

# FONASBA COVID-19 BULLETIN



## WEEKLY UPDATE ON MEASURES BEING TAKEN TO PREVENT THE SPREAD OF COVID-19 BY MERCHANT SHIPPING – No. 22 24.04.2020

Please find below our first weekly summary that brings together in one place the latest information provided by members on current precautions. As always, please contact the relevant association for more guidance.

<b>Albania</b> 07.04.20	<ul style="list-style-type: none"><li>• All ports are open for cargo</li><li>• Passenger ships are no longer allowed to dock</li><li>• All flights into and out of Albania are suspended</li><li>• Inland transportation is operating normally</li><li>• All vessels must maintain strict COVID-19 precautions whilst at the roads or alongside</li><li>• Crews changes are not permitted and crews are not allowed ashore</li><li>• Berthing is allowed in turn provided no symptoms of COVID-19 are present on board. Otherwise 14 days quarantine will be applied</li><li>• Free pratique is granted remotely, there is no need for the ship agent or authorities to go on board</li><li>• Supplies of fresh water to vessels are unrestricted, bunker supplies have been reduced by 20% and supplies of food are restricted to 30% of normal</li></ul>
<b>Algeria</b> 16.04.20	<p>All Algerian Ports are open to commercial operations both for import and export and applying recommended sanitary measures.</p> <p>By reason of the established curfew, night shift operations are suspended or restricted all over the ports except at Djendjen and DPW container terminal at Algiers, moreover, bulk carriers carrying cereals are authorized to operate during night time at Algiers &amp; Oran, also tankers loading oil &amp; gas product at Arzew.</p> <p>Free pratique and start operations always subject to sanitary service green light granted further their inspection which could be carried out either on road or at berth at the discretion of local authorities who requires a list of document to be sent 48 hrs. prior arrival or upon departure for short sea transit. This list includes IMO crew list, recent crew change list, crew temperature list, last 10 ports of call and medical declaration of health.</p> <p>Compulsory disinfection of ships at owners/operators expenses is required at Djendjen, Bejaia and Algiers.</p> <p>The boarding of the ships by the various control services (Border Police, Customs, Shipping Agents, Coast Guard, etc.) is reduced to the strict minimum.</p> <p>Getting off to shore is not allowed for crew members, except in cases of force majeure (sickness, serious issues, etc.); moreover crew changes are not allowed to be carried out in Algeria.</p> <p>Personnel who handle and are in contact with the ships (Dockers, pilots,</p>

	shipping agents, Customs, etc.) are all protected by standard equipment.
<b>Angola</b> 25.03.20	<p>By Presidential Decree for a period of 15 days, to be extended for similar periods if deemed necessary:</p> <ul style="list-style-type: none"> <li>• all international flights (both private &amp; commercial) of passengers have been suspended</li> <li>• cruise ships are no longer allowed to berth at any Angolan port and</li> <li>• all land borders have been closed for persons.</li> </ul> <p>These measures do not apply to international cargo flights that are still allowed to land, cargo vessels are still allowed to berth, and trucks with goods are still allowed to cross borders.</p> <p>Cargo vessels are pre-inspected by the officers of the health department prior receiving authorization to berth. Crew is not allowed to disembark unless in case of medical emergency.</p> <p>Due to the suspension of all international flights, courier operators such DHL, UPS, FEDEX are no longer able to operate so no original documentation for imports and exports can be received nor sent. We are looking into ways with local authorities to find ways to overcome this obstacle. Meanwhile all shipping lines are promoting Telex Release for those shipments that are not purchased through Letter of Credit.</p> <p><b>Further update: A state of emergency was declared in Angola on 25<sup>th</sup> March so additional restrictions are likely to be put in place. A further update will be issued as soon as more information is available.</b></p>
<b>Argentina</b> 06.03.20	<p>In Argentina, the health authority (Department of Health) has issued an “Epidemiological Alert” on the circulating pathogen COVID-19 (Coronavirus), which includes the procedures, general recommendations and Protocols to reinforce Contingency Plans, addressed to health teams, laboratories, hospitals, ports and airports (Points of Entry), companies and the general public.</p> <p>Until now, no restrictive measures have been issued for the specific case of crew members and passengers on board international sailing vessels. The Captain, through the Ship Agency, is required to inform 72 hours in advance, Free Pratique sanitary requirements and in case they proceed or have operated in any port of China or affected areas, to add extra information on the health situation of the crew members or passengers in the last 14 days (body fever, respiratory conditions, cough, medication use, and so on).</p> <p>In case of detecting suspicious situations related to the coronavirus in crew members or passengers, the respective authorities should be able to define a vessel's quarantine status until the presence of COVID-19 within the vessel's crew shall be dismissed or confirmed.</p> <p>Currently, “affected areas” have been defined as: <b>China, Japan, South Korea, Iran and areas of Italy (regions of Lombardy, Emilia-Romagna, Piedmont and Veneto).</b></p>
<b>Australia</b> 20.04.2	<p>Due to the continuing complexity of Federal and State rules on COVID-19 restrictions, Shipping Australia has revised the information on its website and provided a new link which is:  <a href="https://shippingaustralia.com.au/covid-19-shipping-update">https://shippingaustralia.com.au/covid-19-shipping-update</a></p>

<b>Belgium</b> 24.03.20	<p>Situation in Belgium today, further to our earlier report:</p> <ul style="list-style-type: none"> <li>- No visa issued at the border anymore unless in very exceptional circumstances to be authorised on a national level (end of contract as such not being an exceptional circumstance).</li> <li>- No shore leave allowed for crew members during vessel's stay at the port.</li> <li>- Crew changes on basis of pre-existing visa to be evaluated case by case (possibilities for return flight, possible restrictions in homeland for crew traveling in from Belgium,...).</li> <li>- Cruise passengers are not allowed to leave the vessel.</li> </ul>
<b>Brazil</b> 16.04.20  30.03.20  20.03.20  05.03.20	<p>Whilst non-Brazilian nationals were previously allowed to disembark if the vessel had left the last port of call more than 14 days earlier, that facility has now been withdrawn and for a period of 30 days ending 26<sup>th</sup> April, non-Brazilian nationals are no longer allowed to disembark unless it is for medical reasons or to return home.</p> <p>Ports of Brazil are operative and shipping agents are working 24/7 as usual, taking recommended sanitary measures.</p> <p>Administrative people are working from home. Offices are working but with minimum staffing levels required.</p> <p>Ports and Terminals: crew change suspended. Crew not allowed to go ashore. Vessels can berth if free pratique granted. Free pratique is granted if Ship complying with all sanitation requirements declared in the Maritime Declaration of Health.</p> <p>Stevedores in Santos intended to stop working, but this intention removed after a meeting with Port Authorities. New meeting scheduled for today to evaluate scenario.</p> <p>If the stevedores stop in Santos, Brazil's biggest port, other ports and terminals may follow.</p> <p>Brazil basically follows the guidelines of the international bodies such as WHO.</p> <p>The National Health Surveillance Agency (ANVISA) drew up an Action Protocol to help all involved to deal with each step of the situation.</p> <p>These range from the information of the ports visited in the last 30 days, to the first care for the people infected or suspected to be infected.</p>
<b>Bulgaria</b> 10.03.20	<p>It was announced on 09/03 that there are already the first 4 cases of COVID - 19 infected in Bulgaria. The measures taken for ships arriving from potentially dangerous areas such as China, Hong Kong, South Korea, Italy, Macao, Iran are very detailed, but briefly, health authorities monitor whether 14 days have passed from these areas and what is the condition of the crew. In case of symptoms by a crew member. Health authorities take measures to ensure complete isolation. Loading / discharging operations of the ships must be carried out without contact between the crew and port workers.</p>
<b>Costa Rica</b> 09.04.20	<p>The government authorities and related Chambers have prepared the following link:</p> <p>Available on the website: <a href="http://www.medidascomercioexterior.com/">http://www.medidascomercioexterior.com/</a> in which updated reference information is maintained in three areas: Employment, Logistics, Tax Finance and others. In the logistics area is where</p>

	related shipping issues are emphasised. See also the attached advice.
<b>Croatia</b> 27.03.20	<p>Croatia is acting in accordance with the EU Healthy Gateways advice.</p> <p>All ports are still fully operational.</p> <p>All passenger ships activities have been cancelled.</p> <p>Reporting requirements:</p> <ol style="list-style-type: none"> <li>1. In addition to the standard reporting requirements prior to a ship's arrival the ship's master via agent shall communicate to the Croatian Maritime Administration and Sanitary Inspection a list of persons on board containing information on dates and ports of embarkation.</li> <li>2. National VTS service is monitoring movements of all ships on international voyages and if entering Croatian sea waters is contacting them on VHF and also informing national services.</li> <li>3. In case of suspected infection of persons on board the ship shall be denied entry into port until the sanitary inspectors have identified the health status of persons on board the ship.</li> <li>4. If an infection is confirmed the ship shall be denied entry into port and the infected person shall receive specific medical treatment in accordance with a specified protocol.</li> <li>5. If the ship departs before laboratory results are obtained the master and the next port of call shall be given a notification of the patient's condition and eventual confirmation of an infection.</li> <li>6. In case the laboratory test confirms the infection before ship departure, the patient shall be disembarked and hospitalized subject to the recommended safeguards by medical personnel and advance notice of the patient's transport will be given to the appropriate hospital.</li> <li>7. Regarding recreational vessels, if coming from covid19 risk areas, all people on board shall go to quarantine, and if coming from areas with confirmed covid19 cases, they shall go to self-isolation. If foreign citizens have no place to stay in Croatia, they shall leave Croatia by sea. Vessels shall be disinfected.</li> </ol> <p>All shipping agencies were notified of the obligation to provide the Croatian Maritime Administration and Sanitary inspectors with the information on embarkation port and date for all persons on board, through national maritime single window.</p>
<b>Cyprus</b> 14.04.20	The Cyprus Shipping Association has reported that the current arrangements and restrictions (see previous updates) will now remain in force until the end of April.
27.03.20	<p>A new directive issued today stipulates that the anchorage of any type of vessel or yacht is prohibited and only for the purpose of ships' supplies and immediate departure is allowed.</p> <p>A commercial vessel is allowed to stay at anchorage provided that she is waiting her turn for berth at the port for performing her operations.</p>
19.03.20	<p>As per the restrictive measures that had been imposed by Cyprus Ports Authority the following measures are currently applied strictly at the ports of Cyprus:</p> <ul style="list-style-type: none"> <li>• Disembarkation of passengers from cruise vessels is prohibited from 15</li> </ul>

	<p>March 2020 and for 15 days.</p> <ul style="list-style-type: none"> <li>Any crew change or crew disembarkation either in or out of port irrespective of type of vessel is prohibited.</li> <li>In case that vessel crew needs to conduct inspections that require its members to disembark, this is only allowed given that: <ul style="list-style-type: none"> <li>Only one member of vessel crew will disembark;</li> <li>Inspection will be short in time; and</li> <li>Corresponding agent has already notified accordingly the Operators in order to remove staff operating at the vicinity and Ports &amp; Marine Police in order its members to monitor the process until its completion.</li> </ul> </li> <li>Navy vessel: Entry to port is allowed following Notam Verbatim but disembarkation of crews is prohibited.</li> <li>UNIFIL: No restriction of members of administration members that are based at the shore facilities of the port. As for the crew members of UNIFIL vessels their disembarkation is prohibited as well as their entry to inland of the country.</li> <li>In case of medical emergency incident regarding passenger or crew member on board vessel, either at anchorage area or in the port, shipping agents exceptionally and only due to the medical incident will be eligible to proceed to the appropriate arrangements only following consultation with Medical Services that will take over the transportation and treatment of patient.</li> <li>No one is allowed to embark on any vessel for any reason apart of conducting activities related to cargo operations and by without having any interaction with crew members. Specifically, entities allowed to embark vessels are the following: <ul style="list-style-type: none"> <li>Stevedores / United Stevedoring Company's staff</li> <li>Lashers / Un-lashers</li> <li>Surveyors (embarkation allowed only for conducting operations monitoring activities – administrative tasks must take place remotely)</li> <li>In these cases, embarkation is only allowed following isolation of crew at the accommodation of the vessel declared in writing to DP World Limassol by corresponding agent</li> </ul> </li> <li>Private entities active at terminal are allowed to operate given that they fully abide to the guidelines of Ministry of Health.</li> <li>Anyone entering port for work must abide strictly to the guidelines of the Medical Services</li> <li>The responsibility for the strict implementation of the measures is carried by the Port &amp; Marine Police and the Immigration Service.</li> </ul> <p>The above measures are effective as from 16.03.2020.</p>
<b>Denmark</b> 24.04.20	<p>The Danish Ministry of Employment has on 24. April 2020 sent out a press release in which they urge the different types businesses and industries to better fight COVID-19 by issuing different precautions to be taken. The Ministry points out in the same press release, that unless the monitoring shows improvements the government will not hesitate to legislate a 14 days</p>

17.04.20	<p>mandatory quarantine for travelers into Denmark at a later stage.</p> <p><b>It is important to note, however, that crew changes and service crew handlings can still be carried out in all Danish ports.</b></p> <p>Denmark is currently going through a gradual re-opening of the country beginning 15. April 2020. There are still numerous limitations and only a fraction of the work force who has been send home is now returning. For Danish Shipbrokers and Port Operators it means that we are returning to the office as from Monday 20. April 2020. Borders are still closed and travel restrictions are still in place until minimum 10. May 2020.</p> <p>All ports are still open for vessels, and cargo movements for im- and export are not affected by the closure of the borders as from 14. March 2020 12:00 hrs.</p> <p>Crew changes are accepted and recognized for cross border travels, in and out of Denmark. Crew Changes are handled in accordance with existing regulations and Danish Shipbrokers and Port Operators recommends that one of our members are consulted to handle Crew Changes.</p> <p>Crew members right to shore visits while vessels are in ports have been suspended. Crew members, however, are permitted to enter shore areas inside the ports e.g. to conduct work in cargo operations, disposal of garbage, bunkering, receive ships supplies etc.</p> <p>Service crews travelling in for maintenance of vessels, rigs and repair yards may cross borders with a recognized purpose, but must carry a service contract or equivalent with the passport to be able to cross the borders.</p> <p>There are a number Cruise Ships, with crew but no passengers on board, which are laid up in Danish ports. There are restricted rules even to disembark to the quay area, and crew changes must be handled case by case with the relevant authority. Danish Shipbrokers and Port Operators recommends that one of our members are also consulted to handle such Crew Changes.</p> <p>Ferry crossings at Oresound (DK-Sweden), Femern Belt (DK-Germany), Frederikshavn - Gothenburg (DK-Sweden), Grenaa - Varberg (DK-Sweden), Hirtshals - Kristiansand (DK-Norway) and Esbjerg – UK are in operation for cargo movements. Passengers travelling with a creditable purpose may also travel with these ferry routes.</p> <p>Danish Customs Authority is fully operational at all border crossings land as well as sea.</p> <p>A number of government aid packages have been released and are being applied in thousands. The aid packages are primarily related to delayed payment of taxes and VAT, salary compensations and fixed costs compensations. The current reference period is from 9. March 2020 to 8. June 2020, but is expected to be extended by the government.</p>
<b>Dubai</b> 06.04.20	<p>Dubai has implemented a host of measures to combat Covid-19. A 24 hour national sterilization drive from 8pm on Saturday, April 4, 2020 has been implemented strictly, for a period of two weeks, subject to extension. The restrictions have been intensified on the movement of people and vehicles during this period. Employees working in certain vital sectors have been exempted from such restrictions. Ports, Shipping, Airports, Airlines, Supply chain find mention in the exempted list and so can continue with their</p>

	<p>operations. Normal operations continue at Dubai Ports (Jebel Ali) and other UAE Ports for Cargo vessels with restrictions to prevent and contain the Spread of COVID-19. Hence, the cargo flow in to and out of Jebel Ali and other UAE ports are not affected.</p> <p>For on shore entities, Dubai Government also issued a directive for Public &amp; Private Sector companies employees (at least 80%) to “Work from Home” and “Stay Home” in an effort to prevent the spread of virus.</p> <p>Public Transportation :</p> <p>Metro and tram services have been suspended. However public bus services for individuals permitted to leave their homes are available. Additionally, Taxi and franchised taxis are available.</p> <p>Restrictions/Precautions in place at Dubai Ports to prevent and contain the spread of COVID-19 and for the health and safety of ship crew, port staff, vessel agents and customers: -</p> <ul style="list-style-type: none"> <li>• Vessel Master to submit health declaration Form prior arrival.</li> <li>• All Immigration requests (vessel inbound registration &amp; vessel clearance) submitted online with scanned copies of documents to eliminate visits to the vessel and offices for shipping agents’ representatives.</li> <li>• All operations reports &amp; certificates from DPW ops team sent by email to the agent</li> <li>• General operational &amp; social visits not permitted on the vessel. Special approval required for emergency supplies, repairs or other emergency situations.</li> <li>• Crew change strictly prohibited.</li> <li>• No crew members will be allowed to disembark except in case of emergency and with special permission from Port Authority.</li> <li>• All crew members on board to wear face masks covering mouth and nose.</li> <li>• All crew members must wear disposable gloves at all times and adopt other personal hygiene.</li> <li>• In addition, DPW recommends and follows the COVID-19 precautions for ship operators produced by International Chamber of Shipping to protect the health of seafarers and limit the spread of COVID-19.</li> </ul>
<p><b>Egypt</b> 02.04.20</p>	<p>All Egyptian ports remain open for vessels, the Suez Canal is working normally, and cargo movements for import and export are not affected by the closure of the borders as from 19-03-2020.</p> <p>Crew changes in Egypt are not accepted due to airports being closed. Crew members’ right to shore leave while vessels are in ports have been suspended.</p> <p>The port of Alexandria has imposed mandatory cargo fumigation on arrival by the local quarantine authority for all inward cargo, which could be followed by other ports.</p> <p>A curfew has been imposed for two weeks from 25/03/2020, lasting from 19:00 to 08:00. Trucking of cargo and containers is suspended during the curfew</p> <p>Further measures:</p> <ul style="list-style-type: none"> <li>• Sanitation of all the import cargo and containers by quarantine authorities before starting any operation.</li> </ul>

	<ul style="list-style-type: none"> <li>• Checking vessels once berthed to the Egyptian ports, if any infection found, the vessel and crew to be quarantined for 14 days without any operation, &amp; patients to be transferred to the hospital.</li> <li>• Prior to the vessel's entry to the Egyptian ports, it should provide: Crew list, Passenger list (tourism), Last 10 port of call list, Narcotics list, Maritime declaration of health, Vaccination list.</li> </ul> <p>So far, the effect on the shipping industry in Egypt is still minimal.</p>
<b>European Union</b> 16.04.20	<p>The European Commission has today provided outline guidance on measures to start to bring Member States out of lockdown. Further details can be found here: <a href="https://ec.europa.eu/commission/presscorner/detail/en/IP_20_652">https://ec.europa.eu/commission/presscorner/detail/en/IP_20_652</a></p> <p>A detailed list of transport restrictions and limitations across all EU and EEA countries is also available here: <a href="https://ec.europa.eu/transport/coronavirus-response_en">https://ec.europa.eu/transport/coronavirus-response_en</a></p>
14.04.20	<p>Thanks to Jesper Sebbelin in Copenhagen and Alexander Geisler in Hamburg for these links.</p> <p>A detailed summary of all the EU measures implemented in relation to ships, passengers and crew can be found at:</p> <p><a href="https://ec.europa.eu/transport/modes/maritime/news/2020-04-08-coronavirus-cruise-ships_en">https://ec.europa.eu/transport/modes/maritime/news/2020-04-08-coronavirus-cruise-ships_en</a></p>
09.04.20	<p>Thanks to Julio Fernandez and Hilde Bruggeman for bringing this advice to our attention.</p> <p>Attached are two new documents issued by the Commission, namely:</p> <ul style="list-style-type: none"> <li>• An update of the Guidance for Trade paper issued by DG-TAXUD on 06.04 and</li> <li>• Guidance for seafarers, passengers and other persons on board ship</li> </ul>
07.04.20	<p>Thanks to Hilde Bruggeman and Marco Tak for passing these on.</p> <p>DG-TAXUD has issued a document giving guidance on the application of provisions relating to the customs decision-making process, procedures and formalities, both to assist the free flow of goods during the COVID-19 outbreak and also to ensure the uniform application of the Union Customs Code. A copy of the document is attached.</p>
01.04.20	<p>DG-TAXUD has also issued guidance on the extension of authorisations for temporary storage facilities outside the terminal. Further details on this have been sent directly to ECASBA members.</p>
31.03.20	<p>The European Commission has now issued guidance on temporary measures to protect human, plant and animal health during the COVID-19 pandemic.</p>
25.03.20	<p>Attached is a copy of a communication from the European Commission in respect of a temporary ban on all non-essential travel within the Schengen Zone.</p>
24.03.20	<p>The European Maritime Safety Authority has established a central point of reference for information on restrictions and preventative measures put in place by EU and EFTA countries. It can be found at:</p>



18.03.20	<p><a href="http://emsa.europa.eu/news-a-press-centre/covid19.html">http://emsa.europa.eu/news-a-press-centre/covid19.html</a></p> <p>Information on the EU's "Green Lanes" initiative to enhance cross-border clearances for freight transport can be found here:</p> <p><a href="https://ec.europa.eu/commission/presscorner/detail/en/IP_20_510">https://ec.europa.eu/commission/presscorner/detail/en/IP_20_510</a></p> <p>This link also includes the formal Commission communication on the "Green Lanes" initiative as well as further COVID-19 information.</p> <p>The European Union has issued updated guidance on border management procedures as well as an Export Controls Implementing Act covering the export of personal protective equipment critical to the prevention and management of COVID-19. Copies of both are attached.</p>
<b>Finland</b> 15.04.20	<p>Due to the threat to public health, the cross-border traffic has been restricted in Finland for the period of 19.3.2020 - 13.5.2020. Passenger and individual travelling to Finland has been restricted, except for the Finnish citizens or Finnish residents returning to Finland and the EU citizens (ETA/CH) returning to their home country via Finland. In addition, goods traffic and essential travel is permitted. More information can be found from:</p> <p><a href="https://www.raja.fi/current_issues">https://www.raja.fi/current_issues</a></p> <p>Seamen's crew change is seen as essential travel and is permitted. During the transfers, crowds and close contacts shall be avoided (including as uninterrupted transfer as possible from/to the airport, avoiding public transport where possible). Visa requirements are in force for those nationalities requiring visa.</p> <p>The seamen's right to go ashore has been regulated in the EU regulation 2016/399 (Schengen Borders Code) annex VII point 3. In Finland, this recommendation (can be allowed) has been implemented in the Aliens act (301/2004) 44 §. The possibility for the seaman to go ashore is a relief from the normal entry requirements (inter alia no travel document needed) in the area where the port is located, provided that the seaman leaves the country with the ship.</p> <p>With the government's decisions traffic has been restricted due to the public health reasons as follows:</p> <p>Ports of Helsinki, Långnäs, Turku and Vaasa: Only cargo traffic, returns of Finnish citizens and persons residing in Finland or in other EU-country and other necessary traffic.</p> <p>Ports of Eckerö, Eurajoki, Färjsundet, Förby, Hamina, Hanko, Haukiputaa, Inkoo, Kalajoki, Kaskiset, Kemi, Kemiö, Kirkkonummi, Kokkola, Kotka, Kristiinankaupunki, Lappeenranta, Loviisa, Maarianhamina, Merikarvia, Naantali, Nuijamaa, Oulu, Paraiset, Pernaja, Pietarsaari, Pohja, Pori, Porvoo, Raahe, Rauma, Salo, Sipoo, Taalintehdas, Tammisaari, Tornio and Uusikaupunki: Only cargo traffic.</p> <p>During the restrictions, going ashore is not allowed unless it is for a necessary reason. This necessary reason would be for example to visit a doctor or a pharmacy. Work and movement in the port area are permitted under the rules of the port operator. Leaving the port area (border crossing point) requires a necessary reason mentioned above.</p> <p>When arriving to Finland, transport and logistics personnel who are Finnish</p>

	<p>citizens or permanent residents of Finland have prepared instructions from the Finnish Institute for Health and Welfare regarding the activities during work and rest periods to reduce the risk of infection.</p>
<p><b>France</b> 01.04.20</p>	<p>All French ports remain fully mobilized to ensure the continuity of the various essential services for the treatment of ships and the transit of goods through our ports.</p> <p>All ports remain operational and shipping agents are working 24/7 as usual, applying recommended sanitary measures.</p> <p>All port services to ships are operational as well.</p> <p>All Ships are required to submit :</p> <ul style="list-style-type: none"> <li>• a list of ports of call from commencement of voyage with dates of departure, or within past thirty days, whichever is shorter.</li> <li>• a list of crew members, passengers or other persons who have joined ship/vessel since international voyage began or within past thirty days, whichever is shorter, including all ports countries visited in this period.</li> </ul> <p>Generally, crew members cannot go ashore, but on some terminals they can and have stay around vessel.</p> <p>Crew changes are not forbidden but remain complicated due to very limited circulation possibilities of non-Schengen area citizens.</p>
<p><b>Germany</b> 16.04.20</p>	<p>All German ports are still open and will remain open. Operations are not terminated.</p> <p>Kiel Canal: open, transit as usual.</p> <p>Crew members are not allowed to go ashore, except German citizens</p> <p>Crew changes are allowed, as long as the departing crew members can return home. For non-EU citizens, confirmed flight tickets are required. Otherwise the crew members have to stay on board.</p> <p>Non-EU citizens, including seafarers, are not allow to cross the border into Germany, they will not get an entry visa. Therefore non-EU seafarers cannot embark any ship in German ports.</p>
<p><b>Greece</b> 07.04.20</p>	<p>Piraeus terminal: There are no restrictions for vessel operations. We receive health declaration from master with pre arrivals and in case of corona, incident procedures have been announced. As per National Health Association guidance it is obligatory for the vessels crew to use surgical mask and gloves and keep distance at least 2m from anyone going on board.</p> <p>There was a demand for extra free storage days but Piraeus terminal has mentioned that in order to keep the dwell time for transshipment of laden containers below 6.5 days, the laden containers should not stay longer in the terminal and control the stock of empty containers to the quantities allocated to the lines. The terminal is now despatching delivery orders via e-mail, so avoiding any physical contact. It has also implemented an electronic invoicing procedure. The Coast Guard is also introducing electronic invoicing for pilot dues.</p> <p>Thessaloniki terminal: There are no restrictions for vessels operations and</p>



	<p>were used to deal separately with ships coming from these countries compared to others coming from the rest.</p> <p>4. Group A: China, Hong-Kong, Thailand, Singapore, Macau, South Korea, Japan and Italy. France, Germany, Switzerland, Spain and Austria.</p> <p>Group B: Taiwan and Australia.</p> <p>5. If on board a ship there is no one coming from Group A countries, normal operation prevails.</p> <p>6. If on board a ship are people who visited one of Group A countries in the recent 14 days normal operation prevails but any contact with these people should be avoided. Contact is defined as staying more than 15 minutes and less than two meters distance from the suspected person. If a contact is necessary, a protective equipment is recommended. The equipment consists of surgical masks and gloves, satisfying certain sets of quite strict standards. Gowns and glasses were removed from the list.</p> <p>7. Those who are not in contact with the crew members do not need to use any protective equipment.</p> <p>8. The ship owner is responsible for adhering to the above mentioned guidelines.</p> <p>9. Generally speaking, Passengers ships are subject to the same guidelines, and if there is no sick person, either a crew member or a travelling person, after 14 days pass since visiting a Group A country, all of the ship's people are allowed to enter Israel. If there are sick people, the Israelis are evacuated and isolated while others must remain on board. Obviously, same prevails if 14 days have not yet passed. For those arriving from Group B countries there is no difference between an Israeli and a foreigner.</p> <p>10. Cargo and Food are free to enter Israel regardless of passenger constraints.</p>
<p><b>Italy</b> 03.04.20</p>	<p>The rules imposed in Italy due to the COVID-19 Emergency with regards to logistics related to port and maritime transport are as follow:</p> <ul style="list-style-type: none"> <li>• Passenger/Cruise Ships under Italian Flag – Full suspension of any cruise service and disembarking of all passengers at earliest possible call.</li> <li>• Passenger/Cruise Ships under Foreign Flag – No ship be will allowed to enter any Italian Port during any cruise, even in case of not operative call.</li> <li>• Cargo ships (Container, Bulk, Tankers, Ro/Ro) – There is no limitation for any ship, flying any Flag, to enter and berth any Italian port to load or discharge cargo.</li> <li>• As a general comment we can add that a possible problem in close future could be how to deliver cargo being discharged, this due to most of Italian Mills and warehouses. Various Federations and Associations, including FEDERAGENTI, are discussing with the Government to find ways for cargoes to leave ports and be delivered at their final destination, i.e. to have same re-opened to receive cargo.</li> <li>• Very strict rules have been imposed on people entering Italy, mainly for Italians coming back home from abroad. Anyone willing to enter Italy by flight, sea, rail or road must deliver to the carrier, before boarding the mean of transport, a declaration stating:</li> </ul>

	<ul style="list-style-type: none"> <li>• Reason for the voyage (Work, Personal/Family, Health)</li> <li>• Address of the place where the prescript isolation time will be spent and mean of transport going to be used to get there</li> <li>• Phone number where the person can be contacted during isolation time.</li> <li>• In case the person/s would have any symptom of fever during the isolation time he/she will have to immediately contact the National Health System which will give indications on what to do</li> <li>• This measure is not applied for crew or drivers of any mean of cargo transport, nor to People working in Health Systems and to Transboundary People</li> </ul>
<b>ITIC</b>	ITIC have issued a guidance note on the release of cargo whilst not in possession of the original bill of lading and this is supported by their earlier paper on telex release. Both are attached.
<b>Japan</b> 05.03.20	<p>As Japanese government mentioned following actions against COVID-19 from last Friday</p> <ol style="list-style-type: none"> <li>1. Instructed to make holidays to all primary school/Junior High and High school in JPN until end of Mar/Early of April</li> <li>2. People must prevent from narrow space likewise Gym/Karaoke/Sauna bath/Buffer style/Party gathering many people etc</li> <li>3. Recommended people to avoid going out in weekend if they don't have rational reasons</li> <li>4. No any audience for professional football/baseball/Sumo etc</li> <li>5. Always saying to make Gargle/Wash hands/Disinfection by ethanol.</li> </ol>
<b>Jordan</b> 30.03.20	<p>A curfew is in place from 18.00 until 10.00 the following day. Each shipping company has been given two moving permits to facilitate the completion of its business.</p> <p>Ports are open and operate regularly, where each of the shipping agents have permits to move between the port and their offices to complete their work in the port.</p> <p>All workers on ships must apply the precautionary and protective measures when boarding the ships, in terms of wearing masks and gloves and the use of sterilizers continuously</p> <p>All Ships are required to submit a list of the last ten ports of calls and each ship must submit health reports indicating that its crew are free of Corona virus.</p> <p>In case of infection on board, public health inspectors seek necessary health instructions and procedures from the ministry of public health, also the discharging process has to be delayed and certain requirements has to be imposed according to each case.</p> <p>All ships are fumigated upon arrival and entering the dock.</p> <p>Reasonable movement of ships due to the existing conditions</p>

	<p>Food and medicine containers are given priority for land transportation.</p> <p>Jordan Shipping Association has formed a specialized emergency committee to follow up on the news of the COVID 19 crisis on a daily basis, and is entrusted with several tasks, the most prominent of which are: Follow-up on port operations in terms of discharging and loading, granted permits and outstanding problems and constitute a full point of contact between ministries and shipping companies.</p> <p>Pilots boarding vessels shall be equipped with mask, gloves, and all other antiseptic solution before entering the vessels</p> <p>No crew members can go ashore or change crew as boarders are closed.</p>
<b>Kenya</b> 18.03.20  25.02.20	<p>Updated guidance has been issued by the Port of Mombasa, as attached. In addition the Department of Immigration has advised that until further notice, shore passes will no longer be issued at Kilindini.</p> <p>This is to confirm that no known coronavirus cases have been reported in the in Kenya regard to Coronavirus epidemic, but precautions have been taken as detailed in the <i>attachments</i>.</p>
<b>Lebanon</b> 25.02.20	<p>COVID-19: ADDITIONAL MEASURES BEFORE FREE PRATIQUE</p> <p>The local authorities are requesting</p> <ul style="list-style-type: none"> <li>• A list of the last 10 port of calls</li> <li>• Health clearance of the last port</li> <li>• Statement from ship's Master to the agent/authorities declaring vessel is free or not of CORONA infected personnel on board</li> <li>• In case of no infection on board, a public health inspector boards the ship alongside for checking crew temperature and the general condition on the ship and issue relevant clearance. Afterwards, local authorities/agent representative board/process free pratique</li> <li>• In case of infection on board, public health inspectors board the ship at anchorage, undertake the aforementioned, ascertain the state of infection/infected personnel, and seek instructions from the ministry of public health. Clearance of the ship to berth could be delayed or may become subject to special requirement depending on the case.</li> </ul>
<b>Mexico</b> 24.03.20	<p>The ships that come directly from China will be first approached by International Health once the ship docked at anchor at the end of the day.</p> <ul style="list-style-type: none"> <li>• Ship agencies must specify the list of the last 10 ports the vessel arrive, and the date on which the ship operated.</li> <li>• If any crew member has temperature before arriving at the port, the vessel captain will be requested to log the temperature monitoring each 24 hours from the last 3 days before arrival at the port and inform to International Health.</li> <li>• Crew may not disembark and crew changes are not permitted. All ships must be anchored and International Health authority get on board to make the Free Practique.</li> <li>• During the Free Practique they must use mouth covers and gloves,</li> </ul>

	avoid shaking hands, don't consume any food or drinks and wash hands.
<b>Montenegro</b> 04.03.20	<p>Crew members and passengers wishing to leave a vessel or a sailboat who, during their voyage for the last 14 days have stayed in the territory of the country where the presence of coronavirus infection was registered, are obliged:</p> <ul style="list-style-type: none"> <li>- to complete the questionnaire (<i>attached</i>), in order to detect symptomatic passengers in early phase for further evaluation and treatment</li> </ul> <p>In accordance with Article 33 of the Law on the Protection of the Population from Infectious Diseases, the sanitary inspector issues a decision about placing under medical supervision.</p> <p>By this decision is requested the person to report by telephone or e-mail to the competent health institution (Hygienic Epidemiological Service or Institute of Public Health of Montenegro), ie. to the on-call epidemiologist at the place of stay.</p>
<b>Morocco</b> 24.04.20	Morocco has announced that the restrictions on movement and activity introduced on 20th March have now been extended to 20th May. As a result, the undernoted measures will continue to apply until then.
18.03.20	<p>The latest measures decided by the Moroccan authorities, following the latest development of the spread of CORONAVIRUS are as follows.</p> <ul style="list-style-type: none"> <li>• All passengers' vessels, ferries and cruise lines have been suspended.</li> <li>• All international flights with foreign countries have been suspended.</li> <li>• Foreign crew aboard merchant ships are no longer allowed to disembark to the dock.</li> <li>• The transmission of the ship's documents to administrations and private port organizations must be done via the electronic port platform or via the Internet.</li> <li>• A sanitary inspector, must board first, to check if any illness or fever with ship's crew before giving free practice, and allow the ship to operate.</li> <li>• The issue of free practice by the health officer is done on the basis of study of documents and when the formalities control are completed.</li> <li>• Pilots must be equipped before entering the ship with an FFP2 mask, gloves and an antiseptic solution.</li> <li>• Report any suspected cases on board.</li> <li>• List of crew members, in digital format.</li> <li>• The health card completed by crew members.</li> </ul>
<b>Netherlands</b> 04.03.20	<p>We are in close contact with the Port Master and Port Health Authority and we follow instructions given via the following website:</p> <p><a href="https://www.portofrotterdam.com/en/shipping/port-health-authority">https://www.portofrotterdam.com/en/shipping/port-health-authority</a></p>
<b>OECD</b> 15.04.20	<p>The OECD website has extensive background information on the impacts and consequences of the COVID-19 pandemic on a wide range of health, economic and business sectors, see: <a href="http://www.oecd.org/coronavirus/en">www.oecd.org/coronavirus/en</a></p>
<b>Peru</b> 06.03.20	<p>The Maritime authority in Peru have informed the following main security measures:</p> <ul style="list-style-type: none"> <li>• First case: If the vessel departures from China ports and the Master announce that some of his crew present high fever or some of the symptoms of the Coronavirus (informed by email or on the maritime</li> </ul>





	<p>of cargo and marine operations.</p> <p>Stevedores, pilots, crew members of tugs and etc. must wear personal protective equipment if visiting vessels or going to be in contact with vessel's crew members who have to wear the same items in case of contact.</p> <p>All crew remain on board while their port stay in the port, no crew change is allowed. Health control is in charge to analyse details of the Maritime Health Declaration provided as well as to examine crew members on board on arrival and take decisions as to hospitalization and further quarantine measures if required. There are no clear instructions in place for each situation and therefore every case is considered individually and action taken on a case by case basis.</p> <p>The above mentioned can also be used as a basic list of restrictions that is applied in other Russian ports.</p>
<b>Slovenia</b> 06.03.20	Slovenia is acting in accordance with the EU Healthy Gateways advice, copy attached.
<b>South Africa</b> 30.03.20	Shipping in all ports is severely affected with minimal staff operating to reduce intermingling in the terminals. As a result only essential cargo has been allowed to leave the terminals until such time as the minister amends the regulation permitting all cargo to be moved. Thus far it has not been done, resulting in Police threatening to arrest drivers and impound trucks and cargo if caught. Haulage companies are therefore withdrawing their trucks until such time that this is approved by the minister. Other areas of the port like the car terminals are shut down on a coastal basis that too is a disaster. Break bulk and bulk commodities also affected.
<b>Spain</b> 03.04.20	<p>Situation in Spain remains worrying, although seems amount of daily infections is being stabilized.</p> <p>The entire population is under very strict confinement and only allowed to leave their homes for short basic shopping, except workers of sectors considered essential, which among other includes all transport related activities. All ports continue operational and so far there is no lack of stevedores. However, with the economic 'hibernation' is envisaged a quick port congestions for imports not picked up.</p> <p>Cruise vessels with passengers are not allowed to enter the ports but those with minimum/maintenance staff (max 40 pax) are allowed to berth.</p> <p>Crew changes are allowed (considered transportation staff) but lack of flights difficult the activity.</p> <p>All certificates, inspections etc. have a validity extension by Merchant Marine Directorate.</p> <p>It is expected in very short a Royal Decree with economic measures for Ports, among others</p> <ul style="list-style-type: none"> <li>-freezing of authorizations/concessions terms, including those subject to traffic or volumes</li> <li>-moratorium of payments of taxes and tariffs</li> <li>-waiving of 'occupation' tax</li> </ul> <p>Some Port Authorities are anticipating these measures already</p> <p>We have posted (open) all emergency regulations with impact in our industry and COVID-19 related are posted and kept updated daily in our web,</p>

	with descriptive content, but only in Spanish. <a href="http://www.asecob.org">www.asecob.org</a>
<b>Sweden</b> 02.04.20	<p>All Swedish ports remain operational and shipping agents are working 24/7, applying recommended sanitary measures. Visits to ships by shore-based personnel are limited to those absolutely necessary to avoid bringing COVID-19 on board.</p> <p>Maritime Health Declarations are required at all Swedish ports and some ships have been in quarantine due to suspicion of infection but so far all of them have been cleared after sampling. Crew members are not allowed shore leave, since last week. All port services to ships are operational as well.</p> <p>Since yesterday (01.04) all crew changes (even for non-EU citizens) are allowed again, at least in theory, as most flights depart from Denmark and their borders are closed.</p>
<b>Ukraine</b> 02.04.20	<p>All goods that cross the Ukrainian border are not affected by new legislative restrictions. The import and export turnover is carried out in normal mode. All merchant ports work in the normal regime but with significant precautionary measures applied. Ships proceeding from the regions with a high risk of infection become objects of accurate epidemiological control. The main markers for authorities are last port of call, period of the last voyage, the health state of the crew members. As of today, no cases of disease imported by merchant ships to Ukraine have been found.</p>
<b>UK</b> 23.03.20	<p>The UK Government has issued detailed guidance for shipping and ports which can be found at:</p> <p><a href="https://www.gov.uk/government/publications/covid-19-shipping-and-seaports-guidance">https://www.gov.uk/government/publications/covid-19-shipping-and-seaports-guidance</a></p>
<b>USA</b> 04.03.20	<p><a href="https://www.cdc.gov/quarantine/maritime/recommendations-for-ships.html">https://www.cdc.gov/quarantine/maritime/recommendations-for-ships.html</a></p> <p>Summarising:</p> <p><b>Managing sick passengers or crew when boarding and onboard</b></p> <p>Deny boarding of a passenger or crew member who is suspected to have COVID-19 infection based on signs and symptoms plus travel history in China or other known exposure at the time of embarkation.</p> <p>Isolate passengers or crew onboard who are suspected of having COVID-19 infection in a single-occupancy cabin with the door closed until symptoms are improved. Discontinuing isolation precautions is made on a case-by-case basis, in consultation with CDC.</p> <p>Ideally, medical follow-up should occur in the isolated person's cabin. Coordinate visits to the onboard medical center in advance, if needed, with medical staff. Have the sick person <a href="#">wear a facemask</a> before leaving their cabin.</p> <p><b>Managing passengers and crew after exposure</b></p> <p>Refer to <a href="#">CDC guidance</a> for information about assessing exposure risk and recommended public health management. CDC is available for consultation on risk assessment and management of exposed passengers and crew. For consultation, contact the CDC Emergency Operations Center at 770-488-7100 or <a href="mailto:eocreport@cdc.gov">eocreport@cdc.gov</a>.</p>

	<p>Passengers and crew members who have had high-risk exposures to a person suspected of having COVID-19 should be quarantined in their cabins. All potentially exposed passengers, cruise ship medical staff, and crew members should self-monitor under supervision of ship medical staff or telemedicine providers until 14 days after the last possible exposure.</p> <p><b>Preventing infection in crew members</b></p> <p>Ensure your crew members are aware of the</p> <ul style="list-style-type: none"> <li>• Global risk of COVID-19 during international travel</li> <li>• Signs and symptoms that may indicate a sick traveler has COVID-19</li> <li>• Requirement for the ship's medical unit to report a traveler with suspected or known COVID-19 to CDC, if ship is destined for a US port</li> <li>• Importance of not working on a ship while sick with fever or acute respiratory symptoms</li> </ul> <p>The ship's company should also review their sick leave policies and communicate them to employees.</p> <p>CDC recommends that crew members who self-report or appear to have fever or acute respiratory symptoms (such as cough or shortness of breath) be immediately evaluated.</p> <p>In addition to annual influenza vaccination, have crew members follow these recommendations when their work activities involve contact with passengers and other crew members who have fever or acute respiratory illness.</p> <ul style="list-style-type: none"> <li>• Ask the sick person to wear a facemask if tolerated, <a href="#">any time they leave their cabin or interact with other people</a>.</li> <li>• Maintain a distance of 6 feet from the sick person while interviewing, escorting, or providing other assistance.</li> <li>• Keep interactions with sick people as brief as possible.</li> <li>• Limit the number of people who interact with sick people. To the extent possible, have a single person give care and meals to the sick person.</li> <li>• Avoid touching your eyes, nose, and mouth.</li> <li>• <a href="#">Wash your hands often with soap and water</a>. If soap and water are not available and if hands are not visibly soiled, use a hand sanitizer containing 60%-95% alcohol.</li> <li>• Provide tissues and access to soap and water and ask the sick persons to: <ul style="list-style-type: none"> <li>○ Cover their mouth and nose with a tissue (or facemask) when coughing or sneezing.</li> <li>○ Throw away used tissues immediately in a disposable container (e.g., plastic bag) or a washable trash can.</li> <li>○ Wash their hands often with soap and water for 20 seconds. If soap and water are not available and hands are not visibly soiled, the sick person should use a hand sanitizer containing 60%-95% alcohol.</li> </ul> </li> <li>• If soap and water are not available and hands are not visibly soiled,</li> </ul>
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	<p>the sick person should use a hand sanitizer containing 60%-95% alcohol.</p> <p><b>Personal protective equipment and instructions for crew members</b></p> <ul style="list-style-type: none"> <li>• Instruct crew members and other staff who may have contact with people with symptoms of COVID-19 in the proper use, storage, and disposal of personal protective equipment (PPE). Wrong use or handling of PPE can increase the spread of disease.</li> <li>• Wear impermeable, disposable gloves if crew members need to have direct contact with sick people or potentially contaminated surfaces, rooms, or lavatories used by sick passengers and crew members. Instruct crew members to wash their hands with soap and water or use an alcohol-based hand sanitizer after removing gloves. Discard used gloves in the trash and don't wash or save for reuse. Avoid touching their faces with gloved or unwashed hands.</li> <li>• Wearing N-95 respirators or face masks is not generally recommended for cruise ship crew members for general work activities. Wearing face masks can be considered for cruise ship workers who can't avoid close contact with people who have fever, cough, or difficulty breathing. Crew members need annual fit testing to wear N-95 respirators.</li> </ul> <p><b>Reporting</b></p> <p><a href="#">CDC requires</a> that ships destined for a US port of entry immediately report any death onboard or illness that meets CDC's definition of "ill person," including suspected cases of COVID-19, to the <a href="#">CDC Quarantine Station</a> with jurisdiction for the port.</p> <p><b>Additional information for non-cruise ships:</b> If the signs and symptoms are consistent with CDC's standard <a href="#">required reporting</a> requirements, please have the following information available before notifying the nearest <a href="#">CDC Quarantine Station</a>:</p> <ul style="list-style-type: none"> <li>• List of the sick traveler's signs and symptoms, including onset dates</li> <li>• The sick traveler's highest recorded temperature</li> <li>• The sick traveler's embarkation date and port</li> <li>• The ship's ports of call during the 14 days before the person got sick</li> <li>• List of ports of call where the sick traveler disembarked during the 14 days before the person got sick</li> </ul> <p>For ships on international voyages, if an illness occurred on board, complete the Maritime Declaration of Health and send to the competent authority, according to the 2005 International Health Regulations and the national legislation of the country of disembarkation.</p> <p><b>Consultation</b></p> <p>To consult CDC about assessing exposure risk and identifying contacts of ill travelers and crew, clinical management, laboratory specimen collection, or infection control concerns related to COVID-19, contact the CDC Emergency Operations Center at 770-488-7100 or <a href="mailto:eocreport@cdc.gov">eocreport@cdc.gov</a>.</p> <p><b>Managing passengers or crew upon disembarkation</b></p> <p>Before arriving at a US port, vessel medical staff and telemedicine providers</p>
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	<p>or a cruise line representative must discuss the disembarkation of patients suspected of having COVID-19 with the <a href="#">CDC Quarantine Station</a> having jurisdiction for the port and with the state and local health departments. CDC quarantine officials can help communicate with state and local health departments and will work with the ship's company, port partners, and health departments to ensure safe disembarkation and medical transportation of the patient upon arrival.</p> <ul style="list-style-type: none"> <li>• <b>Additional recommendations</b></li> </ul> <p><b>Personal protective equipment</b></p> <p>Instruct crew members and other staff who may have contact with persons suspected of having COVID-19 in the proper storage, use (including <a href="#">safe donning and doffing pdf icon[PDF – 3 pages]</a>), and disposal of PPE. Wrong use or handling of PPE can increase spread of disease.</p> <p><b>Ship supplies</b></p> <p>Ships should ensure availability of conveniently located dispensers of alcohol-based hand sanitizer. Where sinks are available, ensure handwashing supplies (such as soap, disposable towels) are consistently available.</p> <p>Ships should carry a sufficient quantity of</p> <ul style="list-style-type: none"> <li>• PPE, including facemasks, NIOSH-certified disposable N95 filtering facepiece respirators, eye protection such as goggles or disposable face shields that cover the front and sides of the face, and disposable medical gloves and gowns.</li> <li>• medical supplies to meet day-to-day needs. Have contingency plans for rapid resupply during outbreaks.</li> <li>• sterile viral transport media and sterile swabs to collect nasopharyngeal and nasal specimens if COVID-19 infection is suspected.</li> </ul> <p>These optimal recommendations can be modified to reflect individual ship capabilities and characteristics.</p> <p><b>Cleaning and Disinfection</b></p> <p>At this time, in addition to routine cleaning and disinfection strategies, ships may consider more frequent cleaning of commonly touched surfaces such as handrails, countertops, and doorknobs. The primary mode of COVID-19 virus transmission is believed to be through respiratory droplets that are spread from an infected person through coughing or sneezing to a susceptible close contact within about 6 feet. Therefore, widespread disinfection is unlikely to be effective.</p>
<p><b>Worldwide Infographic</b></p> <p>23.03.20</p>	<p>Courtesy of Portugal and their member Wilhelmsens, we have been given permission to share a link to the company's detailed global summary of current restrictions: <a href="https://www.wilhelmsen.com/ships-agency/campaigns/coronavirus/coronavirus-map">https://www.wilhelmsen.com/ships-agency/campaigns/coronavirus/coronavirus-map</a></p>