

МІНІСТЕРСТВО ОСВІТИ І НАУКИ УКРАЇНИ
ДОНЕЦЬКИЙ ДЕРЖАВНИЙ УНІВЕРСИТЕТ УПРАВЛІННЯ

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С-69 Соціально-економічні проблеми сучасності: Матеріали IV Всеукраїнської науково-практичної інтернет-конференції, м. Маріуполь, 31 травня 2020 р. – Маріуполь, 2020. – 173 с.

Матеріали IV Всеукраїнської науково-практичної інтернет-конференції «Соціально-економічні проблеми сучасності» містять результати наукових досліджень вітчизняних вчених щодо питань економічної теорії, розвитку світового господарства і міжнародних економічних відносин, управління національним господарством, економіки підприємства, економіки природокористування, економіки праці та фінансів. Матеріали будуть корисними для наукових та практичних працівників, керівників підприємств, викладачів вищої школи, аспірантів, магістрантів, студентів.

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PROBLEMS OF SEAFARER'S EMPLOYMENT DURING THE QUARANTINE PERIOD IN THE WORLD

The coronavirus pandemic has affected the shipping industry globally. In particular, due to quarantine and widespread restrictions at the ports, it became impossible to change crews on merchant ships.

In connection with the spread of acute respiratory disease COVID-19 throughout Ukraine and countries of the world due to the SARS-CoV-2 coronavirus (hereinafter - COVID-19), the National Security and Defense Council of Ukraine notes that the epidemic situation in Ukraine has become extremely threatening. It is stated that from March 16, the admission to the territory of Ukraine of foreigners and stateless persons ceased, with the exception of persons entitled to permanent or temporary residence on the territory of Ukraine, and, according to certain decisions of the Ministry of Foreign Affairs of Ukraine, accredited workers of diplomatic missions, consular posts, representatives of international organizations.

Since March 17, checkpoints across the state border of Ukraine have been closed for aviation, rail and bus services. For citizens of Ukraine traveling by their own transport, checkpoints are open. In Ukraine, many checkpoints are closed, including major airports and ground checkpoints, and restrictions have been introduced in ports.

However, the established restrictions do not apply to international shipping. Crews of ships, cars, airplanes can enter the territory of Ukraine, but without fail undergo a medical examination.

As for the change of crew members on ships, then a number of measures are agreed upon, agreed with the State Border Service. There is a clear list of events: - the ship's captain provides information in advance on the state of health of all crew members, their well-being, as well as temperature screening in the last two days before entering the port; - when entering the port, on board the vessel, first of all, the epidemiologists rise to inspect and interview the crew. If there are no comments and signs of illness among the crew, then a crew change or descent is made. It is forbidden to change, as well as descent to land foreigners.

According to the State Border Guard Service, if a vessel planning to call at Ukrainian ports is suspected of being infected with a virus or if the temperature of one of the crew rises, then the quarantine and sanitary doctors who will examine the alleged patients will be the first to board. Then, if the suspicions are confirmed, they call a specialized ambulance, with personnel dressed in protective suits, and isolate the patient. On the part of the agent

companies that accompany the crews - the same pattern of action, because they work together. It should be noted that not a single case has been recorded with suspected infection with coronavirus among crew members of ships calling at ports of Ukraine.

Rules and precautions have been introduced in many countries around the world. And now the fate of the sailors, who were actually prisoners of ships calling at the ports of countries infected with COVID-19, is in question. Due to the pandemic and the changes made to shipping activities, shipping will be extremely difficult, at least for the quarantine period in countries that ships visit. And those sailors whose contracts are ending will have to overwork.

Representatives of crewing companies believe that no one will demand a change, because the problem has become global, and sailors understand that there is no solution yet. They will be forced to process until the air service resumes and the possibility of rotation is restored. Ship management operates as usual, just like all merchant ships. All types of financial aspects in the merchant fleet are carried out as before the pandemic.

As for passenger ships and yachts, their movement is completely stopped. This is so far the only positive news against the backdrop of thousands of canceled contracts and flights of Ukrainian seafarers. Crew members are looking for tickets and ways to return to their homeland and share evacuation routes in maritime forums and in social media groups. Most of the seafarers stayed on the ships to wait for a rotation and do not know when their situation will change. Many large shipping companies have officially announced that they postpone the replacement of the crew for at least a month. Most seafarers in forums are wondering whether to wait for a new contract or to look for work on land. It is more difficult for those whose planned flight replacements failed, thereby depriving them of the opportunity to meet with families. Now none of the crewing managers / offices can give clear answers to all questions. They only remind that it is a matter of minimizing the risk of infection not only for the sailors themselves, but also for their families.

In this difficult situation for seafarers and their families, when deciding to postpone crew rotation for weeks, the increased risk of crew infection when the members descend and lift onto the ship is taken into account. Given the widespread travel ban, many passengers find themselves in difficult situations, they are quarantined at airports around the world. A ship is considered a controlled environment in accordance with local regulations.

In order for shipowners to extend the relevant labor contracts, and ship flag countries to issue relevant confirmations, the validity period of the qualification documents of seafarers on a voyage issued on behalf of Ukraine in accordance with the provisions of the STCW Convention, which expire in March-April 2020 years are considered extended for a period not exceeding 3 months from the date of their expiration, subject to the approval of such an

extension by the country of the flag of the vessel and the mandatory extension by the shipowner of the labor contract with the seaman.

It is very important that, in the threat of the coronavirus spreading, governments of all states support the shipping industry, providing access to commercial vessels in ports of the world and not hindering the rotation of crews. Against the backdrop of travel restriction measures, it is vitally important to make an exception for merchant seafarers so that when the crew changes, they can freely enter the ship or leave it. This is necessary for maintaining and normal functioning of global supply chains.

The merchant fleet transports about 90% of the total world trade - food, energy, raw materials, as well as finished goods and components, including medical products and goods sold in supermarkets, goods necessary to maintain jobs in the industry, without which modern society simply cannot exist. Now during the global crisis, it is especially important that the supply chains continue to function and transport works. Each month, it is required to change about 100 thousand seafarers from ships to ensure compliance with international requirements governing crew safety, which in its turn depends on the safety of shipping.

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CROSS CULTURAL COMMUNICATION BARRIERS ON BOARD OF A SHIP

The topicality of the article is conditioned by the fact that a successful ability to communicate with representatives of foreign cultures, avoid and resolve conflicts caused by ethnic or cultural differences maintains safety and security on board, prevention of the sea pollution, fulfilling IMO Conventions,