

FONASBA COVID-19 BULLETIN



WEEKLY UPDATE ON MEASURES BEING TAKEN TO PREVENT THE SPREAD OF COVID-19 BY MERCHANT SHIPPING – No. 69 18.09.2020

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

Albania 22.06.20	All land, air and sea borders will be fully opened with effect from 1 st July for business, tourist or other types of travel. Crew changes can also be undertaken without delay.
Algeria 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 & Oran, also tankers loading oil & 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, shipping agents, Customs, etc.) are all protected by standard equipment.</p>

<p>Angola 25.03.20</p>	<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"> • all international flights (both private & commercial) of passengers have been suspended • cruise ships are no longer allowed to berth at any Angolan port and • all land borders have been closed for persons. <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>Further update: A state of emergency was declared in Angola on 25th March so additional restrictions are likely to be put in place. A further update will be issued as soon as more information is available.</p>
<p>Argentina 01.06.20</p>	<p>Although measures have been taken to adapt and facilitate the protocols related to port operations since our last report on April 21, 2020, the detection by the Brazilian health authority in the port of Santos, of crews of that nationality with COVID -19 in some container ships that carry traffic between Brazil and Argentina, and the contagion of an Argentine Pilot, led to the adoption of recent changes in the procedures; the Argentine health authorities now requires more controls and information of the vessels, especially in those with less than 14 days of navigation or who have made crew changes within that period.</p> <p>In all cases and 72 hours before the arrival of vessels at the first road or Pilots' point of embarkation, certain documentation must be submitted to the health authority as sworn statement, according to the different situations:</p> <ul style="list-style-type: none"> • General. All vessels arriving at the aforementioned areas more than 14 days after the last call, or when the last call has been within the last 14 days, but in countries not included in the list of risk countries: will present the usual health information established and recommended internationally and additional requirements such as temperature report of each crew member, declaration of the cleaning / disinfection procedures and equipment used on board and some non-compulsory additional documentation. Upon entering port, the authorities will control the crew and, if appropriate, will proceed to extend the Free Pratique. • Vessels coming from risk areas without crew changes: (within 14 days): In addition to the requirements aforementioned above, it shall be requested: <ul style="list-style-type: none"> a) Current protocol of the vessel implemented for the management of COVID-19 Pandemic in order to avoid the spread of the virus and the protection of the embarked and ground personnel involved in the operation of the vessel, following recommendations of health protocols by

	<p>the WHO/IMO, and indicating a series of complementary details. B) Book of embarkation and disembarkation of people from the vessel during the last 14 days; expanding on some particularities c) In the case of entering the Río de la Plata, temperature report of all crew members prior to boarding of Pilots d) Any other additional information that the Health authority may require.</p> <ul style="list-style-type: none"> • Vessels coming from risk areas with crew changes (within 14 days). In addition to what is previously required in points 1 and 2: a) Crew changes Protocol (in foreign country), b) Sworn Statement of all crew members that shall consider the traceability of the 14 days prior to embarkation c) Certificate issued by the health agent to embark d) Extra information that may be required by the health authority. • Also more details have been established in the following cases: vessels that could be obliged to comply with quarantine or isolation; information required in case of registering positive cases of COVID-19 on vessels that have circulated in Argentina during the last 30 days; the establishment of a protocol for those performing pilotage service; and procedures of risk analysis on the information provided • At national level, the “mandatory preventive social isolation” has been extended until June 7, including the closure of the country’s borders. <p>The updated regulations on the described activity are available (in Spanish only) through the following link: https://www.argentina.gob.ar/puertos-vias-navegables-y-marina-mercante/protocolo-prevencion-covid-19-en-el-transporte-fluvial</p>
<p>Australia 23.07.20</p> <p>29.06.20</p>	<p>Shipping Australia has this week provided a comprehensive brief to the Federal Government on the crew change crisis which, as reported previously, is exacerbated by the differences between Federal and State regulations. That SAL was able to produce a comprehensive and detailed report in a very short timeframe is due in part to the support provided by FONASBA members. A summary of the actions undertaken by SAL to inform the Federal Government can be found here: https://shippingaustralia.com.au/shipping-australia-briefs-australian-federal-government-on-seafarer-crew-change-crisis, with the contribution from FONASBA members being gratefully acknowledged therein.</p> <p>Crew change update:</p> <p>FEDERAL: Under current legislation, off-signing seafarers have 5 days in which to leave Australia after departing the vessel, at which time their Maritime Crew Visa expires. The impact of COVID-19 travel restrictions may result in this time limit being breached through no fault of the crew member or ship owner. The Australian Border Force has provided guidance on the procedures to be followed if such a case arises. It can be found here https://shippingaustralia.com.au/covid-19-shipping-update/covid-19-federal-restrictions and then by searching for “Maritime Crew Visas”.</p> <p>VICTORIA: The Department of Health and Human Services in the state of Victoria has issued guidance to allow seafarers limited exemptions from the 14-day quarantine period applicable to other international travellers. This may enhance the ability to carry out some crew changes, but it is not a blanket exemption. Further details can be found here:</p>

	<p>https://shippingaustralia.com.au/victoria-eases-restrictions-on-crew-changes</p> <p>QUEENSLAND: Maritime Safety Queensland has introduced a “Code of Conduct” on seafarer crew changes. Seafarers arriving for a crew change in Queensland will likely have to be driven from an airport to a port. While this may not sound particularly onerous, bear in mind that Queensland is a large, sparsely-populated, State and there can be huge distances involved – potentially over 1,000 km (621 miles) in some cases (e.g. Brisbane to Townsville).</p> <p>For more information visit https://shippingaustralia.com.au/covid-19-shipping-update/covid-19-federal-restrictions/covid-19-state-restrictions-qld and search for “Code of Conduct”.</p> <p>Further information on the current Federal and State regulations can be found on the SAL website at: https://shippingaustralia.com.au/covid-19-shipping-update</p>
<p>Belgium 18.05.20</p> <p>24.03.20</p>	<p>In view of the current situation of very limited embarkation and signing off, the Immigration Office / Border Inspection has announced that the issuing of visas to seafarers has restarted as per normal procedures (pre-corona) from Monday morning 7:00 am, 18 May 2020.</p> <ul style="list-style-type: none"> • The issue of a border visa is however subject to a confirmed flight being available. • For crew members who require a passport, or who hold a valid visa, this restriction also still applies. <p>Please note that a guarantee letter still has to be submitted at the Border Inspection Post for ALL those signing-off via Belgium.</p> <ul style="list-style-type: none"> • Shore leave remains prohibited at this time. <p>Cruise passengers are not allowed to leave the vessel.</p>
<p>Brazil 14.08.20</p>	<p>The Brazilian ports remain with their regular loading and unloading cargo operations.</p> <p>Taking into account the latest IMO Recommendations, there is special care as needed by the crew, such as: change or disembarkation of seafarers, medical assistance, repatriation and others.</p> <p>However, the port authorities adopt measures that differ from port to port.</p> <p>Public and private ports may also take complementary procedures to allow the vessel operation.</p> <p>At Santos Port, for instance, a private medical care personnel appointed by Ship Agent may go on board for testing before the ships enter the port and proceed to a berth.</p> <p>Crew changes:</p> <ul style="list-style-type: none"> - While some ports require testing and also 14-day quarantine compliance, others don’t and only test the crew to allow going ashore. - Both those arriving at airports and those who will be replaced on ships are subjected to testing. The authorisation to board of the new crew member and

	<p>the repatriation of those who is being replaced takes place on the same day provided that none of them are infected.</p> <p>- If cases of COVID-19 are detected, there are protocols for each situation defined by the local Health Authority and in accordance to IMO Circular Letter no. 4204 of July 01st 2020.</p> <p>The Brazilian Customs, Federal Police, Healthy Authority and Immigration assigned a common Law regarding protocols and procedures accepted regarding Crew Changing</p> <p>FENAMAR has received successful reports regarding crew changes along the Ports.</p> <p>28.05.20 Although entry into Brazil by foreign nationals is suspended for 30 days from 22nd May, seafarers in possession of a valid Seaman's Book, or a passport issued by an ILO member country and showing their occupation as a seafarer, as well as a letter from their employer stating that they are joining a named ship in a named port, are exempted from that measure. It is also expected that a temperature check will be carried out on arrival.</p> <p>In order to assist with the entry procedure, it is recommended that full details of the incoming seafarer, including all flight details and copies of their passport/Seaman's Book and the other requested supporting information, be sent to the agent in advance.</p> <p>Off-signing seafarers require prior authorisation from the Department of Foreign Affairs and the National Health Surveillance Agency. Notification of the Department of Foreign Affairs is a new procedure implemented following the COVID-19 pandemic. All notification procedures are carried out by the agent on behalf of the Principal.</p>
30.03.20	<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>
20.03.20	<p>Ports and Terminals: 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>
05.03.20	<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>
Bulgaria 09.06.20	<p>With the lifting of all restrictions in Bulgaria, crew transfers are resuming through Varna and Bourgas Airports to destinations in Europe, Asia and Africa.</p>
15.05.20	<p>In addition to the information provided yesterday, please find herewith the instructions of our Local Health Inspection. According to their instruction it is possible to be made crew changes in Varna. In the same time, we met the Management of the Varna Airport today and they confirmed that the airport is a "safe airport" according to some their international requirements regarding</p>

	<p>COVID-19. Also, if the crews are numerous, a special "Green line" will be arranged especially for them.</p> <p>This is the extract of the text from our Local Health Inspection concerning the matter (free translation):</p> <p>In connection with the declared emergency epidemic situation in the country to prevent the spread of COVID-19 and according to Order №RD-01-265 / 14.05.2020. of the Minister of Health, we inform you about the following:</p> <ul style="list-style-type: none"> - In accordance with Section I, item 2 (c), the prohibition on entering the territory of the Republic of Bulgaria shall not apply "to crews of vessels and persons engaged in the repair/maintenance of vessels". - Special rules regarding quarantine according to Section I, item 5 of the Order shall apply to the above-mentioned persons. - The persons, who are on board on arriving ship in the ports of Varna, shall not leave the vessel for a period of 14 days after the last visited foreign port. - Loading / discharging and repair activities of the ships are allowed without waiting for the expiration of the 14 days. - Ships shall be allowed, if necessary, to leave the country before this expiring of that period; - The repatriation and changes of the crews are allowed in compliance with the anti-epidemic measures ordered in the country - social isolation and use of personal protective equipment and disinfectants. <p>14.05.20 Although the quarantine period in Bulgaria was expected to be lifted today, it was extended again and so there is a temporary prohibition on entering the territory of the Republic of Bulgaria, as from May 14, 2020 to June 14, 2020.</p> <ul style="list-style-type: none"> - The prohibition does NOT apply to the transport staff engaged in the international transport of passengers and cargo, crews of commercial air transport aircraft and others transport, including vessel crews and the persons engaged in the maintenance of the vessels; - For the persons traveling to specialized ports of the Republic of Bulgaria in order to participate in the repair of a ship (representatives of the ship owner, classification societies, ship engineers), a special regime will be applied. The respective ship repair company will submit in advance the following information to the Ministry of Foreign Affairs of the Republic of Bulgaria electronically: <ul style="list-style-type: none"> • the three names of the person; • take-off / departure flight; • date and time of arrival; • purpose of the trip (participation in repairs, indicating the name or number of the ship); • number of the car with which the person / persons will be transported between the border checkpoint and the ship repair company.
<p>Costa Rica 09.04.20</p>	<p>The government authorities and related Chambers have prepared the following link:</p> <p>Available on the website: http://www.medidascomercioexterior.com/ in which updated reference information is maintained in three areas:</p>

	Employment, Logistics, Tax Finance and others. In the logistics area is where related shipping issues are emphasised. See also the attached advice.
Croatia 21.08.20	<p>Croatia is acting in accordance with the EU Healthy Gateways advice.</p> <p>All ports are fully operational.</p> <p>All passenger ships activities have been allowed but with maximum 200 passengers on board.</p> <p>All crew change activities have been allowed.</p> <p>Non-EU crewmembers are requested to leave Croatia within 12 hours after signing off the ship.</p> <p>Reporting requirements:</p> <ol style="list-style-type: none"> 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. 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. 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. 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. 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. 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. <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>
Cyprus 25.08.20	<p>The Cyprus Ministry of Health has announced a revision of the procedures for approving crew changes. The full announcement is attached but in summary the following procedures now apply:</p> <p>For crew members, of any nationality, arriving in Cyprus having spent 14 days or more only in a country defined as being in Category A or B (for details go to: www.cyprusflightpass.gov.cy/en/country-categories) or having been on a vessel that remained at sea for that time or has only called at category A or B countries during that period, crew changes can be organised by the local ship agent or crewing agent in accordance with existing measures. No prior authorisation is required from the Shipping Deputy Ministry.</p>

	<p>For crew members arriving by air from countries outside category A or B, the agent will be required to obtain prior permission via the following link: www.cyprusflightpass.gov.cy/en/special-permission</p> <p>For crew members arriving in Cyprus by sea that do not meet the above criteria, the agent must make prior application to the Shipping Deputy Ministry at: crewchanges@dms.gov.cy</p> <p>The following information must be provided for any application:</p> <ul style="list-style-type: none"> • Vessel name or IMO number • Vessel location in the Republic of Cyprus • Crew member names (on- and off-signers) • Passport numbers • Nationality • Crew member flight details and original country of departure • Accommodation arrangements in Cyprus if applicable <p>All incoming crew arriving by air must complete a Cyprus Flight Pass before boarding the flight to Cyprus at: www.cyprusflightpass.gov.cy/en/quick-check</p> <p>For crew transferring between vessels in Cyprus ports, no prior approval is required.</p> <p>Please note that in all cases where prior permission is required, the application must be obtained by the company, individual applications will not be accepted.</p> <p>12.05.20 The Cyprus Ministry of Transport has issued detailed revised guidelines for the gradual lifting of restrictions on operations in ports. Furthermore, whilst shore leave remains prohibited, crew changes are now permitted under certain circumstances. Details of the changes to operational procedures and the protocols for crew changes are provided in the attachments to this report.</p> <p>04.05.20 Cyprus has announced a phased relaxation of its lockdown laws across a wide arrange of activities and those related to shipping and ports are as follows:</p> <p>Phase 1, 04 – 20.05:</p> <ul style="list-style-type: none"> • Hosting of cruise ships for refuelling (without disembarkation of passengers or replacement of crews). • Replacement of crews for merchant ships and the movement of private boats in licensed areas, for purposes of mooring, maintenance and repairs. <p>Phase 2, 21.05 – 08.06:</p> <ul style="list-style-type: none"> • Ports in full operation (from June 1), with the exception of the disembarkation of passengers from cruise ships. <p>Phase 3, 09.06 – 13.07:</p> <ul style="list-style-type: none"> • Airports / Airlines - gradually and conditionally. • Ports, service and cruise ships.
<p>Denmark 01.09.20</p>	<p>As from 13. August 2020 until 1. October 2020 passengers or crew onboard Cruise Ships in Danish ports are prevented from disembarkation and any shore leave. Cruise Ships laid up in ports may have emergency shore leaves,</p>

<p>15.07.20</p> <p>24.06.20</p> <p>22.06.20</p> <p>02.06.20</p>	<p>and Crew Changes from Cruise Ships laid up in ports must be individually approved by the regional “Epidemi-kommissionen”.</p> <p>All other shipping sectors are not affected, and seafarers shore-leave as well as crew changes can be handled in accordance with the regulations.</p> <p>The right of seafarers to shore leave has been reinstated today, 15th July.</p> <p>As reported on Monday 22nd, the Danish Shipbrokers’ and Port Operators Association has been in dialogue with the Danish police and immigration authorities with a view to allowing the issue of emergency visas. They have now succeeded in reaching agreement and the relevant details are provided in the attached press release issued by the association today.</p> <p>Travel restrictions have been further lifted and with effect from 27th June 2020, due to which the authorities are publishing a list of EU countries where travel to and from is permitted. Though the authorities do not provide warranty against sudden regional travel limitations within the permitted countries due to Covid-19. The list will be published 25th June 2020 and is expected to include all EU except Portugal and Sweden, and to include the UK.</p> <p>We may also have a successful initiative in the pipeline since the National Police, due to our proposal, have requested the Ministry of Integration and Foreigners permission to issue emergency visas to seafarers with terminated visas in their passports. In case we succeed, Denmark is a comprehensive Hub for crew changes and among our +110 members there are expertise to handle crew changes in Danish ports as well as off-shore, and we have global flight connections from several airports in Denmark.</p> <p>With effect from 15th June, private travel will allowed from Iceland, Norway and Germany for holidays under specific conditions.</p>
<p>Dubai</p> <p>15.07.20</p> <p>06.04.20</p>	<p>Dubai Maritime City Authority has advised that 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.</p> <p>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> <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"> • Vessel Master to submit health declaration Form prior arrival. • All Immigration requests (vessel inbound registration & vessel clearance) submitted online with scanned copies of documents to eliminate visits to the vessel and offices for shipping agents’ representatives. • All operations reports & certificates from DPW ops team sent by email to the agent • General operational & social visits not permitted on the vessel. Special approval required for emergency supplies, repairs or other emergency situations. • No crew members will be allowed to disembark except in case of emergency and with special permission from Port Authority.

10.08.20	<p>With immediate effect, any arrivals into Egypt by land, sea or air from outside the country will be required to provide evidence of a negative PCR test undertaken with 72 hours of arriving at the first port of entry to Egypt. Ministerial Decree 1567 states:</p> <p><i>(Article one)</i> <i>It is forbidden for all arrivals to the Arab Republic of Egypt, whether by land, sea or air, to enter without the PCR test results detecting the presence of corona virus (with a negative result) 72 hours before arriving Egypt.</i></p> <p><i>(Article Two)</i> <i>Tourists and foreigners coming with direct airlines to Sharm El-Sheikh, Taba, Hurghada, Marsa Alam, Matruh airports are excluded from this decision provided that all means of transportation prohibit transporting these tourists, whether by land, sea, or air to any of the rest governorates without having the PCR test result to detect the emerging corona virus (with a negative result) by 72 hours before the movement,</i></p> <p><i>This is within the measures of the control of resuming inbound coastal tourism to coastal governorates.</i></p> <p><i>(Article Three)</i> <i>Penalties and measures stipulated in the relevant laws and regulations in this regard are to be executed to any company or establishment that violates the precautionary controls stated in the above 2 articles, as well as the controls announced by the Ministry of Tourism prepared in coordination with the Ministry of Civil Aviation, the Ministry of Health and Population, the Egyptian Federation of Tourist Chambers, and approved by the Council of Ministers.</i></p> <p><i>(Article Fourth)</i> <i>This decision to be published in the Official Gazette, and shall be enforced from the next day of its publication until a further notice is issued, procedures are subject to a follow-up to assess the situation.</i></p> <p>Our colleagues at the Alexandria Chamber of Shipping have confirmed that they have applied for an exemption to the PCR test for bona fide incoming seafarers but warn that most airlines operating into Egypt are requiring evidence of the test before passengers are allowed to board at the airport of departure.</p>
22.06.20	<p>The Egyptian Civil Aviation Ministry has announced that international flights to and from Egyptian airports can resume from 1st July and therefore that crew changes can resume from the same date. On signing crew will be required to have taken a PCR test prior to leaving their home country and on presentation of same on arrival will be met and directly taken to their vessel. For off-signing crew, they will be required to undergo a medical prior to departure. Flight tickets must also be sent to the agent no later than 48 hours prior to planned departure. If the pre-departure medical is passed, the off-signer will be taken to the airport, where a final temperature check will be carried out and if normal, the off-signer will be allowed to depart.</p>
02.04.20	<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>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"> • Sanitation of all the import cargo and containers by quarantine authorities before starting any operation. • 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, & patients to be transferred to the hospital. • 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. <p>So far, the effect on the shipping industry in Egypt is still minimal.</p>
<p>European Union</p>	<p>Guidance issued by the European Commission is available using the following links:</p> <p>Summary of measures put in place to support the transport industry during the pandemic: https://www.consilium.europa.eu/en/press/press-releases/2020/05/08/covid-19-council-agrees-its-positions-on-transport-relief-measures/</p> <p>Outline guidance on measures to start to bring Member States out of lockdown: https://ec.europa.eu/commission/presscorner/detail/en/IP_20_652</p> <p>List of transport restrictions and limitations across all EU and EEA countries: https://ec.europa.eu/transport/coronavirus-response_en</p> <p>Summary of all the EU measures implemented in relation to ships, passengers and crew: https://ec.europa.eu/transport/modes/maritime/news/2020-04-08-coronavirus-cruise-ships_en</p> <p>EMSA information on restrictions and preventative measures put in place by EU and EFTA countries: http://emsa.europa.eu/news-a-press-centre/covid19.html</p> <p>Information on the EU's "Green Lanes" initiative to enhance cross-border clearances for freight transport can be found here: https://ec.europa.eu/commission/presscorner/detail/en/IP_20_510</p>
<p>European Union (Schengen Visas)</p>	<p>Further to the advice to ECASBA members on 21st July regarding the closure of some EU Member State Consulates in the Philippines, we have now received the undernoted summary of the current situation from the International Chamber of Shipping, to whom we offer our thanks. This advice is valid for the next two weeks but may of course change in the light of circumstances:</p> <p>Netherlands: Embassy: we will all work from home again as from 6 August. VFS will continue with visa for seafarers for us but lower quantity and via our regional office in KLL. No consular work at our front office (no regular passports, no consular certificates, no exams). Only emergencies but (in principle) from home. This measure until 18 August.</p> <p>Germany: Our consular and visa counters at the Embassy remain open for prescheduled appointments and consular walk in. We informed through our website. VFS trying to process as scheduled.</p>

	<p>Spain has suspended all consular procedures (nationals and visas) except for emergency assistance until put under GCQ again. BLS doesn't receive any kind of visa application. Only Spanish civil servants in the office. Locals work from home.</p> <p>Finland consular office is closed, no personnel in the Philippines. Embassy in Kuala Lumpur handles (or tries to handle) even emergencies remotely from KL.</p> <p>Romania: accepts long stay visas (D type), short stay visa (visit visa for family members only) seafarers (essential trips only).</p> <p>Hungary: all appointments moved after 18th, services at the Consular office only in emergency situation.</p> <p>Italy: still open for consular services and visa. The service provider managed to stay open with reduced capacity.</p> <p>Denmark: Closed for consular service next 2 weeks. They are preparing to handle 200 applications for seafarers in the coming days. Other visa applications will be received but will only be handled in very urgent matters.</p> <p>Belgium: working with skeleton workforce. Still open for consular services once a week by appointment and for emergencies. Will also accept a reduced number of visa applications through VFS (seafarers, students & family reunion).</p> <p>Sweden: Will continue, with skeleton workforce, to have the Embassy open for visitors, but only accept pre-booked appointments. For visas they refer to VFS.</p>
<p>Finland 14.07.20</p>	<p>With effect from 13th July, travel restrictions are being revised. From that date, border controls are being lifted for the following EU Member States: Austria, Belgium, Germany, Greece, Hungary, Italy, Liechtenstein, Malta, the Netherlands, Slovakia, Slovenia and Switzerland. Controls have previously been lifted for Denmark, Estonia, Iceland, Latvia and Lithuania.</p> <p>The restrictions on travel from other EU Member countries are being regularly reviewed based on the level of COVID-19 infections being reported. Restrictions are also being lifted on a number of non-EU countries on the European Union's "Green List".</p> <p>Full information on the restrictions can be found at: https://vnk.fi/-/hallitus-linjasi-neuvottelussa-sisarajavonnasta-ja-matkustusrajoituksista?languageId=en_US</p>
<p>France 24.06.20</p> <p>01.04.20</p>	<p>All ports continue to operate normally across all areas, although cruises currently remain suspended. Crew changes are allowed, although issues remain with incoming crew from non-Schengen countries obtaining visas due to the closure of EU Member State consulates in crew source countries. Off-signing crew may depart if a flight is available.</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"> • a list of ports of call from commencement of voyage with dates of departure, or within past thirty days, whichever is shorter. • 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. <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>Germany 23.07.20</p> <p>02.07.20</p> <p>01.06.20</p>	<p>The suspension of Kiel Canal Dues initially reported in Bulletin no. 45 of 2nd July is effective from today, 23rd July, and will last until 31st December 2020 at the earliest.</p> <p>The German Shipbrokers' Association, ZVDS and the "Kiel Canal Initiative" are pleased to announce that due to their efforts to increase shipping volumes in the COVID-19 recovery phase, Kiel Canal Dues will in the next few days be suspended in the until the end of 2020. The exact date the measure becomes effective will be published in the official Federal Gazette. The action will result in a saving in total Kiel Canal transit dues of between 20 and 25%.</p> <p>General information: As always, all arriving ships must submit a Maritime Health Declaration (MDH) at least 24 hours before calling at the port with information on whether there is any disease or indications of disease on board. If there are indications of disease, then the ship is inspected by the local Port Health Centre before entering the port.</p> <p>Crew change is permitted but subject to prior approval by the local immigration authority (Bundespolizei/Wasserschutzpolizei). The authorities must be informed in advance. On/Off signing arrangements at German ports are possible if the flight data or transit is secured/guaranteed and the plans are approved by the immigration authority. Permission for Entry/Immigration will only be granted for seafarers who show no symptoms of COVID-19, e.g. coughing. If there are any medical symptoms, necessary tests must be done before crossing the border. Entering Germany for the sole reason of taking a test is not allowed. "Visas on Arrival" can be granted, e.g. at the Airport but the immigration authorities must be informed in advance. To avoid any problems, it is recommended applications are submitted to the embassies in good time. Shore leave is only permitted for German citizens. Overnight stays are generally not permitted in general. Exemptions are possible, e.g. a vessel is delayed, but subject to approval. According to the immigration authorities (Bundespolizei), overnight stays in combination with medical testing are not permitted.</p> <p>Harbour fees in Hamburg/Bremen/Bremerhaven: Hamburg: Deferment of payment for calls by Seagoing vessels arriving in the 2nd quarter 2020 for Port Fees (Hafengeld), Demurrage Charges (Liegegeld) and HPA-Berth Fees (Anlegeentgelt) until December 31st, 2020 upon written request. Requests must be addressed to the Port Dues Department: (hafengeldstelle@hpa.hamburg.de) and contain the usual information</p>

	<p>required for processing (i.e. name of the vessel(s), invoice recipient, beneficiary etc.).</p> <p>The Ports of Bremen and Bremerhaven grant the same deferment. For both, an informal application by email is sufficient (hafengebuehren-hb@bremenports.de).</p> <p>There is also an option for the deferment of the transit fee for the Kiel Canal and for navigation services charges (Lotsabgabe). No deferment is available for pilotage fees (Lotsgeld).</p>
<p>Greece 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 the health reporting and use of personal protective equipment precautions are the same as at Piraeus. Mother vessels from the Far East are not calling directly Thessaloniki but delivering cargo via transshipment ports such as Piraeus, Malta, Italian ports.</p> <p>There are delays to customs formalities due to staff shortages. Transit cargo to North Macedonia and other Balkan countries is performed with difficulties because countries are imposing 14 days quarantine on the drivers that are entering the country.</p> <p>THPA is reducing the manning levels to man 2 gangs per shift and handling operations to one vessel each time. As in Piraeus, delivery orders are being despatched by e-mail, as are invoices.</p> <p>Customs Authorities: They are working in 3 shifts in order to reduce contact and avoid a complete shutdown. Due to this system the working hours of customs have been reduced to 08:00 to 19.00 for imports, 08:00 to 17.00 for exports. Pharmaceutical products are subject to the prohibition of parallel export and intra-Community movement, in order to ensure their adequacy within the country.</p> <p>Road Transport: There are big queues at both terminals some days in the week, so truckers might need 3 to 5 hours to get in get out, the delivery in same day is not possible.</p> <p>Deliveries: The warehouses are open but working also in shifts, so the time of deliveries are restricted.</p> <p>Tugs: The Union of the Tugboats' Seamen announced that will stop the physical exchange of documents between Tugboats - Ship Agents - Pilots, due to COVID -19.</p>

<p>Hungary 18.03.20 (Also: Austria, Serbia, Bulgaria, Romania)</p>	<p>Passenger vessels are banned in Hungarian, Austrian, Serbian, Bulgarian or Romanian ports. They cannot cross borders and cannot go alongside or change crew (unless the crew are nationals of the same country, but they must stay at home for a minimum of 14 days after off-signing).</p> <p>Entering and leaving Hungary is now only possible for Hungarian citizens.</p> <p>There is no ban on cargo shipments so far, but the master must report any illness/ fever on board.</p> <p>In Constanta (Romania) any vessel arriving from Italy is required to go into quarantine for a period of 14 days after leaving the Italian port.</p>
<p>Israel 02.06.20</p>	<p>Maritime affairs and land transportation are all working normally, under basic restrictions including the use of PPE and observation of social distancing.</p> <p>Total imports and exports are roughly as before the COVID-19 period, albeit with growing concerns toward the next months. Commodities like grain and metals are prospering while vehicles are sharply declining. Container traffic remains the same as last year, with very few voyage cancellations.</p>
<p>Italy 22.05.20</p> <p>03.04.20</p>	<p>Two decrees issued on 17th and 20th May have amended the regulations in respect of cruise vessels and ferries to Sicily and Sardinia as follows:</p> <p>Cruise vessels: Cruise vessels are still prohibited from operating services to/from Italian ports. Such vessels are, however, allowed to enter the port or anchorage to lay up. From 1st May, the Anchorage Tax has been reinstated at all ports.</p> <p>Freight operations are running to and from Sicily and Sardinia and are continuing as normal. Passengers travelling to Sicily are required to prove a specific need to be allowed to use the services. No passenger services are currently running to Sardinia, although in an emergency transport can be provided on a cargo vessel.</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"> • Passenger/Cruise Ships under Italian Flag – Full suspension of any cruise service and disembarking of all passengers at earliest possible call. • 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. • 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. • 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. • 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: <ul style="list-style-type: none"> • Reason for the voyage (Work, Personal/Family, Health)

	<ul style="list-style-type: none"> • Address of the place where the prescript isolation time will be spent and mean of transport going to be used to get there • Phone number where the person can be contacted during isolation time. • 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 • 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
ITIC	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.
Japan 28.08.20	Attached files for quarantine response to scheduled disembarkation for crew members in Japan. Annex A is applicable from 1 st Sept 2020 from the countries and regions which are currently denied landing.
12.06.20	The opening of the Tokyo International Cruise Terminal planned for 14 th July has now been postponed until September, with the exact date being dependent on the reduction of COVID-19 infections.
05.03.20	As Japanese government mentioned following actions against COVID-19 from last Friday <ol style="list-style-type: none"> 1. Instructed to make holidays to all primary school/Junior High and High school in JPN until end of Mar/Early of April 2. People must prevent from narrow space likewise Gym/Karaoke/Sauna bath/Buffer style/Party gathering many people etc 3. Recommended people to avoid going out in weekend if they don't have rational reasons 4. No any audience for professional football/baseball/Sumo etc 5. Always saying to make Gargle/Wash hands/Disinfection by ethanol.
Jordan 03.09.20	The Jordan Shipping Association proposed a procedure to be implemented by the government of Jordan for approval. Further updates on progress shall be sent in due course. See attachment in report 66 on 03.09.20.
07.07.20	The Jordan Shipping Association, led by its Chairman Dr. Dureid Mahasneh, held a meeting this week with the Jordan Maritime Commission and major Jordanian shipping companies to discuss the resumption of crew changes from Aqaba port. Following that meeting, procedures have been agreed to allow crew changes for: <ul style="list-style-type: none"> • Jordanian crews on Jordanian ships in the port of Aqaba or close by • Jordanian crews on vessels in ports outside Jordan • Foreign crews on vessels in the port of Aqaba. <p>The procedures for handling crew changes in each of the above categories are listed in the attachment.</p> <p>As will be noted from the attachment, the JSA is continuing to press for the replacement of the individual case-by case protocol for the handing of crew</p>

28.05.20	<p>changes from foreign vessels with an agreed set of procedures that will enhance and streamline the process.</p> <p>Aqaba Port continues to operate on a 24/7 basis and is exempt from the curfews and other limitations implemented elsewhere in Jordan. Allied logistics services, as well as governmental authorities including customs, have been deemed essential services and so are also working uninterrupted.</p> <p>Crew changes are still not possible as all land, sea and air border remain closed and international flights remain suspended. Shore leave continues to be prohibited.</p> <p>Vessels arriving at Aqaba still require to be fumigated prior to being allowed to berth and PPE is still required for all visitors.</p> <p>A curfew is in place from 00.00 until 07.00 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>Pilots boarding vessels shall be equipped with mask, gloves, and all other antiseptic solution before entering the vessels.</p>
<p>Kenya 24.07.20</p> <p>08.05.20</p>	<p>24th July Update:</p> <p>Crew changes remain suspended, except for Kenyan crew and persons with Kenyan resident permits.</p> <p>International flights remain suspended but are expected to resume on 1st August.</p> <p>The following information has been provided by the port of Mombasa Authority:</p> <ol style="list-style-type: none"> 1. Mandatory Pre-arrival Reporting on board must be undertaken at least 48 hours before the vessel arrival in Kenya's territorial waters. Masters of

	<p>ships must therefore submit a duly completed and compulsory Maritime Declaration of Health form to the Port Health officer.</p> <ol style="list-style-type: none"> 2. Masters shall regularly update the Port Health Office on the health status of the crew on board. 3. All arriving vessels with crew/passengers with recent travel history to countries with confirmed cases of COVID-19 in the past 14 days must undergo special monitoring and Port Health must issue restricted pratique. 4. Every ship entering Kenya from a country with confirmed cases of COVID-19 is subjected to rigorous inspection in the designated location as directed by the Harbour Master in consultations with Port Health Office. 5. If at any time during a vessel's stay at port, any health risk is reported, a Port Health Officer shall conduct assessments on a case by case basis to manage the risk and eliminate contamination other crew port personnel and others 6. Crew/passengers with any of these symptoms (fever, headache, joint and muscle pain, sore throat, diarrhea, vomiting, stomach pain, cough or shortness of breathing) the Master Must report to the Port Health Office. 7. Crew/passengers of vessels from confirmed COVID-19 countries will Not be granted shore passes. Only Kenyans and foreigners with valid residence permits will be allowed to disembark after presentation of Health Declaration forms and by the health Authorities. 8. All visitors (dockworkers, agents, surveyors, port state inspectors) to a ship from countries confirmed with COVID-19 cases must be informed about the precautionary measures while on board. It shall be prohibited for anyone to board a vessel before the completion of the health inspection of the crew or passengers. All visitors to use protective disposable mask and latex gloves while on board and should dispose them on board before disembarking in a special disposal bin. 9. Masters of all ships due to arrive in a Kenyan port are required to declare their last 10 ports of call or voyage memo for the last three months, whichever is higher, and confirm that there is no crew showing symptoms of COVID-19 on board. 10. Ships agents, if possible, should use alternative means of contacting the vessels instead of boarding the vessels, to minimize potential contamination risk. 11. Ship crew change is suspended until further notice. The exception is given to Kenyan crew and persons with valid resident permits. 12. The Masters of vessels shall be required to provide sanitizers at the ship's gangway for persons entering and upon exit. 13. Garbage from vessels arriving from confirmed COVID-19 countries will not be allowed to be discharged at any Kenyan Port.
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	<p>In conclusion, we would like to assure our staff and the entire port community that no efforts shall be spared to ensure the Port remains a safe working environment. The Authority shall also continue supporting the National and County Government efforts in the war against corona virus.</p>
<p>Lebanon 24.06.20</p>	<p>AIRPORT: Beirut-Rafik Hariri International Airport will reopen for commercial flights on July 1st, 2020. However, due to the persistent threat to public health, the airport activity will be restricted to a maximum of 10% compared to last year's capacity until further notice.</p> <p>PCR tests will be conducted for all arrivals at Beirut and results will be disclosed 24 hours later. Additionally, for all non-Lebanese citizens interested in traveling to Lebanon must possess an insurance policy valid for the entire duration of their planned stay in the country. The obligatory insurance policy is intended to cover all costs of treatment for COVID-19 on Lebanese territory for its carrier. It is possible to acquire a policy from the insurance companies operating in Lebanon. These requirements are also applicable to crew changes.</p>
<p>25.02.20</p>	<p>COVID-19: ADDITIONAL MEASURES BEFORE FREE PRATIQUE</p> <p>The local authorities are requesting</p> <ul style="list-style-type: none"> • A list of the last 10 port of calls • Health clearance of the last port • Statement from ship's Master to the agent/authorities declaring vessel is free or not of CORONA infected personnel on board • 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 • 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.
<p>Mexico 22.06.20</p>	<p>AMANAC is proud to announce, that as a result of a formal request from our side to the port and merchant marine authorities/Communications and Transportation Ministry, a discount on port and berth dues has been granted to all merchant ships calling at main Mexican ports. AMANAC based its request on the efforts that all shipping companies are making to keep the maritime transport depending supply chains, working smoothly during the Coronavirus pandemic, even considering the negative effect that most shipping companies are experiencing due to the present reduction in international trade and besides all the inconveniences encountered in different ports due to the necessary sanitary controls.</p> <p>Authorities granted discounts between 5% and 7% on all port and berth dues for a three months period. The discounts will be granted individually to each shipping agency upon formal request to the local port administrations. Most local ports administrations have already established the corresponding procedures.</p>

<p>24.03.20</p>	<p>AMANAC, grouping the vast majority of the Mexican shipping agents, has been actively working remotely during this pandemic period, supplying uninterruptedly all its services to the Mexican shipping and ports sector.</p> <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"> • Ship agencies must specify the list of the last 10 ports the vessel arrive, and the date on which the ship operated. • 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. • 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. • During the Free Practique they must use mouth covers and gloves, avoid shaking hands, don't consume any food or drinks and wash hands.
<p>Montenegro 04.03.20</p>	<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"> - to complete the questionnaire (<i>attached</i>), in order to detect symptomatic passengers in early phase for further evaluation and treatment <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>
<p>Morocco 22.06.20</p> <p>02.06.20</p>	<p>On 15th June APRAM wrote to the Minister of Equipment, Transport, Logistics and Water, calling for energetic action to find an urgent solution to boarding and disembarking of seafarers in the Moroccan ports.</p> <p>This letter was circulated to all port authorities and public and private organizations in the shipping sector.</p> <p>By the work and the pressure which was exercised by our Association, we are happy to announce that the Administration of the Moroccan Merchant Marine on instruction of the ministry established a circular note dated 20th June, authorizing the embarkation and the disembarkation of the sailors in Moroccan ports.</p> <p>Our Association is happy to have been able to help unblock the situation of seafarers.</p> <p>Morocco remains in lockdown until June 10, at which time a gradual easing of restrictions is planned.</p> <p>Moroccan ports remain open and operational, but crew changes and shore leave are still prohibited. Appropriate protective measures, use of PPE,</p>

	<p>disinfection of surfaces etc., are still being applied. International travel remains suspended.</p> <p>Several measures have however already been taken to alleviate it as follows:</p> <ul style="list-style-type: none"> • Industries and businesses resumed work on May 25, while respecting distancing, hygienic restrictions and wearing masks • Authorization can now be granted for travel between Moroccan cities for professional or essential reasons. • Restaurants and cafes have been able to open for take away service and home delivery since May 25. • An app. has been introduced for electronic tracking cases of COVID 19 <p>Further deconfinement measures will be announced by the Moroccan authorities at the end of this week, an update will follow.</p> <p>The measures decided by the Moroccan authorities, are as follows.</p> <ul style="list-style-type: none"> • All passengers' vessels, ferries and cruise lines have been suspended. • All international flights with foreign countries have been suspended. • Foreign crew aboard merchant ships are no longer allowed to disembark to the dock. • 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. • 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. • 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. • Pilots must be equipped before entering the ship with an FFP2 mask, gloves and an antiseptic solution. • Report any suspected cases on board. • List of crew members, in digital format. • The health card completed by crew members.
Netherlands 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: https://www.portofrotterdam.com/en/shipping/port-health-authority</p>
OECD 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: www.oecd.org/coronavirus/en</p>
Peru 06.03.20	<p>The Maritime authority in Peru have informed the following main security measures:</p> <ul style="list-style-type: none"> • 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 declaration of health and complementary declaration of health) the vessel should arrive directly to PECLL anchorage area in order to perform a health inspection by the Peruvian Maritime health authority on board before Berth Operations.

	<ul style="list-style-type: none"> • Second case: If the vessel comes from Asia ports and any of his crew on board comes from Wuhan area, also in this case the vessel arrive directly to PECLL anchorage area in order to perform a health inspection on board before Berth Operations. <p>From our side we are following up with Masters of vessels we attend asking abt the crew health on board before vsl arrival in order to re-transmit the information to the Peruvian Maritime health authority.</p> <p>Is important to mention that the SA4 and SA6 services in the last two months have worked without any problem, the ships have moored directly to the berth and worked without delays.</p> <p>For better reference please find enclosed the Official resolution issued by the Callao government for this case.</p>
<p>Poland 16.04.20</p> <p>26.03.20</p>	<p>In accordance with new measures introduced in Poland today, pilot stations are requesting enhanced measures to be taken by a vessel prior boarding by pilot, for example: ensuring adequate distancing, including only keeping essential crew on the bridge, avoiding shaking hands and wearing masks.</p> <p>Furthermore, in the hour prior to the pilot boarding, the crew is required to wipe down the entire bridge with a 5% solution of bleach water (including the chart table, instruments, chairs, helm, entire console, handrails, windows, etc.).</p> <p>The Polish government has prolonged the current border limitations until 14th April 2020. No new or additional restrictions have been introduced.</p> <p>Pilots – no changes, requirements for boarding</p> <p>Upon arrival/berthing a Border control & Firefighting team shall come on board and check crew temperature</p> <p>No crew changes, Generally, crew shall remain on board</p> <p>Most docs to be exchanged by mail.</p> <p>Dockers come on board operating only on deck</p> <p>Bunkering & supplies are available but with possible delays due to communication and new procedures</p> <p>No limits on cargo flow</p> <p>Delays in clearances are expected</p>
<p>Portugal 18.09.20</p> <p>14.07.20</p>	<p>As from 15th September 2020, Portugal enhanced its COVID-prevention measures due to a recent increase in cases. In terms of restrictions on the maritime sector however, only cruise ships continue to be subject to those restrictions, all other sectors are operating normally.</p> <p>As per Ministry Council Resolution no. 8844-A/2020, the Government is maintaining the current ban on disembarkation and licenses for passengers and crew members of cruise ships in all Portuguese ports. This resolution will be in force until 30th September 2020 and may be subject to a new extension.</p> <p>With effect from 13th July, the Maritime Health Authority has lifted the suspension on crew changes and shore leave for all commercial vessels in Portuguese ports except for cruise liners. At the same time, the need for approval to be granted by the Authority is also lifted.</p>

02.07.20	<p>Cruise vessels remain subject to the existing restrictions on embarkation/disembarkation of passengers or crew. Same are currently not permitted unless for urgent medical or humanitarian reasons and subject to authorisation by the Health Authority. Cruise vessels can continue to resupply and bunker in Portuguese ports.</p> <p>In the latest guidance issued by the Portuguese Government, certain prohibitions on vessel operations will continue until 15th July, namely:</p> <ul style="list-style-type: none"> • Cruise vessels cannot disembark passengers, crew members or staff except for humanitarian or health reasons or for immediate repatriation. In these cases prior agreement must be obtained from the appropriate health authority. • Shore leave also remains prohibited. • Cruise vessels may bunker and take on supplies, fresh water and provisions. <p>Otherwise, air and land borders are now open with flights allowed to Schengen countries as well as the UK, Canada, Argentina, South Korea, Morocco, Tunisia and China, always subject to reciprocal arrangements being in place.</p> <p>Port State Control inspections are also restarting in all Portuguese ports, providing the vessel meets certain conditions.</p> <p>All other containment precautions listed in previous Updates remain in place until further notice.</p>
17.06.20	<p>Please find hereunder summary of present containment measures in force in Portugal, foreseen to be in force until 30 June 2020. These measures are to be considered temporary, being evaluated and adapted whenever necessary complying with the proportional principle in every scientific and technical evaluation phase thought this outbreak.</p> <p>Having said that, please be guided that containment measures will remain as follows, changes are underline for your easier reference:</p> <p>1)</p> <ul style="list-style-type: none"> • All flights, commercial or private, from and to Italy and Spain are suspended, with exception of diplomatic and armed forces, mail and cargoes, as well as humanitarian or medical until June 30th. • Road, railroad and river transportation suspended on Portuguese borders between Portugal and Spain to remain under constricted control until June 30th. • all airspace within EU and Schengen areas remain closed to international flights to EU + Schengen area or departing from, with some minor exceptions. • Berthing of recreational crafts and yachts is now permitted. • All shore-leaves permits are suspended to all crewmembers within Portuguese ports.

	<ul style="list-style-type: none"> • Crew changes or disembarkation for repatriation purposes may be authorized, on a case by case basis, subject to approval and opinion of Health Maritime Authority by Immigration Office and Local Port Captaincy. • Crew changes: Please see point 3 below • Passenger vessels are still not authorized to disembark any guests/crewmembers/staff. Licenses to go ashore also will not be granted. Exception is made to Portuguese Citizens living in Portugal wishing to debark at our ports. • Passenger Cruise vessels still may call Portuguese ports and to carry out supplies, provisions, fresh water and other supplies, as well as to perform bunkering operations. • Cruise vessels may be in Lay-up at Portuguese ports, while awaiting repairs in dry-dock if authorized by Port Authorities. • Cruise vessels may not disembark passengers, crewmembers or staff. However, in exceptional cases, namely Humanitarian, health reasons or immediate repatriation, disembarkations may be performed if authorized by Health Authority and with direct disembark from vessel to international airport area. • All persons arriving to Portugal by sea; air or ground borders may be subject to quarantine for 14 days on Hotel. This containment measure may be subject to some adjustments by Regional Health Authorities. <p>2)</p> <p>**FOR VESSELS CALLING PORTUGUESE PORTS (EXCEPT PASSENGERS CRUISE SHIPS)**</p> <ul style="list-style-type: none"> • For commercial calls, vessels can enter and berth in order to perform commercial ops (load/discharge) with no delays or minor delays on account of terminals/vessels contingency plans. • Health Maritime Declaration must be sent prior vessel's arrival, at least with 24 hrs in advance and with new Health Maritime Declaration sent on arrival day. • Pilotage, towage services and linesmen are working normally, with some contingency plans of their owns. • Crew Shore leave is suspended. • Generally, Crew changes are not allowed. However, same may be required and are subjected to opinion and advice of local Health Authorities which will review it on a case by case manner. • Crew changes: Please see point 3 below. • In some ports, some terminals (on account of its contingency plans) do not allow visitors, crew change nor provisions & supplies by shore side. In these situations launch boat is the only alternative to serve vessels needs by sea side. • Contact between Officers and Crew with terminal staff, surveyors and agents are kept to a minimum possible. • Additional PPE (such as Masks, Goggles and Gloves will be compulsory to use in some ports / terminals.
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	<ul style="list-style-type: none"> • At present moment no ports/terminals are closed or restricted • No vessel has been refused to enter or berth in Portugal, when calling under commercial call. <p>3) **INFORMATION RELATED TO CREW CHANGES**</p> <p>FOR VESSEL'S CALLING PORTUGUESE PORTS</p> <ul style="list-style-type: none"> • Crew changes or disembarks with repatriation purposes, may be authorized, on a case by case basis, subject to approval and opinion of Health Maritime Authority by Immigration Office and Local Port Captaincy. In this respect, kindly note following information concerning procedures notified by Health Maritime Authority to evaluate and may properly approve the crew change or disembarkation for repatriation purposes. • Crew changes must be authorised by the Health Authority which requires following information before given their opinion/decision to Immigration, Harbour Master and Port Customs concerning possibility to make crew change at any Portuguese Port. • Hereunder please note procedures to take in consideration to allow possibility of getting approval from Health Authority. • To undertake a risk evaluation for the disembarking crew, a Maritime Health Declaration (signed and stamped), must be provided one or two days prior vessel's arrival, as well as identification of crewmembers to dis/embark. Vessel declaration, signed and stamped, from doctor on board (in doctor's absence, declaration from Master) stating the nonexistence of symptoms and signs for the COVID-19, in addition please send Individually COVID-19 declaration duly signed (attached). • Also, please bear in mind that following questions may be placed by Regional Health Authority and may be of essence to get such information to be reported to Health Maritime Authority in order to obtain their dispatch. <p>Off-Signers</p> <ul style="list-style-type: none"> • List of disembarking crewmembers with nationalities must be disclosed. • Will they be repatriated ? • May you inform flights available for repatriation? • How NON-EU Nationals will fly home? If EU residents, please send copy of permit. If not, please send flight bookings • Airport destination of each disembarked crewmember • Will all off-signers disembark at same time ? • Will all off-signers depart from Portugal on same flight? <p>On-Signers</p> <ul style="list-style-type: none"> • List of embarking crewmembers with nationalities must be disclosed. • What's the origin airport of each crewmember ? • Have on-signing crew been under quarantine? Any evidence to support it? • Will all on-signers arrived at Portugal on same flight?
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	<ul style="list-style-type: none"> • Will all on-signers will embark at same time? <p>IN SOME PORTS COVID TESTS MAY BE REQUIRED TO BE PRESENTED OR TO BE PERFORMED IF NOT HOLDING NEGATIVE TESTS WITHIN LATEST 72 HRS, PRIOR AUTHORIZE EMBARK/DEBARK.</p> <ul style="list-style-type: none"> • Documents to be presented to request approval for crew change or disembarkations • On-Signers Crew list with personal data + nationality • Off-Signers Crew list with personal data + nationality • Maritime Health Declaration (when requested) +2 days prior arrival of vessel in port + on day of arrival • Vessel declaration from doctor on board (in doctor's absence, declaration from Master) stating the nonexistence of symptoms e signs for the COVID-19 • Each crewmember required to embark or disembark must fill-in attached file "NEW Individually Query COVID-19" • ISPS List with last 10 ports of call with arriving dates and sailing dates. <p>Kindly bear in mind that total capacity of the transfers are reduced to 2/3 (two thirds) which may originate more expenses with transfers costs.</p>
<p>Russia 23.07.20</p>	<p>The restrictions on crew change in the Russian Federation have been reviewed and lifted by the Health authority so that crew change becomes possible for seafarers who are non-residents of RF.</p> <p>The current rules for on-signers and off-signers as follow:</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 has to 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's up to decision of airline company and to be clarified while booking the tickets. <p>Off-signer:</p> <ol style="list-style-type: none"> a. 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>As a side note on vessel port stay: Shore leave remains prohibited.</p>
<p>20.05.20</p>	<p>In an update to the guidance issued on 31st March, the situation in relation to crew changes for Russian seafarers has been modified, as follows:</p> <p>All crew remain on board while the vessel is in port. Crew change is allowed for country residents only. Off-signers are subject to quarantine/self-isolation measures for 14 days in the port/city of arrival. Crew members who are not residents of the port/city of arrival are accommodated in special observatory units before travelling home cities.</p>
<p>31.03.20</p>	

	<p>The port of St. Petersburg is open for vessels and working as usual in terms 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 vessel 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>
<p>Slovenia 18.05.20</p>	<p>Slovenia officially declared the end of the COVID-19 pandemic on Friday 15th May. Although most restrictions have therefore been removed a small number are still in place as below:</p> <p>Crew changes can take place (always assuming flights are available in/out!) but only under the following conditions:</p> <ul style="list-style-type: none"> • The crew member has EU nationality or a Valid Schengen visa • The Owners/Carrier can find a suitable flight and transportation to/from Koper. • The on-signing crew member goes directly to the vessel and stays on board until departure (not allowed to leave the vessel). • The off-signing crewmember travels directly from vessel to the airport or leaves Slovenia by the most direct route • Ljubljana Airport (LJU) is open for passenger traffic, but currently still no flights are announced yet. Immigration is still not issuing any Schengen visas if no flights are available on the same day. In June it is anticipated some flights will operate and once they are confirmed, Immigration will start issuing Schengen Visas. • Shore leave is only allowed for EU citizen who are restricted to the city of Koper only. • For non EU crew shore leaves are still prohibited. • There are currently no restrictions applied to vessels arriving / departing from 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>Further information on the restrictions in Koper, as well as information on port charge and light dues reductions, is available from the Slovenian Ship Agents and Shipbrokers Association using the undernoted link:</p> <p>https://luka-kp.si/eng/news#.Xsl3YjU1p18.email</p>

<p>South Africa 26.08.20</p>	<p>The South African Government has passed an amendment to the regulations in order to allow for foreign crew changes to go ahead in South Africa. The Government Gazette was published on the 20th August 2020 and include the following requirements:</p> <ol style="list-style-type: none"> 1. Foreign crew changes may take place only at the Port of Durban and Cape Town, either in port or OPL 2. Applications for the crew changes must be sent to the Dept of Transport at least 96 hours prior to the proposed crew change 3. The crew are required to comply with the travel requirements and health protocols at ports of entry 4. The signing on/off crew are required to directly transit from the airport to the vessel, or vice versa 5. In exceptional circumstances, the crew may be permitted to layover. The layover is to be in a quarantine facility recommended by the Dept of Health at the cost of the employer 6. Signing off crew of a passenger vessel may disembark at Durban or Cape Town and will be required to transit directly to the airport <p>It is to be noted that any such permission is for <u>crew only</u> and the crew member must be holding a seaman's book. <u>This does not apply to superintendents / family members etc.</u></p> <p>Please also be aware that South Africa remains in lockdown Level 2, with the borders remaining closed. Commercial passenger flights are still not permitted, however, there are a number of airlines undertaking repatriation flights. The other alternative would be charter flights.</p>
<p>14.07.20</p>	<p>The ports continue to function but still not at full capacity. Cape Town and Ncqura remain the worst affected. Workers are also returning to work slowly resulting in more capacity being available. The Government is prioritising the resumption of crew changes but remain suspended at this time.</p> <p>Airports are operating for domestic /business flights with strict regulations applying at the airport and no stopover permitted.</p> <p>Due to the increase in COVID-19 cases being detected, the curfew has been reintroduced from 2100 hrs to 0400 hrs with immediate effect.</p>
<p>17.06.20</p>	<p>Not a great deal to report on COVID 19 in South Africa. The ports continue to function amidst constant COVID 19 testing and regulations applying but are not yet to maximum capacity .The worst hit being Cape Town in the Western Cape with a number of vessels at the anchorage followed by Ncqura in the Eastern Cape.</p> <p>Airports are operating for domestic /business flights with strict regulations applying at the airport and no stopover permitted.</p> <p>Otherwise, restrictions on daily life are being eased, with the curfew having been lifted.</p>
<p>02.06.20</p>	<p>South Africa moved to a level 3 status in the lock down programme from 1st June 2020 and with it came adjustments and new regulations which is a big</p>

30.03.20	<p>step in the right direction to opening and assisting to get the economy back on track.</p> <p>The ports are slowly returning to normal working with more and more staff returning to boost productivity levels. Daily COVID – 19 testing is taking place in all SA ports both for staff and service providers entering the ports. The worst hit port seemingly is Cape Town in the Western Cape.</p> <p>Airports are now operating, albeit for limited periods and with travel restricted to business flights with no stop over permitted at this stage.</p> <p>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.</p>
<p>Spain 03.04.20</p>	<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"> -freezing of authorizations/concessions terms, including those subject to traffic or volumes -moratorium of payments of taxes and tariffs -waiving of ‘occupation’ tax <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, with descriptive content, but only in Spanish. www.asecob.org</p>
<p>Sweden 12.08.20</p>	<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.</p>

	<p>Maritime Health Declarations are required at all Swedish ports and some ships have been in quarantine due to suspicion of infection.</p> <p>Crew members are not allowed shore leave, but crew changes (even for non-EU citizens) are allowed.</p> <p>All port services to ships are operational as well.</p>
<p>Ukraine 02.04.20</p>	<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 precautions 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>
<p>UK 09.06.20</p>	<p>A 14-day quarantine period has been introduced for visitors arriving from Monday 8th June. Full details of the rules, together with information on exemptions can be found using the link below. It should be noted that seafarers, offshore workers and freight transport operators are exempt from the 14-day quarantine requirement.</p> <p>www.gov.uk/government/publications/coronavirus-covid-19-travellers-exempt-from-uk-border-rules</p>
<p>23.03.20</p>	<p>The UK Government has issued detailed guidance for shipping and ports which can be found at:</p> <p>https://www.gov.uk/government/publications/covid-19-shipping-and-seaports-guidance</p>
<p>USA 05.08.2020</p>	<p>The US Center for Disease Control (CDC) has issued updated guidance on managing suspected or confirmed cases of COVID on board vessels calling in US ports.</p> <p>The updated guidance covers the development of ship specific management plans for the mitigation of COVID, preventive measures for ship operators and crew, management of non-cruise ships with one or more confirmed cases, disembarkation of crew, reporting of cases, supplies, port personnel/crew interface and cleaning/disinfection. This document may be downloaded in PDF format at the link below.</p> <p>https://www.cdc.gov/quarantine/maritime/recommendations-for-ships.html</p>
<p>04.03.20</p>	<p>Summarising</p> <p>Managing sick passengers or crew when boarding and onboard</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</p>

improved. Discontinuing isolation precautions is made on a case-by-case basis, in consultation with CDC.

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 wear a facemask before leaving their cabin.

Managing passengers and crew after exposure

Refer to CDC guidance 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 eocreport@cdc.gov.

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.

Preventing infection in crew members

Ensure your crew members are aware of the

- Global risk of COVID-19 during international travel
- Signs and symptoms that may indicate a sick traveler has COVID-19
- 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
- Importance of not working on a ship while sick with fever or acute respiratory symptoms

The ship's company should also review their sick leave policies and communicate them to employees.

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.

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.

- Ask the sick person to wear a facemask if tolerated, any time they leave their cabin or interact with other people.
- Maintain a distance of 6 feet from the sick person while interviewing, escorting, or providing other assistance.
- Keep interactions with sick people as brief as possible.
- 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.
- Avoid touching your eyes, nose, and mouth.
- Wash your hands often with soap and water. If soap and water are not available and if hands are not visibly soiled, use a hand sanitizer containing 60%-95% alcohol.

	<ul style="list-style-type: none"> • Provide tissues and access to soap and water and ask the sick persons to: <ul style="list-style-type: none"> ○ Cover their mouth and nose with a tissue (or facemask) when coughing or sneezing. ○ Throw away used tissues immediately in a disposable container (e.g., plastic bag) or a washable trash can. ○ 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. • 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. <p>Personal protective equipment and instructions for crew members</p> <ul style="list-style-type: none"> • 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. • 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. • 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. <p>Reporting</p> <p><u>CDC requires</u> 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 <u>CDC Quarantine Station</u> with jurisdiction for the port.</p> <p>Additional information for non-cruise ships: If the signs and symptoms are consistent with CDC's standard <u>required reporting</u> requirements, please have the following information available before notifying the nearest <u>CDC Quarantine Station</u>:</p> <ul style="list-style-type: none"> • List of the sick traveler's signs and symptoms, including onset dates • The sick traveler's highest recorded temperature • The sick traveler's embarkation date and port • The ship's ports of call during the 14 days before the person got sick • List of ports of call where the sick traveler disembarked during the 14 days before the person got sick
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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.

Consultation

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 eocreport@cdc.gov.

Managing passengers or crew upon disembarkation

Before arriving at a US port, vessel medical staff and telemedicine providers or a cruise line representative must discuss the disembarkation of patients suspected of having COVID-19 with the [CDC Quarantine Station](#) 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.

• Additional recommendations

Personal protective equipment

Instruct crew members and other staff who may have contact with persons suspected of having COVID-19 in the proper storage, use (including [safe donning and doffing pdf icon\[PDF – 3 pages\]](#)), and disposal of PPE. Wrong use or handling of PPE can increase spread of disease.

Ship supplies

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.

Ships should carry a sufficient quantity of

- 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.
- medical supplies to meet day-to-day needs. Have contingency plans for rapid resupply during outbreaks.
- sterile viral transport media and sterile swabs to collect nasopharyngeal and nasal specimens if COVID-19 infection is suspected.

These optimal recommendations can be modified to reflect individual ship capabilities and characteristics.

Cleaning and Disinfection

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.
Worldwide Infographic 25.08.20	The International Chamber of Shipping, the International Maritime Health Association and INTERTANKO have published a series of protocols to mitigate the risks of COVID outbreaks on ships. Whilst these are mainly aimed at shipowners, operators and crews, they may also be of interest to shipping agents involved in such situations by providing guidance to the actions being taken on board the vessels and therefore provide advanced indication of the level and scope of engagement required by the agent once the vessel arrives. A copy of the document is therefore attached.
23.03.20	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: https://www.wilhelmsen.com/ships-agency/campaigns/coronavirus/coronavirus-map



JOINT STATEMENT ON THE CONTRIBUTION OF INTERNATIONAL TRADE AND SUPPLY CHAINS TO A SUSTAINABLE SOCIO- ECONOMIC RECOVERY IN COVID-19 TIMES

17 September 2020

We are living in an intensely interconnected world. The Coronavirus (COVID-19) pandemic has placed the world in an unprecedented situation. This crisis has generated human distress and an economic downturn that is impacting our efforts to improve livelihoods and achieve the United Nations Sustainable Development Goals (SDGs).

Prior to the crisis, the maritime transport which moves the world's food, energy and raw materials, as well as manufactured goods and components, carried more than 108.9 trillion tonne-km¹ yearly. It carried more than 80 per cent of global trade by volume, and 60 to 70 per cent of global trade by value. Two million seafarers operated the world's merchant ships. This made maritime transport vital to prosperity and sustainable development.

Air transport carried about 4.5 billion passengers and 223 billion freight tonne-km in 2019,² while airfreight represents 35 per cent of the value of goods shipped in all transport modes combined. The total number of licensed aviation professionals, which include pilots, air traffic controllers and licensed maintenance technicians, was 887,000 in 2019.³

The inland transport modes (road, rail and inland navigation) provide vital links for intra-regional trade in all regions of the world. In the pan-European region they moved 6.15 trillion tonne-km by road, 6.09 trillion tonne-km by rail, and 654 billion tonne-km by inland waterways.⁴

¹ United Nations Conference on Trade and Development (UNCTAD) and the International Maritime Organization (IMO).

² Preliminary figures of the International Civil Aviation Organization (ICAO).

³ ICAO personnel statistics and forecasts.

⁴ United Nations Economic Commission for Europe (UNECE), 2018 or latest year available.

However, as the early response to restraining the spread of the COVID-19 pandemic has shown, limited coordinated action undertaken in countries which included curtailing travel and closing borders, has negatively impacted this intensely interconnected world. By this action all transport operations have been affected which has led to disruption of supply chains and trade flows. As a result, the delivery and availability of essential products such as food or medicines became a common challenge undermining countries' capacity to respond to COVID-19 and begin to sustainably recover.

Preliminary data and forecasts indicate severe impacts on economies worldwide, for example:

- Inland transport volumes may fall by up to 40 per cent in 2020 in the pan-European region,⁵
- Freight transport volumes may reduce by up to a half by the end of 2020 in most parts of Asia,⁶
- Value of regional exports and import is expected to contract respectively by 23 and 25 per cent in Latin America and the Caribbean,⁷
- Total losses in the revenues of airline companies from the Arab region are estimated in 2020 at about US dollars 38 billion (some 53 per cent of 2019 revenues),⁸
- African airlines may lose over US dollars 6 billion of revenue and the contribution of the industry to the GDP of countries on the continent may drop by US dollars 28 billion. Moreover, 3.1 million jobs linked to the industry are at risk on the continent.⁹

In view of the preliminary data and the lessons learned from the pandemic so far and in order to drive socio-economic recovery and to become more resilient and sustainable, supply chains require a more effective coordination, cooperation between the transport modes, and across borders.

A safe and efficient intermodal transport system is facilitated by the use of United Nations instruments, such as the United Nations TIR Convention and its eTIR International System, the CMR Convention and its eCMR Protocol and the Automated System for Customs Data (ASYCUDA). These instruments allow for moving cargo across borders without requiring physical checks and for reducing contact between people.

Coordinated border management through Single Windows enable traders to communicate electronically with all agencies involved. International standards for data exchange, such as those developed by UN/CEFACT also help reduce physical contact and enhance streamlined processes.

Regional cooperation on trade facilitation and transport connectivity remains vital to address specific needs and priorities, while working on aligning the solutions with the global standards.

⁵ Estimates by UNECE.

⁶ Assessment by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP).

⁷ Study by the United Nations Economic Commission for Latin America and Caribbean (UNECLAC).

⁸ Communication by the United Nations Economic and Social Commission for Western Asia (UNESCWA).

⁹ Indication by the United Nations Economic Commission for Africa (UNECA).

The crisis faced by seafarers¹⁰ inability to move to and from ships needs attention to keep the maritime transport operational and to prevent disruption of supply chains. Currently, seafarers have been collateral victims of the COVID-19 crisis, as travel restrictions have left tens of thousands of them stranded on or unable to join ships. As of August 2020, it is estimated that more than 300,000 seafarers require immediate repatriation, with many more serving on extended crew contracts who are overdue to return home. A similar number of seafarers urgently need to join ships to replace them.

Special attention must be given to the facilitation of entry, departure and transit of aircraft engaged in relief flights, in light of the urgent need to ensure sustainability of the global air cargo supply chain and its links with other modes to maintain the continuous availability of medical equipment as well as masks and other health and hygiene-related goods.

The United Nations Conference on Trade and Development (UNCTAD), the International Maritime Organization (IMO), the International Civil Aviation Organization (ICAO), the United Nations Economic Commission for Africa (UNECA), the United Nations Economic Commission for Europe (UNECE), the United Nations Economic Commission for Latin America and Caribbean (UNECLAC), the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and the United Nations Economic and Social Commission for Western Asia (UNESCWA) recall that international transport and integrated supply chains are playing a critical role in achieving the United Nations SDGs and keeping trade flowing during the global effort against COVID-19.

We welcome the great efforts made by our member States in facilitating trade and transport worldwide. Still, as underscored above, we recognize the persistent challenges to trade and transport connectivity in all regions of the world.

We are calling therefore on all Governments to maximize the contribution of international trade and supply chains to a sustainable socio-economic recovery in post-COVID-19 times through greater use of international legal instruments and standards, as well as strengthened regional and sectoral cooperation.

We stress the importance of the implementation of globally and regionally harmonized, mutually accepted measures. These measures should be compatible with safety and security requirements, proportionate to the improvement of public health, flexible where possible (grant exemptions and waivers where appropriate) to allow for a viable economic recovery, and safeguarded so as not to distort markets. For air transport, States are invited to follow the key principles presented in the ICAO Council Aviation Recovery Task Force (CART) Report¹¹ and implement its recommendations and guidelines.

In this unprecedented situation when physical contacts are not recommended, automation and dematerialization are key enablers to trade and transport facilitation. Therefore, we support further digitalization of trade and customs procedures, using global, United Nations standards, to ensure the fast and secure exchange of data and information concerning cargo and means of transport. This needs to be coupled with accession to, and full implementation of, the United Nations legal instruments on transport, in particular those relating to transport facilitation and paperless trade.

¹⁰ The term “seafarer” includes “marine personnel”, “fishers” and “offshore energy sector personnel”.

¹¹ <https://www.icao.int/covid/cart/Documents/CART%20Report%20Final.pdf>.

Regional and sectoral cooperation should broker collective arrangements for dealing with pandemic response and easing up of trade and transport restrictions. In this regard, we wish to refer to United Nations Rapid Response Project on Transport and Trade Connectivity in the Age of Pandemics, which is aimed at helping the project target countries to implement United Nations solutions for contactless, seamless and collaborative international transport and trade.

Recognizing a need to keep cross border trade flowing during these critical times, we encourage States to take a risk-based approach to restoring air, inland and maritime connectivity with minimal restrictions, while preventing the spread of COVID-19, protecting the health and safety of drivers, crew and border agency personnel, as well as strengthening public confidence in trade and transport means. In line with World Health Organization (WHO) recommendations, screening measures should not be used as a stand-alone measure but rather as part of a multi-layered strategy. For air transport, the implementation of a Public Health Corridor (PHC) can ensure “COVID-19 free” air cargo, maintenance, ferry and delivery flight operations.¹²

International collaboration, coordination and solidarity among all is going to be key to overcoming the unprecedented global challenge posed by the pandemic and its longer-term repercussions. Collaborative efforts should also be pursued to identify and remove any unnecessary regulatory obstacles to post-pandemic recovery and to facilitate international transport and trade in these difficult times. We therefore call upon Governments to embark on the process to review international and regional trade agreements, as deemed necessary, and ensure they contain provisions to facilitate trade and transport in times of crisis and pandemics.

In the longer term, some of the measures to confront the COVID-19 crisis may offer important co-benefits, for instance in terms of providing an impetus for further investment in digitalization and seamless connectivity.

We call therefore upon our member States to take appropriate action in facilitating trade and transport and in maintaining the integrity of the supply chains. We also wish to reiterate our support to member States in their efforts aimed at sustainable socio-economic recovery in post-COVID-19 times for the benefit of all.

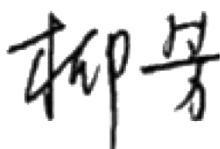
¹² <https://www.icao.int/covid/cart/Documents/CART%20Report%20Final.pdf>, page 12.



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