survey were not included in this analysis.

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

Number of seafarers detained for lack of visa by flag state	
Antigua & Barbuda	1
Bahamas	4
China	20
Greece	44
Hong Kong	41
Italy	11
Liberia	34
Malta	25
Marshall Islands	37
Panama	86
Singapore	22
United Kingdom	19

Customs and Border Protection Decisions

Forty-four (44) of the 589 shore leave denials (7.5%) were determinations made by United States Customs and Border Protection (CBP) officers following an immigration inspection. A determination to grant or deny shore leave is made at a point of entry by a CBP officer following an immigration inspection. Possessing a valid visa provides a foreign seafarer the ability, but not necessarily the permission, to enter the United States. The reasons for denying shore leave by CBP officers are varied. In one case, 21 seafarers were denied leave because a member of their crew had jumped ship at another United States port. In several other cases shore leave was denied to seafarers because they were on their first contract or first trip to the United States. Delays in paperwork or errors in documentation prepared by the ship's agent can also cause shore leave denial.

In some cases, shore leave might be denied because of problems with a passport. An example of this occurred earlier this year with seafarers from Crimea. In 2014 Russia annexed the Crimean Peninsula, formerly a part of Ukraine. Some Crimean seafarers had valid visas inside of their expired Ukrainian passports, but no visa inside their valid Russian passports. United States Department of State regulations permit continued use of valid visa inside an expired passport only if the visa and current passport are of the same nationality.

29-Day Rule

Fifty-nine (59) of the 589 shore leave denials (10%) were due to the vessel remaining in United States waters longer than 29 days. Seafarers who are authorized to enter the United States by CBP officers are issued a CBP Form I-95 Crewman's Landing Permit or "shore pass". The shore pass authorizes shore leave in the United States for either up to 29 days or until the vessel departs the United States enroute another country, whichever is earlier. The 29-day period can sometimes be exceeded when vessels visit

several ports in the United States without sailing to a foreign port. In such cases, seafarers' shore passes expire and shore leave is denied.

Transit Visa Restrictions

Thirty-four (34) of the 589 shore leave denials (5.8%) were due to expired seafarers' Transit (C) visas. When seafarers join vessels in United States ports, they do not enter as crewmembers. Rather, they enter the United States on Transit (C) visas. This type of visa is used for immediate and continuous transit through the United States enroute to another country, or in a seafarer's case, from the airport to a vessel that will depart the United States. Once seafarers arrive at their vessels, their Transit (C) visas' purpose have been fulfilled. They then cannot re-enter the United States until after they depart the United States on their vessels enroute a foreign port and return with Crewmember (D) visas.

Vessel's Operational Requirements

Twenty-one (21) of the 589 shore leave denials (3.6%) were attributed to vessels' operations. Seafaring can be a demanding job and in some cases duties aboard the vessel prevent seafarers from going ashore. In this year's survey 21 seafarers on one vessel were denied shore leave because of their vessel's brief time in port.

Company Policy

Sixteen (16) of the 589 shore leave denials (2.7%) in this year's survey were caused by a particular company's policy to deny shore leave to nationals of four specific countries. Two vessels surveyed were affected by this policy. After an Indonesian seafarer did not return from shore leave when his vessel departed a United States port, the Mediterranean Shipping Company issued a policy that limited or denied shore leave in the United States to crewmembers from Indonesia, Bangladesh, Madagascar and the Philippines.

Unknown Reasons

The reasons for denying shore leave to 71 seafarers (12.1% of all shore leave denials) were not identified or could not be determined.

Port by Port: Case Studies⁴

Baltimore, MD

Maritime ministries in Baltimore, MD visited 603 seafarers on board 27 vessels at 10 terminals. Eighty-five seafarers were denied shore leave on ships visited during the survey week, six ships with at least one shore leave denial. Fourteen percent of seafarers on ships visited by maritime ministries were denied shore leave, with at least one denial occurring on 22% of vessels.

Best Practices

Terminal	Comments
Rukert Terminals	Crew can access free and timely escort ashore with Rukert personnel, who will also help them call taxis.
Amport Terminals	Amport's personnel will usually provide escort for seafarers and help call taxis.
CSX	CSX personnel will usually provide escort for seafarers and help call taxis.
Steinweg (Fort McHenry)	This pier has been inconsistent in the past, or perhaps crews misunderstood, but recent crews have seemed able to get to the gate with Steinweg personnel escorting.

Obstacles

Terminal	Comments
Sparrows Point/Tradeport Atlantic	These four berths have become more active recently. We are allowed to escort. Terminal personnel said that taxis (even without TWICs) could drive as far as inner gate, and the guard there would escort from gangway to taxi. However, they may need to give advance notice. In practice, driving there is so rough that it is only possible for BISC, AOS, and a few specialized port drivers to go.
Maryland Port Authority (MPA) Terminals: Dundalk Marine Terminal, Seagirt, North Locust Point, South Locust Point, and Fairfield	No MPA terminal personnel will escort crew to gate. Crew may not walk to gate, even at Fairfield, where stern ramp is very close to gate. This includes United States crew with TWICs. No free shuttle provided by terminal. Seafarers' centers and designated expensive private services may escort. Seafarers' center personnel are not

⁴ Port narratives come directly from chaplains on site and have only been minimally altered to provide clarity and fit the formatting of this report.

	<p>charged for entry and are credentialed after a reasonable amount of training and paperwork. Arrangements for private services vary. A seafarer who visits a local relative and taxis back to gate may then pay \$75 for escort to vessel. Crews wishing to shop either go out with us, stay on board, or pool their money to hire ship's service to a mall, it could be \$200+ for group of seven round trip.</p>
<p>CNX: Consol Coal, general cargo</p>	<p>No CNX terminal personnel will escort crew to gate. Crew may not walk unescorted to inner gate (not even U.S. crews with TWICs), even on a fenced-in narrow pier, even though intuition would suggest this qualifies as “mustering for transport.” However, terminal does require it. No free shuttle provided by terminal. Seafarers’ centers and designated private services may escort on foot; private services in private terminals are cheaper than transport from state terminals, but details vary. Also, everyone including Coast Guard must park near inner gate and walk length of pier to gangway—so many of our older volunteers cannot serve coal crews, who get maybe one chance ashore in four months. Seafarers’ center personnel are not charged for entry and are credentialed after a reasonable amount of training and paperwork. We are not allowed to board, much less transport, until the Declaration of Security (DoS) has traveled from a distant office to the front gate, sometimes up to two hours after Immigration has left—a significant delay for a crew who has not set foot on land for up to two months and now has 36 hours in port. CNX used to admit us if the distant office verified by phone to front gate that DoS was complete, but not anymore.</p>
<p>AMS: American Sugar, Domino</p>	<p>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. No free shuttle provided by terminal. Seafarers’ centers and designated private services may escort. Seafarers’ center personnel are not charged for entry and are credentialed after a reasonable amount of training and paperwork.</p>

Nustar	Nustar sees only about three vessels a year. In January 2015, an agent called us to take out a senior officer (not the captain) with visa. Intern who went was told that only agent and captain of any vessel may transit in and out of terminal. Agent followed up, and Security confirmed this policy. Confirmed again in 2017. During survey week of 2015, someone at Security had a different version: seafarers may go ashore (escorted by us) if terminal is told, 24 hours before docking, the names of those wishing to go out. Terminal empty during survey week 2018.
Apex	We are called to this tanker pier maybe once a year. Not likely terminal provides free escort, but they will not distribute escort policies: we just sign in at office and follow oral instructions.
National Gypsum	This terminal notified us a year or two ago that crew may not go ashore unless captain provides a list of those going out, and not just a regular crew list, 24 hours in advance. Since vessels rarely stay more than a couple of days, that severely limits shore leave (unless the captain could get away with claiming in advance that everyone with a shore pass plans to go out—not clear during follow up). They stated that this was to comply with Coast Guard concerns, but other Baltimore terminals do not have that requirement.

Brownsville, TX

Maritime ministries in Brownsville, TX visited 171 seafarers on board eight vessels at two terminals. Nine seafarers in total were denied shore leave on ships visited during the survey week, three ships with at least one shore leave denial. Five percent of seafarers on board ships visited by maritime ministries were denied leave, with at least one denial occurring on 38% of vessels. No obstacles to seafarer or chaplain access were reported at this port.

All terminals are reported to provide free and timely access to both seafarers and chaplains.

Brunswick, GA

Maritime ministries in Brunswick, GA visited 268 seafarers on board 12 vessels at two terminals. Twenty seafarers in total were denied shore leave on only one vessel. Seven percent of seafarers on board ships visited by maritime ministries were denied leave, with at least one denial occurring on eight percent of vessels. No obstacles to seafarer or chaplain access were reported at this port.

Best Practices

Terminal	Comments
Mayor's Point	Seafarers have Coast Guard approved walking corridor to security checkpoints so they can go and come without escort.
Colonel's Island	Seafarers have Coast Guard approved walking corridors between vessels and seafarers' center.

Canaveral, FL

Maritime ministries in Canaveral, FL visited 83 seafarers on board four vessels at four terminals. No seafarers were denied shore leave on those vessels. No obstacles to seafarer or chaplain access were reported at this port. It was noted that Northside Terminal has had less security checkpoints in the last year.

Best Practices

Terminal	Comments
All Terminals	Mandatory check on IDs and shore passes.

Charleston, SC

Maritime ministries in Charleston, SC visited 474 seafarers on board 21 vessels at two terminals. Twenty-two seafarers were denied shore leave on vessels visited during the survey week, four ships with at least one denial. Five percent of seafarers on vessels visited by maritime ministries were denied shore leave, with 19% of ships reporting at least one denial. No obstacles to seafarer or chaplain access were reported at this port.

Best Practices

Terminal	Comments
All South Carolina State Port Authority Terminals: (Wando-Welch, North Charleston, Columbus Street, Union Pier, Veteran's)	Dock-side seafarers' centers at Wando-Welch, North Charleston, and Columbus Street Terminals. Seafarers can walk between vessels and centers unescorted. All center staff and volunteers have TWIC IDs for escort of foreign seafarers. Guards are well instructed in proper procedures and allow ready movement with proper documentation.
Odfjell Chemical terminal	Not visited during the survey period, but on recent visits a simple sign-in and sign-out procedure was in use.

Carver Marine Pier J Terminal	Not visited during the survey period, but on recent visits a simple sign-in and sign-out procedure was in use.
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Corpus Christi, TX

Maritime ministries in Corpus Christi, TX visited 187 seafarers on board eight vessels at four terminals. Twenty-four seafarers were denied shore leave on vessels visited during the survey week, three ships with at least one denial. Thirteen percent of seafarers on vessels visited by maritime ministries were denied shore leave, with 38% of ships reporting at least one denial. No obstacles to seafarer or chaplain access were reported at this port.

Freeport, TX

Maritime ministries in Freeport, TX visited 156 seafarers on board six vessels. Twenty-three seafarers were denied shore leave on ships visited during the survey week, three ships with at least one shore leave denial.

Fifteen percent of seafarers on ships visited by maritime ministries were denied leave, with at least one denial occurring on 50% of vessels.

Galveston, TX

Maritime ministries in Galveston, TX visited 135 seafarers on board seven vessels. Nine seafarers were denied shore leave on board those vessels, four ships with at least one denial. Seven percent of seafarers on vessels visited by maritime ministries were denied shore leave, with 57% of ships reporting at least one denial. No obstacles to seafarer or chaplain access were reported at this port.

Houston, TX

Maritime ministries in Houston, TX visited 1,322 seafarers on board 60 vessels at 50 terminals. One hundred six seafarers were denied shore leave on vessels visited during the survey week, 12 ships with at least one denial. Eight percent of seafarers on vessels visited by maritime ministries were denied shore leave, with 20% of ships reporting at least one denial.

Obstacles

Terminal	Comments
LBC	The LBC terminal requires a 24-hour notice prior to a ship arrival or they deny shore leave. Crew unable to comply in many cases, so practically they are denied their right to shore leave.
ITC	The only way for seafarers to go out is by Taxi (never free) or expensive transport companies.

Best Practices

Terminal	Comments
Enterprise	Terminal provides a shuttle from docks to gate and allows a pick up at the dock for seafarers' center as well.

Lake Charles, LA

Maritime ministries in Lake Charles, LA visited 395 seafarers on board 20 vessels at nine terminals. Eleven seafarers were denied shore leave onboard one ship. Three percent of seafarers on vessels visited by maritime ministries were denied shore leave, with five percent of ships reporting at least one denial. No obstacles to seafarer or chaplain access were reported.

Best Practices

Terminal	Comments
Port of Lake Charles City Docks	Scan into facility, go to ship, as the seafarers board van collect shore passes and copy of passport, fill out transportation form, return to gate and give transportation form and shore passes to guard to verify. Proceed to destination.
Westlake Chemicals	Sign in at gate, security will escort you to the ship and check documents of seafarers, they will escort back to gate. Seafarers go inside security building and sign out. Proceed to destination.

Mobile, AL

Maritime ministries in Mobile, AL visited 155 seafarers on board eight vessels at five terminals. Twenty-seven seafarers on ships visited during the survey week were denied shore leave, with at least one shore leave denial on three ships. Seventeen percent of seafarers on vessels visited by maritime ministries were denied shore leave, with 38% of ships reporting at least one denial. The Port reported a proposed change to Coast Guard regulations that would require ports to provide transportation to all seafarers. Will be monitoring progress with the harbor master.

Best Practices

Terminal	Comments
AL State Docks/Theodore Port	All facilities allow consistent easy access to ministry personnel with valid Port TWIC ID. Port personnel and harbor master maintains frequent and regular communication to the ministries.
Chipco/Tanker Ports/Shell and Plains/Chicksaw/Middle Bay Port	Private ports provide access with valid port TWIC IDs and driver's license.

New Haven, CT

Maritime ministries in New Haven, CT visited 66 seafarers on board three vessels at two terminals. No seafarers were denied shore leave on vessels visited during the survey week. No obstacles to seafarer or chaplain access were reported.

New Orleans, LA

Maritime ministries in New Orleans, LA visited 471 seafarers on board 23 vessels at 11 terminals. Ninety-two seafarers were denied shore leave on vessels visited during the survey week, with at least one shore leave denial on nine ships. Twenty percent of seafarers on vessels visited by maritime ministries were denied shore leave, with 39% of ships reporting at least one denial.

Obstacles

Terminal	Comments
IMTT Terminal, St. Rose	They are still charging the ships a fee to cross the dock to go ashore a little less than \$500. If the ship will not pay the cost, it is passed to the seafarers who in most cases cannot go ashore because they cannot afford that charge.
Kinder Morgan Terminal, Marrero	Even though we can visit the ships, they will not let us pick up seafarers for transportation unless we are on the gate list. Seafarers should have the ability to choose who they want to use for transportation and not be forced to pay high prices for commercial taxi services.
Valero Terminal, Norco	Even though we can visit the ships, they will not let us pick up seafarers for transportation unless we are on the gate list. Seafarers should have the ability to choose who they want to use for transportation and not be forced to pay high prices for commercial taxi services. They will not let seafarers go ashore after dusk, but they can return anytime.
Coastal Cargo	Seafarers are not allowed to walk and there is no free terminal transport to the gate except for us. Policies often flip-flop without notice or reason.
Associated Terminals	Strict security measures are consistent, but provide seafarers with no free transportation out except for seafarers' centers.

Best Practices

Terminal	Comments
Kinder Morgan Terminal, Marrero	We have developed a relationship where they will give us a gate pass to come and go as we please and will notify us when a ship is in.
Ports of America	They offer free transportation to the gate for the seafarers. Several of the superintendents also give the ships our number.
Ceres	They offer free transportation to the outside gate for the seafarers.

Norfolk, VA

Maritime ministries in Norfolk, VA visited 54 seafarers on board three vessels at two terminals. No seafarers were denied shore on those vessels.

Obstacles

Terminals	Comments
NIT, PMT, VIG	The Terminal Safety Unit (TSU) will only pick up Port Chaplains/Visitors when the ship's captain specifically requests a visit. This policy has been in effect for two years and as a result we have been unable to visit these terminals.

Best Practices

Terminals	Comments
Lambert Point Dock/Perdue/Enviva/Kinder Morgan Elizabeth River Terminal	Free Access

Philadelphia/South New Jersey

Maritime ministries in Philadelphia/South New Jersey visited 669 seafarers on board 31 vessels at 15 terminals. Fifty-three seafarers were denied shore leave on vessels visited during the survey week, with at least one shore leave denial on five ships. Eight percent of seafarers on vessels visited by maritime ministries were denied shore leave, with 16% of ships reporting at least one denial. No obstacles to seafarer or chaplain access were reported.

Best Practices

Terminals	Comments
Gloucester	We like the easy access allowed by fruit ship terminals.

Paulsboro Refining	We understand that access through refinery terminals is more difficult.
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Port Elizabeth/Newark

Maritime ministries in Port Elizabeth/Newark visited 192 seafarers on board nine vessels. No seafarers were denied shore leave on vessels visited during the survey week.

Obstacles

Terminals	Comments
Maier (Elizabeth)	Terminal does not provide shuttle for seafarers, thus seafarers depend on chaplains and other welfare agencies to transit the terminal. Seafarers have difficulty accessing shore after hours and on weekends.
APM (Elizabeth)	While shuttle bus and station is clearly marked, the shuttle bus is often crowded and operating at varying schedules with a 20-30 minute wait. Chaplains occasionally face long wait times for security transport reducing chaplain's presence on the vessel.
PNCT (Newark)	Transportation is not clearly marked for seafarers. Seafarers must contact the gate to receive on call security van transport that can require wait times up to one hour.
Bulk Shipping (Berth 4,6,8,12,24,28,34)	Terminal does not provide shuttle for seafarers, thus seafarers depend on chaplains and other welfare agencies to transit the terminals. Seafarers have difficulty accessing shore after hours and on weekends. Many of these berths are located close to the center and seafarers have the ability to walk if they choose.
Car Ship (Berth 13,16,17,25)	Terminal does not provide shuttle for seafarers, thus seafarers depend on chaplains and other welfare agencies to transit the terminals. Seafarers have difficulty accessing shore after hours and on weekends.

Best Practices

Terminals	Comments
Maheer (Elizabeth)	Terminal has a good will relationship with chaplains and drivers. Maheer's dependence on chaplains and drivers fosters confidence and good relations because they and other welfare agencies provide the only access from the vessel to shore. Chaplains do not require a security escort and navigate the terminal freely only after undergoing Maheer specific escort training.
APM (Elizabeth)	Timely access provided to seafarers and chaplains. Terminal provides free shuttle to anyone accessing ships and docks from gate to ship and vice versa. Chaplains are escorted to the vessel by APM security. Shuttle bus stops are clearly marked and visible from the gangway. Chaplains and drivers pick up seafarers at the gate after security calls chaplains. Seafarers can go ashore after hours and on weekends as they can use the shuttle bus to access the gate and then call a taxi.
PNCT (Newark)	Timely access provided to seafarers and chaplains. Terminal provides free security transport van to anyone accessing ships and docks from gate to ship and vice versa. PNCT security transport is on call and escorts chaplains to designated parking and then to the vessel. Transportation from the vessel is only accessible via phone contact from the ship to the gate. PNCT gate is a five minute walk from SCI allowing the easiest access for seafarers. PNCT provides transportation after hours and on weekends so that seafarers can access the gate and then call a taxi.
Bulk Shipping (Berth 4,6,8,12,24,28,34)	Chaplains and drivers are provided access directly to the vessel after providing gate credentials. Port Authority has a good will relationship with SCI as we are the only ones who provide transportation services to seafarers.
Car Ship (Berth 13,16,17,25)	Chaplains and drivers are provided access directly to the vessel after providing gate credentials. Port Authority has a good will relationship with SCI as we are the only ones who provide transportation services to seafarers.

Port Everglades, FL

Maritime ministries in Port Everglades, FL visited 557 seafarers on board 43 vessels. Forty-nine seafarers were denied shore leave on vessels visited during the survey week, with at least one shore leave denial on eight ships. Nine percent of seafarers on vessels visited by maritime ministries were denied shore

leave, with 19% of ships reporting at least one denial. No obstacles to seafarer or chaplain access were reported.

Texas City, TX

Maritime ministries in Texas City, TX visited 63 seafarers on board three vessels. No seafarers were denied shore leave on vessels visited during the survey week. No obstacles to seafarer or chaplain access were reported.

San Diego, CA

Maritime ministries in San Diego, CA visited 232 seafarers on board 10 vessels. No seafarers were denied shore leave on vessels visited during the survey week.

Obstacles

Terminal	Comments
Broadway	Not served by Seafarers' Center. Congested; not accessed by Seafarers' Center vans.

Best Practices

Terminal	Comments
10th Ave.	Superb access for seafarers and Seafarers' Center vans. Service to car carriers and cargo ships is excellent, including shore pass availability for all (normally all) visiting San Diego.
24th St.	Approximately six miles from Seafarers' Center. Easy access to ship berths for Seafarers' Center vans. Service to car carriers and cargo ships is excellent, including shore pass availability for all (normally all) visiting San Diego.

Seattle, WA

Maritime ministries in Seattle, WA visited 92 seafarers on board four vessels at three terminals. Six seafarers were denied shore leave on one of the vessels visited during the survey. Seven percent of seafarers on vessels visited by maritime ministries were denied shore leave, with 25% of ships reporting at least one denial. No obstacles to seafarer or chaplain access were reported.

Terminal	Comments
18	Relationships with security officers have continued to improve this year, and security officers will often call the center if there is crew needing to go out. They are familiar with what we do as a center and work to support us as best as possible.

Vancouver, WA

Maritime ministries in Vancouver, WA visited 83 seafarers on board four vessels. Four seafarers were denied shore leave on board one ship. Five percent of seafarers on vessels visited by maritime ministries were denied shore leave, with 25% of ships reporting at least one denial. No obstacles to seafarer or chaplain access were reported.

Wilmington, DE

Maritime ministries in Wilmington, DE visited 210 seafarers on board nine vessels, located at two terminals. Twenty-seven seafarers were denied shore leave on vessels visited during the survey week, with three ships reporting at least one shore leave denial. Thirteen percent of seafarers on vessels visited by maritime ministries were denied shore leave, with 33% of ships reporting at least one denial. No obstacles to seafarer or chaplain access were reported.

Wilmington, NC

Maritime ministries in Wilmington, NC visited 181 seafarers on board 10 vessels, located at nine terminals. Twenty-two seafarers were denied shore leave on vessels visited during the survey week, with two ships reporting at least one shore leave denial. Twelve percent of seafarers on vessels visited by maritime ministries were denied shore leave, with 20% of ships reporting at least one denial. No obstacles to seafarer or chaplain access were reported.

Since last year's survey the following changes are reported from this port: 1. Been working on docks 2. New wood pellet operation 3. Have expanded river way so we can get bigger ships in 4. new safety requirements. We have to call the man in charge of the safety of the port to tell them when we go to a ship.

OTHER PORTS:

Hamilton, ON

Maritime ministries in Hamilton, Ontario, Canada visited 111 seafarers on board six vessels, located at six terminals. No seafarers were denied shore leave on vessels visited during the survey week. This port reported the termination of the contract of a security guard, this past year, who had a habit of denying seafarer access to chaplains.

Obstacles

Terminal	Comments
Stelco	Terminal located in steel mill complex special safety training needed for access.

Carteret and Perth Amboy, NJ

Terminal	Comments
KMI	Terminal provides access to chaplains. After prior arrangements, a private shuttle provides transportation to seafarers from ship to shore free of charge between 12:30 PM-5:00 PM only.
Chevron	Terminal provides free and timely access to seafarers and chaplains.

Jersey City, NJ

Terminal	Comments
Container and Car ship Terminals	Timely and free access provided to seafarers and chaplains. Seafarers depend on shuttle provided by SCI and other welfare agencies to transit terminals.
SIMS Scrap metal terminal	Timely and free access provided to seafarers and chaplains. Shuttle to transit terminal is not provided and not needed because seafarers and chaplains can walk from ship to gate and vice versa. Escort is provided by the terminal.

Linden, NJ

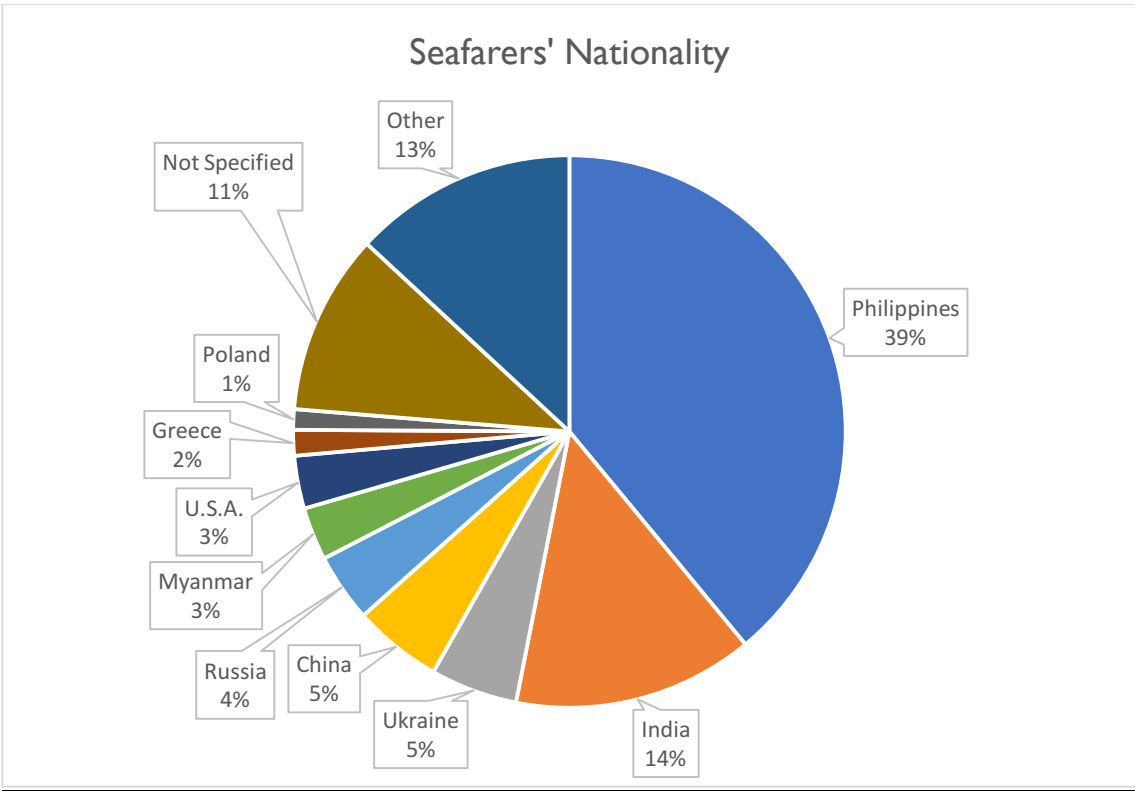
Terminal	Comments
Conoco Philips	Terminal provides access to seafarers and chaplains after advance arrangements between seafarers and their shipping agents, chaplains and terminal

	security office. There is an entrance and exit fee to visit this terminal.
NU Star	Terminal provides access for chaplains. Terminal provides access to seafarers after advanced arrangements between seafarers and their shipping agents and terminal security office. A private shuttle provides transportation to seafarers free of charge between 12:30 PM-5:00 PM.

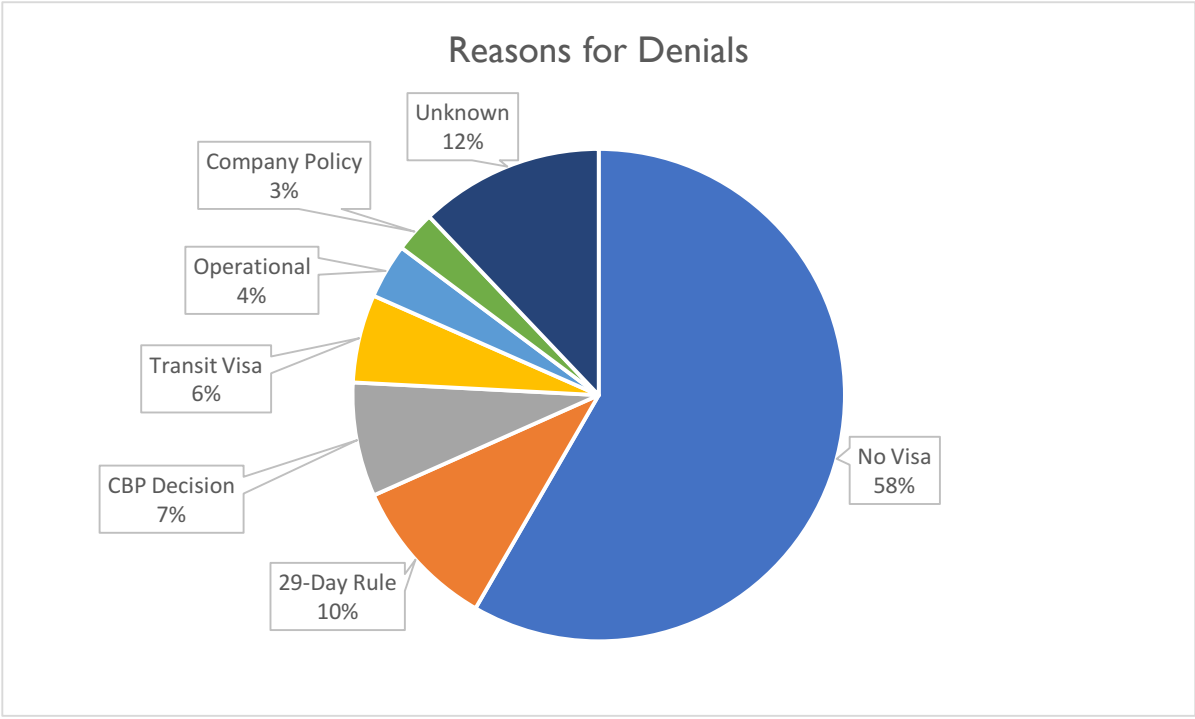
Port Reading, NJ

Terminal	Comments
Buckeye Terminal	Terminal provides access to chaplains with advanced arrangements between the seafarers, their shipping agents, and terminal security. Chaplains must arrange to place their names on the gate list each visit. Seafarers can transit terminal without chaplain's escort.

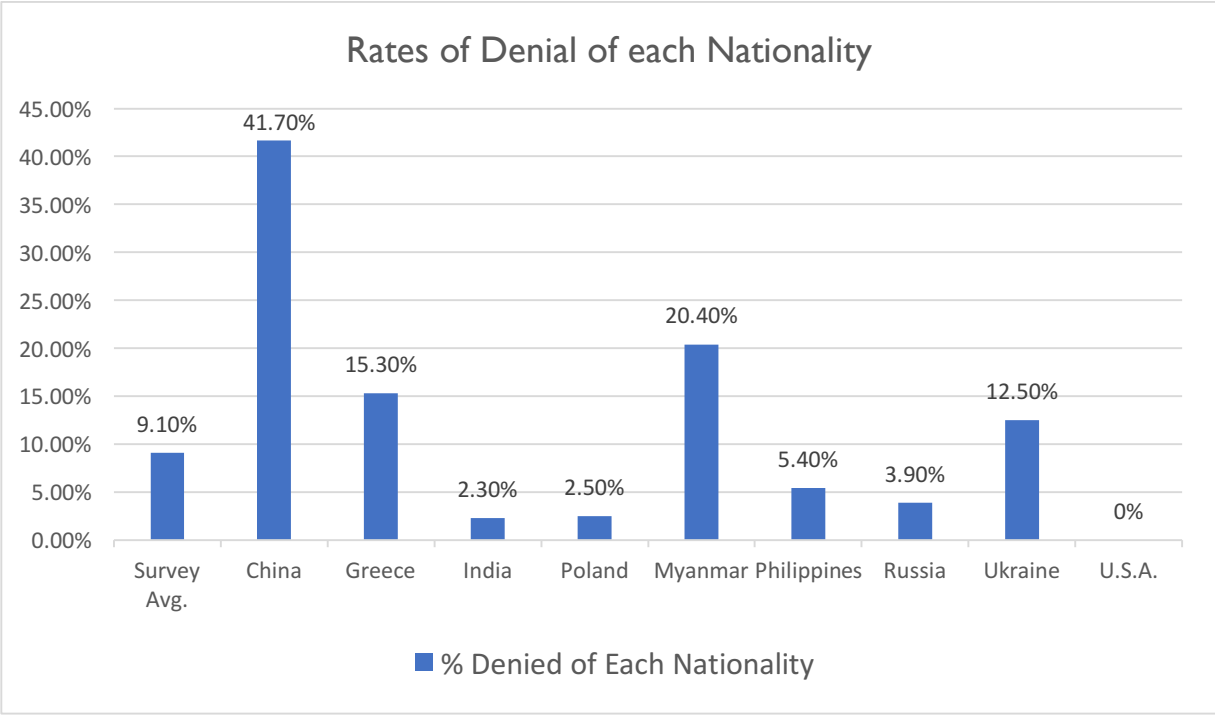
Charts and Graphs



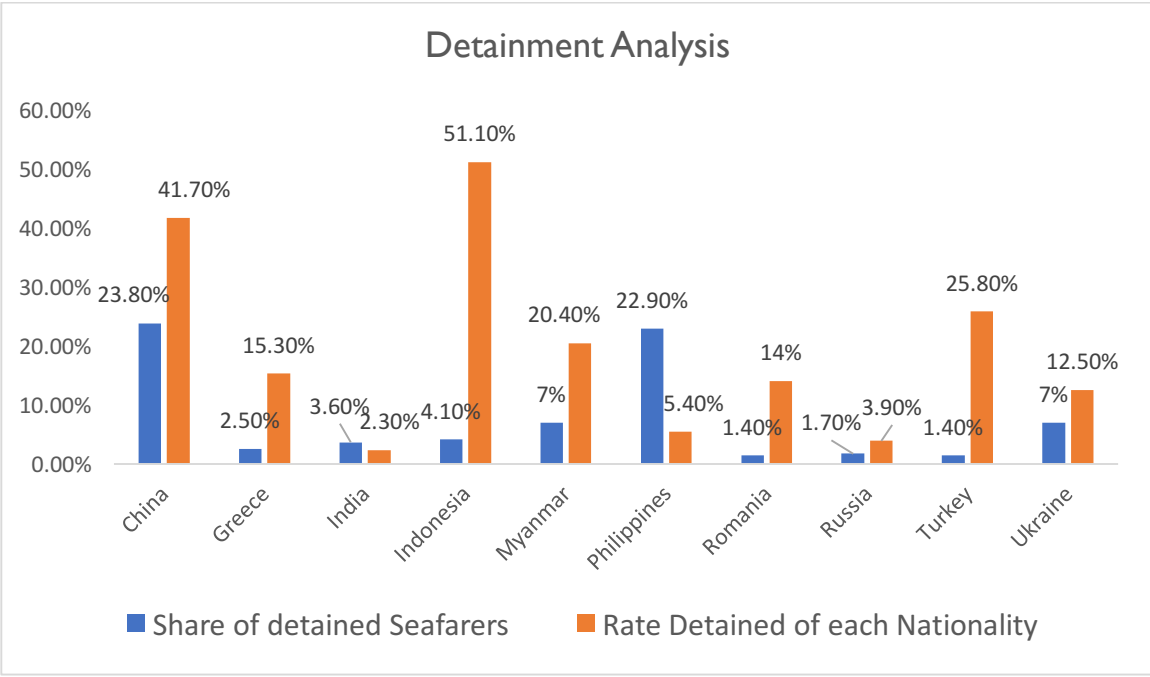
The above chart displays the nationality breakdown of all seafarers who were visited by chaplains during the survey week.



The above chart displays the percentage of reasons why seafarers were denied shore leave.



The above chart displays by nationality the percentage seafarers of that nationality who were denied shore leave.



The above chart displays each nationality's share of all shore leave denials, compared with the percentage of seafarers of that nationality denied shore leave.

