

FONASBA COVID-19 BULLETIN



AN UPDATE ON MEASURES BEING TAKEN TO PREVENT THE SPREAD OF COVID-19 BY MERCHANT SHIPPING – No. 89 04.06.2021

Further updates on COVID-19 precautions have been received from members as summarized below. As always, please contact the relevant association for more guidance.

Algeria	<p>All Algerian Ports are open to commercial operations both for import and export and applying recommended sanitary measures.</p> <p>Despite of the traffic restrictions borne by the COVID-19 protective measures most terminals have returned to normal working schedules.</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 documents 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' expense is required at most Algerian ports.</p> <p>The boarding of the ship 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 crewmembers, 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 ships (Dockers, pilots, shipping agents, Customs, etc.) are all protected by standard equipment.</p>
Argentina	<p>"Preventive and compulsory social isolation" is still in force at a national level, including the closure of the country's borders, maintaining some procedures for the attention of exceptions and particular cases, under a practically monthly dynamic of updating the sanitary measures.</p> <p>Due to the strong increase in cases in the country and the entry of different variants of COVID 19, the authorities have recently increased restrictions on internal circulation and some activities, especially at night. Flight bans have been added to certain destinations such as UK, Italy, Brazil, Chile and Mexico, limiting others. On the other hand, it was established that in all cases, health controls are carried out upon admission based on a very strict specific protocol.</p> <p>Authorities have not yet authorized the disembarkation or replacement of foreign crews, except for the attention of particular humanitarian situations managed and justified on a case-by-case basis, which has been made even more difficult by the significant increase in cases that currently exist.</p> <p>For the embarkation of Pilots and grants of Free Pratique, the specific protocols and information requirements continue without modifying with no less than 72 hours prior to the arrival of the ship at the first place of embarkation of Pilots and authorization of entry, requiring the information provided to international level by the International Health</p>

	<p>Regulations (IHR) plus certain complementary data especially related to the last 14 days of navigation, crew changes in that period and port entries.</p> <p>In the case of ships that arrive at the Pilot's embarkation points with 14 days or more of navigation since their last entry to port, some additional information such as temperature data of each member of the crew continues to be added to the usual previous information, statement of cleaning / disinfection procedures and equipment used and any other supplementary information. The health authorities verify this information and, where appropriate, give their consent for the Pilots to board and enter the port. Upon arrival they carry out controls on board and if no inconveniences are observed, they will proceed to grant the "Free Pratique", enabling the operations of the ship.</p> <p>If the ship has entered ports in the last 14 days prior to arrival, further additional information on crew replacement is still required, a protocol implemented by the port and the ship's company to carry out such replacement, an affidavit of the crew members to verify the traceability of the days prior to embarkation, health certificate for embarkation, copy of the embarkation and disembarkation records of crew and ground personnel involved in the operation of the ship and all other complementary data that in the process of Analysis of prior information may be required by the health authorities according to each case.</p> <p>The protocols established for ships that must comply with quarantine or isolation also remain unchanged; specific information required if symptoms or positive cases of COVID-19 are registered on board (depending on the different situations that may arise), protocols for the case of care for affected crew members, etc. All this is reported by the partner Maritime Agencies to the shipowners and captains of the ships in detail and as applicable in each case.</p> <p>The updated regulations on the activity described (in Spanish only) are available through the following link:</p> <p>https://www.argentina.gob.ar/puertos-vias-navegables-y-marina-mercante/protocolo-prevencion-covid-19-en-el-transporte-fluvial</p>
Brazil	<p>Some states have declared a 14-day lockdown since most cities has now reached full hospital intensive care capacity. The beginning of this period can vary as decided by each State but, in general, it should happen during the 2nd half of March.</p> <p>At present, and despite of adverse situation, the Brazilian ports are still maintaining their regular loading and unloading cargo operations, as well as the crew change arrangements considering the precautions recommended by IMO. The situation may change at any time and a more aggressive level of restrictive measures could be adopted, thereby affecting a foreign trade chain and specifically a movement of cargo and crew change in Brazilian ports. We will provide updates as the situation changes.</p>
Denmark	<p>Denmark changed its travel restrictions and announcements to divide countries into Code Red, Code Orange, and Code Yellow. The Danish Foreign Ministry publishes its travel guidance on a weekly basis, which also determines which color code each country is placed in. The rules governing travelling in private and business can be studied in the Danish authorities' official website at: https://en.coronasmitte.dk/rules-and-regulations/entry-into-denmark/foreigners-resident-abroad. For orange there are a difference between EU and non-EU countries which should be observed in the link.</p> <p>Denmark has also published special rules which apply for foreigners who are vaccinated, also accessible via the above link.</p>

Dubai	<p>The previous advices regarding crew changes in Dubai remain unaltered as follows:</p> <ol style="list-style-type: none"> 1. Crew change in Dubai ports and anchorages is allowed subject to compliance with the Dubai Health Authority COVID-19 guidelines and scheduled flights in UAE. 2. All agents are required to coordinate with “The General Directorate of Residency and Foreigners Affairs”, Dubai Ports & Airports, and make sure the quick process of crew transfer from ships to airports and from airport to ships. All agents and employers are requested to adhere with COVID-19 tests and guidelines issued by Dubai Health Authority to maintain the health of crew and employees. <p>Other points are :-</p> <ol style="list-style-type: none"> 3. DSAA is continuing to interact with members one on one basis and meetings with a large crowd is done virtually. 4. DSAA have taken the lead in requesting DPW to help members to waive off the port charges including storage charges of empty containers. 5. DSAA is also assisting members with Customs inspection after office hours especially for consignments pertaining to medical equipment, essentials etc. <p>The UAE Maritime Activities Return to Work Safely Protocol dated 02/08/2020 (copy attached) remains in force at this time.</p>
Finland	<p>See the advice on crew changes (and other travel arrangements), previously circulated under update no. 78.</p>
Israel	<p>The reduction in cases of COVID-19 in Israel, and the lifting of some restrictions, has allowed crew changes to resume, subject to the following conditions:</p> <p>Arrivals:</p> <ol style="list-style-type: none"> 1) Crew members must be in isolation 14 days prior embarkation on their flight to Israel and undergo a Corona test 48 hours before. Results should be sent to IMOT (via the agent) prior embarkation. 2) All applications must be submitted Sunday to Thursday. 3) Applications should include: <ol style="list-style-type: none"> a) An excel sheet with crew members' details. b) A PDF file with a request to enter Israel, health declaration, passport photograph of each member, and company's declaration on the 14 days isolation. c) date of arrival, number of members. ship's name, port's name, flight details. d) The trip from the airport to the ship is a direct one, without any stop. <p>Departures:</p> <ol style="list-style-type: none"> 1) The application should be sent to the regional health authority 5 days before leaving Israel. 2) The application should include details of crew members, from which ship, which port, health declaration, passport photos, flight details. 3) The approval to leave the ship and depart to the airport is issued by the regional health chamber only. 4) The trip from the ship to the airport is a direct one, without any stop.
Italy	<p>DECREE OF THE PRESIDENT OF THE CABINET - 14 January 2021</p> <p>Art. 9</p> <p>Obligations of carriers and shipowners</p> <ol style="list-style-type: none"> 1. Carriers and shipowners are required to: <ol style="list-style-type: none"> a) acquire and verify before boarding the declaration referred to in art. 7;

- b) check the body temperature of each passengers;
- c) prohibit boarding for those who are or have been feverish, as well as who have not completed the declaration referred to in (a);
- d) adopt all measures which, in accordance with the "Shared Regulatory Protocol to contain the spread of COVID-19 in transport and logistics sector" signed on 20 March 2020, as referred to in Annex 14, "Organizational arrangements to contain the spread of COVID-19 in the field of public transport" referred to in Annex 15, and ensure at all times of the journey an interpersonal distance of at least one meter between the passengers transported;
- e) make sure that the crew and passengers use personal protective equipment and to indicate situations in which they may be temporarily and exceptionally removed;
- f) supply at the time of embarkation, passengers who do not have the means of personal protection with same.

2. In exceptional cases and, in any case, only in the presence of requirements for the protection of Italian citizens abroad and the fulfilment of international and European obligations, including those arising from the implementation of Council Directive (EU) 2015/637 of 20 April 2015, "On coordination and cooperation measures to facilitate consular protection of Union citizens not represented in third countries" and repealing Decision 95/553/EC, by decree of the Ministry for Infrastructure and Transport, adopted on a proposal from the Ministry for Foreign Affairs and International Cooperation and in agreement with the Ministry for Health, specific and temporary derogations from the provisions of this Article may be provided.

Art.10

Provisions on cruise ships and foreign flag ships

1. Cruise services by Italian flag passenger ships may be carried out only in compliance with the specific guidelines set out in Annex 17 to this Decree, validated by the Technical and Scientific Committee referred to in art. 2 of Order No 630 of 3 February 2020 of the Head of the Department of Civil Protection.

2. Cruise services may be used by those who are not subject to or obliged to comply with health surveillance and/or fiduciary isolation measures and who have not been during the fourteen days prior to embarkation in the States or territories listed in Lists D and E of Annex 20. In case of residence or transit in states or territories listed in List C, the Article 8, paragraph 6 will be applied.

3. For the purpose of authorizing the cruise to take place, before the departure of the vessel, the Master shall submit to the Maritime Authority a specific declaration where following points will be stated:

- a) the preparation of all the measures necessary to comply with the guidelines referred to in paragraph 1;
- b) the subsequent ports of call and the port at the end of the cruise, with the relevant arrival/departure dates;
- c) the nationality and origin of the passengers on board in compliance with the provisions referred to in the preceding subparagraph.

4. Without prejudice to paragraph 2, second period, foreign flag vessels employed in cruise services shall be allowed to enter Italian ports providing that the last ports of call are located in states or territories listed in Lists A, B and C of Annex 20 and all passengers on board have not stayed or transited in the fourteen days prior to entry into the Italian port

	<p>in states or territories listed in Lists D and E of Annex 20, as well as after declaration of compliance on board the vessel, to the guidelines referred to in paragraph 1.</p> <p>The Master of the vessel shall submit to the Maritime Authority, at least twenty-four hours before the vessel's arrival, a specific declaration containing the particulars referred to in paragraph 3.</p> <p>5. Calls shall be permitted only in the States and territories listed in Lists A, B and C of Annex 20 and free excursions shall be prohibited, for which cruise services may not adopt specific measures to prevent infection.</p> <p>The provisions of the DPCM in question apply as from 16th January and will remain in force until 5th March 2021.</p> <p>It is evidenced that Article 10 of the DPCM in question no longer provides for the suspension of cruise services or, for foreign vessels, entry into ports for the purposes of inactive stay which, therefore, can be considered possible in compliance with the specific guidelines and directives issued by the DPCM itself.</p>
Japan	<p>The State of Emergency introduced on 26th February has now been lifted. Information on current health and travel restrictions can be found using the following links:</p> <p>Border Enforcement Measures: https://www.mofa.go.jp/ca/fna/page4e_001053.html and http://www.moj.go.jp/isa/hisho06_00099.html</p> <p>Measures for controlling travel to and from Japan and visa application procedures: https://www.mofa.go.jp/ca/cp/page22e_000925.html and: https://www.mofa.go.jp/ca/fna/page22e_000921.html</p>
Jordan	<p>See attached updated protocols for crew changes.</p>
Lebanon	<p>The country remains under a strict lockdown from 05:00LT on 25.01.2021 until 06:00LT on 08.02.2021. Movement is limited to certain sectors against prior approval.</p> <p>Beirut-Rafik Hariri International Airport (BRHIA) is operating as of July 1st, 2020 at limited capacity not exceeding 20% of last year's figures.</p> <p>All passengers are required to hold a negative PCR test issued within 96 hours of the scheduled inbound flight.</p> <p>Effective 27 Jan 2021, for crew change through Lebanon the following guidelines should be observed:</p> <p>ARRIVING (SIGN ON CREW):</p> <ul style="list-style-type: none"> • Passengers must hold a PCR test with negative result from one of the certified laboratories by local authorities at point of departure and present test result upon check in. • The negative PCR test result validity must not exceed 96 hours between the test result and the date of arrival to Lebanon. • Passengers who do not carry a negative PCR test result are not allowed to board. • Passengers must complete the COVID-19 pass through the link https://survey123.arcgis.com/share/988ba32e1b634902ba3b14c3e4f1614d issued by the Ministry of Public Health of Lebanon. • Passengers shall undergo PCR test upon arrival at Beirut Rafic Hariri International Airport (BRHIA). • Passengers are mandatory required to complete airport tracking registration form through the following https://covid.pcm.gov.lb/impactmobile/curfew.

	<ul style="list-style-type: none"> • Passengers are mandatory required to download and activate the “covidletrack” application and present it to airport authorities upon arrival at BRHIA. • Passengers are mandatory required to have a hotel reservation for 2 days pending the PCR test result taken at BRHIA is issued. • Joining crew are allowed to board the ship crew once the PCR test result of BRHIA is issued and found negative. Extended hotel stay will be required for those who get positive PCR result. • The local ship agent is bound to secure the entire crew change and settle all the necessary bills to the authorities on behalf of his principal carriers / ships until the entire crew change is concluded. <p>DEPARTING (SIGN OFF CREW).</p> <ul style="list-style-type: none"> • Departing crew are allowed to disembark the ship after a PCR test is arranged onboard and the test result found negative. • PCR service is arranged through the agent, samples are taken onboard. • The local ship agent is bound to secure the entire crew change and settle all the necessary bills to the authorities on behalf of his principal carriers / ships until the entire crew change is concluded. <p>INSURANCE.</p> <ul style="list-style-type: none"> • A valid insurance is required for the entire duration of the planned transiting period in Lebanon. • The obligatory insurance is intended to cover all costs of treatment for COVID-19 on Lebanese territory for its carrier. The insurance policy can be issued in Lebanon. <p>SHIP'S FREE PRATIQUE.</p> <ul style="list-style-type: none"> • A list of the last 10 port of calls & a Health clearance of the last port. • Statement from the ship's Master to the agent/authorities declaring vessel is free or not having COVID-19 infected personnel on board. • In case of no infection on board, crew change is allowed. A public health inspector boards the ship alongside for checking crew temperature. • In case of infection on board, crew change will not be allowed. Clearance of the ship could be delayed. A public health inspector boards the ship at the anchorage area.
<p>Libya</p>	<p>The following COVID-19 procedures are currently in place at Libyan ports:</p> <p>Zawia, Bouri, Mellitah, Farwah:</p> <p>Remote Pilotage is in force since the emergence of COVID-19, no port personnel or authorities board vessel, every procedure is performed remotely (Docs exchanged by E-mail) (Berthing ops by VHF). B/Ls are signed by the agent via LOA (Letter of Authorization) issued by the ship master for agents to sign B/L on his behalf. However, if master insists on pilot boarding the vessel, a health representative will board the vessel to check on the crew's COVID-19 symptoms when everything is clear, pilot will board vessel while wearing the COVID-19 protective gear.</p> <p>Misurata, Tripoli, Al-Khoms:</p> <p>Only Health Representative and Pilot Board the Vessel, First the doctor gets on board to check on crew's temperatures and COVID-19 symptoms if crew is all well then he gives the free pratique which means that pilot will board the vessel to perform berthing ops. Pilot disembarks vessel after hose connecting and commencing of discharge, pilot embarks</p>

	<p>vessel after discharging is completed to perform hose disconnecting and unberthing. Doc exchanging is performed remotely (by E-mail)</p> <p>Ras Lanuf, Essider, Zuietina, Marsa El Brega, Marsa El Hariga:</p> <p>Usual procedure, pilot, customs, agent boards the vessel and they remain on boards until vessel completes loading, hose disconnecting and unberthing. Then all the above mentioned disembark the vessel. All doc procedures are performed normally.</p> <p>Benghazi, Tobruk:</p> <p>Health Representative boards Vessel to check on crew's covid-19 symptoms when the crew is all well, doctor give the green light for Pilot to board vessel and performs berthing ops. After vessel is berthed pilot disembarks the ship until discharging is completed, then he boards vessel for hose disconnecting and unmooring. All docs are exchanged via E-mail.</p>
Portugal	<p>Given the ongoing improvement in the situation in Portugal, the Government has continued the lightening the lock-down measures. As per the latest Ministry Council Resolution no. 5418-A/2021 therefore, please be informed of the present restrictions to enter/leaving Portugal:</p> <ul style="list-style-type: none"> • Flights within EU and within Schengen Space and GB are authorized, being allowed all voyages. Passengers should only be allowed to board the plane after presenting the negative result of PCR test performed within 72 hrs prior boarding plane • All flights with other origins/destinations exclusively allowed if strictly necessary and reasoned and if not suspended by Portuguese Government. Professional activities are included on such authorization. • Passengers with strictly necessary voyages with period of stay in Portuguese territory below 48 hrs, proofed by returning ticket issued, are exempt of the prophylactic confinement, • Authorized flights to Portugal with passengers coming from, or originated from, countries with outbreak rate over 500 cases per 100 000 citizens over the last 14 days (as per information given by European Centre for Disease Control, allowed only for strictly essential voyages and must board the plane after presenting the negative result of PCR test performed within 72 hrs prior boarding plane. Passengers will be placed under prophylactic confinement for 14 days in a place indicated by health authorities. Presently, list of these countries are: Brazil, India, South Africa • All passengers arriving from countries, in which epidemiological situation is complying with EU Recommendation no. 2020/912 of European Council and respective updates (listed below) are allowed voyages to Portugal and must board the plane after presenting the negative result of PCR test performed within 72 hrs prior boarding plane. Presently, list of these countries are: Australia, China, South Korea, New Zealand, Rwanda, Singapore, Thailand, Hong Kong and Macau. • Foreign citizens arriving to Portugal without showing the PCR test performed, should have their entry in Portugal denied. <p>The Portuguese Government decided to adjust the restrictions for cruise vessels sector, with following conditions as per Ministry Council Resolution no. 5418-C/2021 it has determined following:</p> <ul style="list-style-type: none"> • To allow embarkation, debarkation and licenses to go ashore for passengers and crew members of cruise ships in all Portuguese ports, with exceptions for passengers with

	<p>origin and destination, from and to, countries which only allows strictly necessary/essential voyages.</p> <ul style="list-style-type: none"> • The authorization for embarkation, debarkation and licenses to go ashore - referred above - will be exclusively allowed with presentation of PCR test for SARS-CoV-2 infection with negative result and performed within 72 hrs prior leaving, embarking or disembarking the cruise ship. • PCR test obligation is not applicable to Children under 2 years of age. <p>These present Governmental orders will be in force from 00h01 of 31st May, until 23h59 of 15th June 2021. being subject to review, having into consideration the evolution of the COVID-19 outbreak in Portugal.</p>
Russia	<p>The restrictions on crew change in the Russian Federation have been reviewed and amended by the health authority so that crew changes are possible for seafarers who are non-residents of RF.</p> <p>The current rules for on-signers and off-signers are as follows:</p> <p>On-signer:</p> <ol style="list-style-type: none"> a. medical certificate with negative result of COVID-19 to be presented on arrival/ border check-in. The certificate should read that the test was done by PCR method and not earlier than 3 days before arrival. b. If no certificate on arrival, then the test must be done (PCR method) with help of agent within 3 days after arrival. c. Unavailability of med. certificate at the country of departure might result in rejection for boarding. It is a decision of the airline company and to be clarified while booking the tickets. <p>Off-signer:</p> <p>Test by PCR method has to be done and its negative results to be presented to Health Control to get approval for going to airport for boarding.</p> <p>Shore leave remains prohibited</p>
South Africa	<p>See the attached copy of the current regulations under the Disaster Management Act 2002. Please note some pages have been removed to reduce the file size.</p>
Slovenia	<p>The Slovenian government once again declared a national epidemic on 18.10.2020. General population movement was restricted. Crew arriving in port of Koper must stay on board all the time. There are few exceptions authorities will permit exiting the port.</p> <p>Crew change is possible with some restrictions mentioned below:</p> <ul style="list-style-type: none"> - The crew member must be EU national or have a Valid Schengen visa - The Owners/Carrier must find a suitable flight or other method of transport which enables direct transfer from/to vessel to airport, bus or train station. Hotels and other accommodation cannot be used. The crew member must have all necessary paperwork or contract on which is stated his or her employment status for the vessel owner/operator. - Ljubljana airport is open with a great reduction of air traffic and connections. - There are no restrictions for vessels to enter and exit port of Koper. - All incoming vessels must declare all crew changes done in last 2 months and provide a correctly filled Medical Declaration of Health prior to arrival.

	<p>- If any infection noticed on board prior to vessel arrival person in charge must notify agent and below procedures must be taken:</p> <p>Agent must notify all authorities of potential risk of COVID-19 infected seaman in the national single window.</p> <p>Authorities will order the ship to stop on anchorage before granting port entry. Medical team is ordered to board the ship to take swabs for testing.</p> <p>All next decisions for crew and vessel movements are responsibility of medical officials at the NIJZ (National Institute of Public Health).</p> <p>If this is an isolated case of one crew member who is not at risk of spreading the virus, the responsible medical practitioner will order that the crew member should be isolated during the vessel's stay in Slovenia. If the crew member is in critical condition, they will be transported to University Medical center in Ljubljana at the infectious disease clinic.</p>
Spain	<p>Cruise operations will commence from Spanish ports on 7th June in accordance with new measures issued by the Spanish Ministry of Health, a copy of which are being circulated separately.</p>
Sweden	<p>All Swedish ports remain operational and shipping agents are working 24/7, applying recommended sanitary measures. Visits to ships from shore-based personnel are limited to those absolutely necessary to avoid bringing COVID-19 on board. Seafarers domiciled outside Sweden are exempt from the need to provide a negative COVID test when entering the country.</p>

SANITARY MEASURES FOR RESTORATION OF THE INTERNATIONAL CRUISES

Updated May 18, 2021



OBJECTIVE

The main objective of this procedure is to establish the measures to be implemented by cruise-type passenger ships that intend to make international routes visiting Spanish ports, for the prevention of events related to the health emergency due to COVID-19 and carry out adequate management in should it occur.

GENERAL RULES

As a general rule, appropriate measures should be applied to prevent the embarkation of infected people, reduce the probability of transmission on board, detect cases early and handle them properly until they disembark, and identify and quarantine their close contacts.

Likewise, appropriate measures must be taken to limit contact between people. To do this, groups of passengers and crew should be established, as far as possible, each of which will have different schedules for food, embarkation and disembarkation and participation in the activities of the ship, in such a way that there is the least interaction. possible between groups.

INFORMATION TO PASSENGERS

Before the start of the cruise, the shipping company will inform the passengers and the crew about the recommendations during the trip. Said information must include the criteria for denied boarding (presence of symptoms, having been diagnosed with COVID-19 in the last 10 days or being close contact of a case). In addition, you must report the requirements for shipment in relation to diagnostic tests.

Likewise, during the cruise, you should regularly inform yourself about the measures to be taken during the journey (hygiene measures, diagnostic tests, information on symptoms compatible with COVID-19 and, if presented, the notification circuit to the staff). It can be done through informational posters or messages over the public address system.

Finally, before the stopover in a Spanish port takes place, travelers must be provided with information on the measures implemented in the place they are going to visit.



SANITARY MEASURES TO OPERATE IN SPANISH PORTS

Each cruise that plans to operate in Spanish ports must have a **SHIPPING PROCEDURE FOR THE PREVENTION AND MITIGATION OF HEALTH RISKS DERIVED FROM COVID 19** specifying the measures adopted both for the prevention and control of the transmission of the disease, as well as for the response to events related to COVID-19.

The shipping company's procedure must cover any possible scenario, including a possible complete evacuation of the ship and must include all aspects related to transportation, treatment and medical supervision, accommodation, meals and the eventual repatriation of any disembarked passenger or crew. for causes related to COVID-19. The costs derived from these actions will be covered by the shipping company, directly or through an insurance company.

MONITORING THE EPIDEMIOLOGICAL SITUATION

Before the start of the cruise, the shipping companies must monitor the situation of the disease in the destinations they plan to visit, paying special attention to the information regarding the variants, as well as the requirements established by the health authorities for entry into Spain.

Additionally, they must assess the situation in the places of origin of the travelers and crew members, in case it is necessary to adopt complementary preventive measures.

SHIPPING PROCEDURE FOR THE PREVENTION AND MITIGATION OF HEALTH RISKS DERIVED FROM COVID 19

The shipping company's procedure must be updated regularly and must include, at least, the following:

1. The designation of a person on board as directly responsible for the application of the content of the procedure.
2. The maximum number of passengers and crew that allows maintaining the safety distance on board and ensuring adequate isolation of cases.



and the quarantine of contacts. It may not exceed 70-75% of the maximum capacity while the health emergency situation continues.

3. Ensure the adequate number of crew in key positions so that the Minimum Safety Crew is respected and maintained in the event of an outbreak on board. In addition, it must be avoided that more than two crew members sleep in the same cabin.
4. The existing capacity of the ship to carry out diagnostic tests on board, as well as the existence of agreements to carry them out ashore in case of need. These tests are necessary both for the evaluation of suspicious passengers and for the performance of periodic screening tests.
5. The existence of adequate spaces on board for the proper handling of an event:
 - to. Medical facilities with sufficient capacity and equipment depending on the characteristics of the ship. These facilities must have clearly differentiated spaces in which patients with suspected infectious disease can be separated from those who do not have it.
 - b. Spaces designated for the isolation of cases that do not require medical attention, as well as for the quarantine of close contacts until they disembark. In this sense, they must reserve 1% of their maximum capacity when the itinerary allows the disembarkation of cases / contacts in less than 24 hours, and 5% if it is not possible within that period of time.
6. The provision of existing personal protective equipment (PPE) on board: surgical or high-efficiency masks, eye protection, gloves, waterproof gowns, etc.
7. The cleaning and disinfection procedure, detailing the products to be used, the dilution and the method of use.
8. The description of the ventilation system in the interior spaces of the ship, especially in the common areas and with the greatest influx of travelers.

The Autonomous Communities where the ports included in the itinerary are located must be informed of the shipping company's protocol through the corresponding Port Authorities.



You should refer to cruises@puertos.es and to each Spanish Port Authority of the planned itinerary a copy of the Shipping Company's Procedure and the Responsible Declaration on the complete adaptation of the shipping company's procedures to these measures and on the continued compliance with said procedures.

HEALTH CARE COVERAGE GUARANTEE

In the event of an event on board, all the derived costs must be covered by the shipping company by subscribing an insurance policy that includes agreements with health centers and other established establishments in which to accommodate the people who need it. Before the start of the cruise, operators should ensure that this requirement can be met in **all the Spanish ports on the itinerary**. At least:

1. Agreements with health centers and other establishments on land, including:
 - to. All the needs of patients diagnosed with COVID-19, as well as their adequate treatment and follow-up:
 - In health centers (both conventional health care facilities and intensive care with mechanical ventilation if necessary).
 - In establishments (hotel rooms or apartments for single / double use with their own bathroom on a full board basis).
 - b. The quarantine of contacts in suitable arranged facilities on a full board basis, including maintenance, follow-up and medical assistance if necessary.

The health centers and accommodation arranged for health care and isolation of cases, as well as for the quarantine of close contacts, must be adequate for this purpose, having planned a sufficient number depending on the number of people on board.

2. Carrying out confirmatory tests on the cases and contacts that are necessary.



3. All possible transfers that may occur, including those made from the ship to the health center or to the agreed establishment, from the accommodation or hospital to the ship, from the ship to the airport and air transfers.
4. The repatriation of patients / corpses, as well as any necessary crew changes.

CREW TRAINING

Cruise ship managers must ensure that all crew members regularly receive adequate training to recognize the signs and symptoms of COVID-19 and understand the role and responsibilities of each of them in an event.

Likewise, they must receive training on the use of individual protection equipment and the cleaning and disinfection protocols existing on the ship.

Finally, all crew members must be aware at all times that, in the event of symptoms of the disease, they must self-isolate themselves and immediately inform their superiors.

MEASURES IN RELATION TO PASSENGERS

During boarding

All passengers who embark on a cruise that includes Spanish ports, must be subjected at that time to a series of measures by the shipping company:

1. Take a temperature measurement and observe travelers for signs of illness.
2. They must complete a health questionnaire, preferably in electronic format, that specifies the presence of symptoms or exposure to cases.
3. Any passenger who has symptoms compatible with COVID-19, has a positive acute infection diagnostic test, or is in close contact with a case will not be allowed to board.



Four. All passengers aged 6 or over must undergo an RT-PCR or technique molecular equivalent within 72 hours prior to shipment, or a test quick from antigens the same day of shipment (https://ec.europa.eu/health/sites/default/files/preparedness_response/docs/covid-19_rat_common-list_en.pdf)



5. Passengers who have been vaccinated with a complete schedule must provide the vaccination certificate and I will have it to n available to present it if required.

Any incident in these controls must be evaluated by the health personnel designated by the shipping company and action will be taken accordingly.

During the itinerary

1. A daily temperature measurement will be carried out on all persons on the ship, as well as a visual evaluation to detect possible symptoms. In situations of suspected transmission, the frequency of temperature measurement can be increased.

2. It will perform a RT-PCR or proof from antigens valid (https://ec.europa.eu/health/sites/default/files/preparedness_response/docs/covid-19_rat_common-list_en.pdf) for SARS-CoV-2 on the third or fourth day of the cruise to all passengers.



When disembarking in Spanish port

1. All passengers who disembark in Spanish port from abroad must comply with the regulations in force at that time for their entry.
2. The temperature of all of them must be taken before disembarking, preventing it if it is higher than 37.5°C.

MEASURES IN RELATION TO THE CREWS

1. Before starting operations, all crew members must undergo an RT-PCR or equivalent molecular test for SARS-CoV-2, which must be negative to be able to board.
2. Crewmembers who have been vaccinated with a complete schedule must provide the vaccination certificate and will have it available to present it if required.



3. All new or returning crew members after a period abroad:

to. An RT-PCR should be performed within 72 hours prior to shipment, as well as a rapid antigen test on the day of shipment

(https://ec.europa.eu/health/sites/default/files/preparedness_response/docs/covid-19_rat_common-list_en.pdf). They can only board if the result of both tests is negative.

b. They must be quarantined for 10 days, either in a suitable accommodation on land, or in their cabin without sharing it with any other crew member. This period may end earlier if a PCR is performed on the 7th day and the result is negative. In any case, before the end of the quarantine, an RT-PCR will be carried out, which must be negative to abandon it.

4. A valid RT-PCR or antigen test (https://ec.europa.eu/health/sites/default/files/preparedness/docs/covid-19_rat_common-list_en.pdf) for SARS-CoV-2 on a weekly basis while on board.

5. If there are any positive results in the crew on board, the case management procedure should be activated and the port health authorities notified.

PROCEDURE FOR ACTION BEFORE THE APPEARANCE OF CASES ON BOARD

In compliance with the provisions of the International Health Regulations-2005 and the applicable Spanish regulations, any event related to the suspicion or confirmation of cases of COVID-19 must be notified to the next Spanish port of arrival by sending the **Maritime Declaration of Health (DMS)** through the port's Single Window system. They should apply the following measures:

1. Isolation of the patient in previously designated facilities.
2. Identification of close contacts and quarantine in previously designated facilities.
3. Provide information on the risk of transmission of the disease to the people who are going to take care of the sick person on the ship.



4. The crew members who care for the sick person must be properly identified and must wear the appropriate protective equipment.
5. Cleaning and disinfection of the surfaces with which the patient has been in contact and / or their secretions must be carried out.
6. In the event that the positive is a crew member, all crew members considered as close contacts, must undergo a diagnostic test for active infection for SARS-CoV-2.
7. The entry of the ship into the port will be authorized subject to a health inspection, so that no one will be able to embark or disembark, nor can loading and unloading work be carried out until authorized by Foreign Health. Once the ship is docked, a health inspection will be carried out observing the adequate protection measures and They will indicate the measures to be taken in each case.



MEASURES TO BE IMPLEMENTED IN THE PORTS WHERE CRUISE-TYPE VESSELS OPERATE

The safe management of port facilities where activities related to the transport of passengers on a cruise are carried out pursues five basic objectives:

1. Promote the **active distancing measures** between people.
2. **Reduce**, as far as possible, **the physical contact of people with the environment**, implanting in it **reinforced cleaning and disinfection measures**.
3. Facilitate the execution of **prevention and mitigation protocols health risks** that proceed at all times.
4. Encourage the realization of **controls provided by shipping companies** whose execution, for whatever reason, requires **Interior or exterior facilities of the terminal in which cruise ships operate**.
5. Facilitate the execution of the actions derived from the **Management health incidents that have been detected on board a ship, or have been detected in the facilities of the passenger terminal**, This may affect passengers, ship crews, terminal ground personnel, or other people, while passing through the terminal.



a) Availability of infrastructure and material resources

It must be ensured that all the material and human resources of the passenger terminal are oriented towards the fulfillment of the basic objectives mentioned above, throughout the period in which there is a need to prevent the containment of the pandemic. **The fulfillment of the objectives must be compatible with the execution of the usual activities of the passenger terminal**, not related to disease prevention protocols.

Between the **infrastructures and material resources of the terminal** susceptible to use for the fulfillment of the five basic objectives already expressed are:

or Public address and passenger information systems.

or Means of signage, markings, control of capacity and separation of flows.

or Points of location and safe disposal of prevention material: gels sanitizers, masks, handle covers, disposable trolley grips and other prevention material.

or Specific spaces, marked and if necessary conveniently isolated, for the realization of:

- prevention protocols of the terminal itself.
- Health checks to be carried out on cruise passengers who embark or disembark, and that for any reason should be carried out at the terminal and not on the ship; This space must have sufficient surface for the evaluation of the clinical status of the people and for conducting epidemiological interviews.
- actions in the face of health incidents that have been detected either on board a ship or in the terminal.

or As many processes as possible should be digitized in the terminal, such as card payments, the issuance of boarding passes, automatic passports and identification scanners, in order to help reduce the time that passengers spend in the terminal and avoid congestion.

The terminals must have a space where they can isolate and guard any suspicious or infected case, already assessed by the Foreign Health services, in the



cases in which the ship must set sail to continue the voyage and the health service has not yet taken charge of it. Likewise, the terminals must collaborate with the cruise shipping companies in the execution of their COVID diagnosis and detection protocols, as detailed in the Procedure of each shipping company.

Regarding the use of vehicles, shuttles and mobile machinery, both by terminal workers and passengers, the necessary measures will be followed in terms of cleaning and disinfection of these, as well as in terms of **maximum number of people per vehicle and the number of frequencies necessary in the process of boarding or disembarking passengers** to guarantee the safety of the occupants, even in the case of boarding or disembarking on high-capacity ships.

b) Human resources

All terminal personnel must know the action protocols that are applicable at all times, both for the prevention of the pandemic and for the care of passengers with symptoms compatible with COVID-19. These protocols must be included in the terminal's Self-Protection Plan.

Terminal personnel must respect the measures established by the occupational risk prevention service at all times.

The degree of **training** to be taught to the staff will depend directly on the specific tasks to be carried out by each group and requires **permanent update** for its constant adaptation to new regulations and protocols.

As far as possible, ground personnel operating at the terminal should carry out their duties. **tasks in tight groups** or work brigades in order to reduce the risk of contagion by COVID-19, facilitate the traceability of infections in case of occurrence, as well as to ensure the continuity of the provision of services.

In general, for terminal personnel, the necessary measures will be adopted to comply with the document ' *Guide to good practices in the workplace* 'of the Ministry of Health, as well as its possible updates and particularities that are applicable at all times.

The **ground personnel will wear individual protective clothing** in accordance with the occupational risk prevention plans of the companies involved. With respect to **passengers, the use of a mask in the terminal facilities is mandatory** in accordance with current regulations (article 6 of Royal Decree-Law 21/2020, of June 9).



c) Catering facilities

In the **catering facilities** terminal must respect the **rules imposed by the competent administration**, in addition to the recommendations in this Guide, in accordance with the requirements to be determined at any given time.

d) Toilets

In public toilets, the minimum number of users must be managed to maintain a physical distance always in accordance with the general regulations of local authorities.

e) Physical distancing

The physical distance of at least 1.5 meters must be maintained in combination with the use of face masks in all internal and external areas of the terminal.

Restriction of access to terminals for accompanying passengers if necessary in terms of capacity to maintain safety distances.

Consideration should be given to the use of floor markers to ensure spacing, arrows to indicate directional flow, signage and audio announcements for travelers, and to optimize layouts to restrict the number of cruise terminal users.

Specific lanes or separation of different user flows and division of terminals into designated zones can be considered.

The use of protective glass or plastic panels should be taken into account, in order to protect the health of the terminal workers, in places where physical distancing cannot be maintained.

Consideration should be given to removing items from the terminal that may encourage crowds, for example, tables, benches, etc. When there are permanent seats that do not move, whether indoors or outdoors, there should be a special mark in the place where a person cannot sit to maintain physical distance

When conditions permit, terminal users should be encouraged to use outdoor spaces.

Health promotion information material should be prominently displayed and provided to inbound and outbound passengers.



f) Face masks

All users of the terminal must wear face masks inside and outside the terminal in accordance with current local regulations.

g) Respiratory label

Good respiratory etiquette should be encouraged at the terminals: the nose and mouth should be covered with disposable paper tissue when sneezing or coughing, and then the tissue should be immediately disposed of in a non-contact container, and meticulous hygiene should be performed hands.

It is important to have relevant supplies available in different areas of the terminal (e.g. tissues or paper towels and disposable gloves, no touch containers, etc.)

Information on good respiratory etiquette should be provided to terminal users through advertisements, television, screens, brochures, infographics, electronic posters, etc.

h) Hand hygiene

All terminal users should promote good hand hygiene. The use of gloves is not a substitute for hand hygiene

Stations with alcohol-based hand rub solutions must be available at all entrances to the terminal and in other areas such as restrooms, counters, retail and restaurant areas, and in the boarding area.

i) Cleaning and disinfection

Cleaning and disinfection should be done according to routine procedures and more frequently for the surfaces most used by terminal staff and users.

Cleaning and disinfection of the terminal must be carried out before and after each shipment. In addition, special cleaning and disinfection protocols should be implemented after a possible or confirmed case has been identified, either at the terminal or on board a ship if they used the terminal facilities.

j) Ventilation

The interior areas of cruise terminals must be adequately ventilated. Natural ventilation is preferable whenever possible.

However, drafts should be avoided as they could create a risk of spreading any aerosolized droplets further.



In case of mechanical ventilation, the number of air exchanges per hour should be maximized together with the supply of fresh air as much as possible.

In this sense, it is emphasized that systems such as HEPA filters are effective in filtering viruses and bacteria, however, they can be a breeding ground in themselves if they are not decontaminated on a regular basis.

k) Baggage handling

Disinfection of luggage and especially hand contact parts can be considered before loading luggage on board, in agreement with the shipping company.



l) Management of possible cases and their contacts at the cruise terminal

The **evacuation of passengers, crew or ground personnel** Due to the detection of positive cases or because of their suspicion, from a ship or from the terminal facilities, it must be carried out with the **authorization, coordination and protocols** that impose in each case the **health authorities**.

m) Ship services

Will be lent **special attention to the supply and provisioning operations of ships**, especially with regard to access to port facilities for people and vehicles that carry out these operations to support ships.

Regarding the delivery of the **ship-generated waste and waste generated at the terminal itself**, In cases where any incident has been reported (contagion or suspected contagion), special hygiene and disinfection measures should be considered, including a **isolation of all waste that may be related to the cases detected**.

n) Coordinated Maritime-Port Community

In the same way that it was indicated within the "*Prevention recommendations to be implemented in passenger maritime stations and on board ships for the reopening of passenger traffic*", issued last May 2020 by State Ports and General Directorate of the Merchant Marine, and supervised by the Ministry of Health, the Port Authorities must constitute a **Coordination commission in each Port or Port Authority, with periodic meetings, formed by the Port Authority, Sanitary Authority, responsible for the CCAA where the Port is located, Maritime Captaincy, concessionaires, authorization holders, licensees, consignees and shipping agents** for the implementation of the measures to be adopted at all times, in accordance with the instructions



established by the competent authorities and in accordance with the protocols of action that are applicable in each case.

In order to agile management of operations and any incidents that may arise, the **Port Authority must act as coordinating entity** between all the parties involved in the aforementioned commission acting in each Port.

The terminal coordination commission will first have to decide which spaces in the terminal are the most suitable for the fulfillment of the purposes established in this document.

In the same way, it must be designated **For each passenger terminal that operates in the Port, a person in charge of coordination and monitoring** of the preventive measures to be implemented, **sole interlocutor with the Port Authority** as far as this matter is concerned.

o) Other indications

The implementation of the measures set out in the previous section will be subject to the **update of standards and instructions** that the competent authorities may issue at any time.

In the event of the use of temperature control equipment, as well as medical check-up and control equipment, these must have the certifications or approvals required by the competent authorities and their use must respect the standards and recommendations issued by the Ministry of Health.

In the case of using disinfection protocols based on the use of means such as ultraviolet light, nebulization or spraying with biocides, ozonation or other means, these must have the certifications or approvals required by the competent authorities and their use must respect the regulations and recommendations issued by the Ministry of Health, as well as the manufacturer's instructions. The products used in the reinforced disinfection tasks (biocides and other disinfectants) must be included in the list of products authorized by the Ministry of Health and will be used in the manner authorized in each case. The companies that carry out these tasks must be duly authorized by the corresponding Autonomous Community .

Specific procedures should be adapted for the **care for people with disabilities and / or reduced mobility**.

The measures established in this document will be certified within the framework of the State Port Certification Schemes, through the Reference Quality of Service for Cruise Traffic.