

FONASBA COVID-19 BULLETIN



WEEKLY UPDATE ON MEASURES BEING TAKEN TO PREVENT THE SPREAD OF COVID-19 BY MERCHANT SHIPPING – No. 34 29.05.2020

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.

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| <p>Albania 29.05.20</p> | <p>All ports are open for general cargo operations only at 100%.</p> <p>Crew changes are now allowed, and all land boarders are fully open. Flights are also open but only operating at 40% of the normal schedule.</p> <p>Passenger ships continue to be prohibited but are expected to resume from 8th June.</p> <p>Husbandry services are available including bunkers, fresh water and food supplies.</p> |
| <p>Algeria 16.04.20</p> | <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> |

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| <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 06.03.20</p> | <p>In Argentina, the health authority (Department of Health) has issued an “Epidemiological Alert” on the circulating pathogen COVID-19 (Coronavirus), which includes the procedures, general recommendations and Protocols to reinforce Contingency Plans, addressed to health teams, laboratories, hospitals, ports and airports (Points of Entry), companies and the general public.</p> <p>Until now, no restrictive measures have been issued for the specific case of crew members and passengers on board international sailing vessels. The Captain, through the Ship Agency, is required to inform 72 hours in advance, Free Pratique sanitary requirements and in case they proceed or have operated in any port of China or affected areas, to add extra information on the health situation of the crew members or passengers in the last 14 days (body fever, respiratory conditions, cough, medication use, and so on).</p> <p>In case of detecting suspicious situations related to the coronavirus in crew members or passengers, the respective authorities should be able to define a vessel's quarantine status until the presence of COVID-19 within the vessel's crew shall be dismissed or confirmed.</p> <p>Currently, “affected areas” have been defined as: China, Japan, South Korea, Iran and areas of Italy (regions of Lombardy, Emilia-Romagna, Piedmont and Veneto).</p> |
| <p>Australia 22.05.20</p> | <p>Seafarer crew change updates:</p> <p>There have been extensive changes in several Australian jurisdictions. The Northern Territory, Queensland and Tasmania all now definitively allow seafarer crew changes by which crew can enter and transit around the state, subject to social distancing rules and wearing personal protective equipment. Both on- and off-signing seafarers can arrive at</p> |

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| | <p>an airport/seaport in those states and go directly to their ship/flight to either join a ship or to take a flight home.</p> <p>Western Australia continues to maintain its hard border. On-signing and off-signing maritime crew are allowed to enter and transit around that state BUT they must undergo a mandatory 14-day quarantine in a designated facility when they enter WA. So a seafarer arriving at a seaport by ship in Western Australia and who intends to immediately leave Australia by air will, in fact, be required to undergo a 14-day quarantine before he or she is allowed to go to the airport.</p> <p>There has been no further progress as yet in New South Wales or Victoria.</p> <p>Seafarers should, however, note that many international flights into Australia go to Sydney (New South Wales) or Melbourne (Victoria). At the time of writing, neither of those states have comprehensive exemptions from quarantine for transiting seafarers and so anyone arriving in Australia in those states will be required to undergo a 14-day mandatory quarantine before heading to a destination elsewhere within Australia. On the current rules, anyone who first arrives in NSW or VICTORIA and who ultimately intends to head to a destination in Western Australia (for example, an on-signing seafarer going to a seaport) will be required to go into two separate sets of 14-day quarantine periods – once in NSW / VIC and once again when he or she crosses the WA state border.</p> <p>When booking a flight to Australia, seafarers may want to carefully consider where the destination airport is located in Australia.</p> <p>Comprehensive details (including official forms, email addresses etc) can be found here: 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> |

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| <p>Brazil 28.05.20</p> <p>30.03.20</p> <p>20.03.20</p> <p>05.03.20</p> | <p>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> <p>Ports of Brazil are operative and shipping agents are working 24/7 as usual, taking recommended sanitary measures.</p> <p>Administrative people are working from home. Offices are working but with minimum staffing levels required.</p> <p>Ports and Terminals: Crew not allowed to go ashore. Vessels can berth if free pratique granted. Free pratique is granted if Ship complying with all sanitation requirements declared in the Maritime Declaration of Health.</p> <p>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> |
| <p>Bulgaria 15.05.20</p> | <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 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. |

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| 14.05.20 | <p>- Loading / discharging and repair activities of the ships are allowed without waiting for the expiration of the 14 days.</p> <p>- Ships shall be allowed, if necessary, to leave the country before this expiring of that period;</p> <p>- 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> <p>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> <p>- 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;</p> <p>- 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:</p> <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. |
| Costa Rica 09.04.20 | <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: Employment, Logistics, Tax Finance and others. In the logistics area is where related shipping issues are emphasised. See also the attached advice.</p> |
| Croatia 27.03.20 | <p>Croatia is acting in accordance with the EU Healthy Gateways advice.</p> <p>All ports are still fully operational.</p> <p>All passenger ships activities have been cancelled.</p> <p>Reporting requirements:</p> <ol style="list-style-type: none"> 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. |

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| | <p>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.</p> <p>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.</p> <p>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.</p> <p>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> <p>7. Regarding recreational vessels, if coming from covid19 risk areas, all people on board shall go to quarantine, and if coming from areas with confirmed covid19 cases, they shall go to self-isolation. If foreign citizens have no place to stay in Croatia, they shall leave Croatia by sea. Vessels shall be disinfected.</p> <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> |
| <p>Cyprus 12.05.20</p> | <p>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</p> | <p>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 24.04.20</p> | <p>The Danish Ministry of Employment has on 24. April 2020 sent out a press release in which they urge the different types businesses and industries to better fight COVID-19 by issuing different precautions to be taken. The Ministry points out in the same press release, that unless the monitoring</p> |

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

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

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| | <ul style="list-style-type: none"> • 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> |
| European Union | <p>The European Commission has now released version 3 of its guidance on customs issues related to the pandemic. It is being circulated by means of a separate attachment.</p> |
| 12.05.20 | <p>Jesper Sebbelin in Copenhagen reports that the European Commission has provided a summary of measures put in place to support the transport industry during the pandemic. The document can be found here: https://www.consilium.europa.eu/en/press/press-releases/2020/05/08/covid-19-council-agrees-its-positions-on-transport-relief-measures/</p> |
| 16.04.20 | <p>The European Commission has today provided outline guidance on measures to start to bring Member States out of lockdown. Further details can be found here: https://ec.europa.eu/commission/presscorner/detail/en/IP_20_652</p> <p>A detailed list of transport restrictions and limitations across all EU and EEA countries is also available here: https://ec.europa.eu/transport/coronavirus-response_en</p> <p>Thanks to Jesper Sebbelin in Copenhagen and Alexander Geisler in Hamburg for these links.</p> |
| 14.04.20 | <p>A detailed summary of all the EU measures implemented in relation to ships, passengers and crew can be found at: https://ec.europa.eu/transport/modes/maritime/news/2020-04-08-coronavirus-cruise-ships_en</p> <p>Thanks to Julio Fernandez and Hilde Bruggeman for bringing this advice to our attention.</p> |
| 09.04.20 | <p>Attached are two new documents issued by the Commission, namely:</p> <ul style="list-style-type: none"> • An update of the Guidance for Trade paper issued by DG-TAXUD on 06.04 and • Guidance for seafarers, passengers and other persons on board ship <p>Thanks to Hilde Bruggeman and Marco Tak for passing these on.</p> |
| 07.04.20 | <p>DG-TAXUD has issued a document giving guidance on the application of provisions relating to the customs decision-making process, procedures and formalities, both to assist the free flow of goods during the COVID-19 outbreak and also to ensure the uniform application of the Union Customs Code. A copy of the document is attached.</p> <p>DG-TAXUD has also issued guidance on the extension of authorisations for temporary storage facilities outside the terminal. Further details on this have been sent directly to ECASBA members.</p> |

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| <p>01.04.20</p> <p>31.03.20</p> <p>25.03.20</p> <p>24.03.20</p> <p>18.03.20</p> | <p>The European Commission has now issued guidance on temporary measures to protect human, plant and animal health during the COVID-19 pandemic.</p> <p>Attached is a copy of a communication from the European Commission in respect of a temporary ban on all non-essential travel within the Schengen Zone.</p> <p>The European Maritime Safety Authority has established a central point of reference for information on restrictions and preventative measures put in place by EU and EFTA countries. It can be found at: 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>This link also includes the formal Commission communication on the "Green Lanes" initiative as well as further COVID-19 information.</p> <p>The European Union has issued updated guidance on border management procedures as well as an Export Controls Implementing Act covering the export of personal protective equipment critical to the prevention and management of COVID-19. Copies of both are attached.</p> |
| <p>Finland</p> <p>15.04.20</p> | <p>Due to the threat to public health, the cross-border traffic has been restricted in Finland for the period of 19.3.2020 - 13.5.2020. Passenger and individual travelling to Finland has been restricted, except for the Finnish citizens or Finnish residents returning to Finland and the EU citizens (ETA/CH) returning to their home country via Finland. In addition, goods traffic and essential travel is permitted. More information can be found from: https://www.raja.fi/current_issues</p> <p>Seamen's crew change is seen as essential travel and is permitted. During the transfers, crowds and close contacts shall be avoided (including as uninterrupted transfer as possible from/to the airport, avoiding public transport where possible). Visa requirements are in force for those nationalities requiring visa.</p> <p>The seamen's right to go ashore has been regulated in the EU regulation 2016/399 (Schengen Borders Code) annex VII point 3. In Finland, this recommendation (can be allowed) has been implemented in the Aliens act (301/2004) 44 §. The possibility for the seaman to go ashore is a relief from the normal entry requirements (inter alia no travel document needed) in the area where the port is located, provided that the seaman leaves the country with the ship.</p> <p>With the government's decisions traffic has been restricted due to the public health reasons as follows:</p> <p>Ports of Helsinki, Långnäs, Turku and Vaasa: Only cargo traffic, returns of Finnish citizens and persons residing in Finland or in other EU-country and other necessary traffic.</p> <p>Ports of Eckerö, Eurajoki, Färjsundet, Förby, Hamina, Hanko, Haukiputaa, Inkoo, Kalajoki, Kaskiset, Kemi, Kemiö, Kirkkonummi, Kokkola, Kotka, Kristiinankaupunki, Lappeenranta, Loviisa, Maarianhamina, Merikarvia, Naantali, Nuijamaa, Oulu, Paraiset, Pernaja, Pietarsaari, Pohja, Pori, Porvoo,</p> |

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| | <p>Raahe, Rauma, Salo, Sipoo, Taalintehdas, Tammisaari, Tornio and Uusikaupunki: Only cargo traffic.</p> <p>During the restrictions, going ashore is not allowed unless it is for a necessary reason. This necessary reason would be for example to visit a doctor or a pharmacy. Work and movement in the port area are permitted under the rules of the port operator. Leaving the port area (border crossing point) requires a necessary reason mentioned above.</p> <p>When arriving to Finland, transport and logistics personnel who are Finnish citizens or permanent residents of Finland have prepared instructions from the Finnish Institute for Health and Welfare regarding the activities during work and rest periods to reduce the risk of infection.</p> |
| <p>France 01.04.20</p> | <p>All French ports remain fully mobilized to ensure the continuity of the various essential services for the treatment of ships and the transit of goods through our ports.</p> <p>All ports remain operational and shipping agents are working 24/7 as usual, applying recommended sanitary measures.</p> <p>All port services to ships are operational as well.</p> <p>All Ships are required to submit :</p> <ul style="list-style-type: none"> • 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 16.04.20</p> | <p>All German ports are still open and will remain open. Operations are not terminated.</p> <p>Kiel Canal: open, transit as usual.</p> <p>Crew members are not allowed to go ashore, except German citizens</p> <p>Crew changes are allowed, as long as the departing crew members can return home. For non-EU citizens, confirmed flight tickets are required. Otherwise the crew members have to stay on board.</p> <p>Non-EU citizens, including seafarers, are not allow to cross the border into Germany, they will not get an entry visa. Therefore non-EU seafarers cannot embark any ship in German ports.</p> |
| <p>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> |

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| | <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 11.05.20</p> | <p>An easing of restrictions began in Israel on 5th May.</p> <p>Ports and maritime operations are continuing to work as normal, albeit that cruise vessels are still forbidden to enter Israeli ports. Crew changes can now</p> |

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| <p>14.04.20</p> <p>05.03.20</p> | <p>be carried out subject to relevant social distancing precautions and the use of PPE.</p> <p>Israel has now removed the distinction between ships arriving from specified ports (see previous updates) and the same measures now apply irrespective of where the vessel originated from. In terms of shore leave, with immediate effect, only Israeli nationals are allowed to leave the ship, all other crew members must remain on board.</p> <ol style="list-style-type: none"> 1. Any ship must submit two health declarations: 48 hours and 12 hours prior arrival to an Israeli port. 2. Initial guidelines were very drastic. Ships were treated as people entering Israel. As of March 2, guidelines for S&P have been mitigated and ships from problematic-dangerous countries (see below) are considered as visitors and their crews remain on board, or "remain abroad". 3. Eight countries (group A) were declared problematic-dangerous and two countries (group B) were declared mildly dangerous. These declarations were used to deal separately with ships coming from these countries compared to others coming from the rest. 4. Group A: China, Hong-Kong, Thailand, Singapore, Macau, South Korea, Japan and Italy. France, Germany, Switzerland, Spain and Austria. Group B: Taiwan and Australia. 5. If on board a ship there is no one coming from Group A countries, normal operation prevails. 6. If on board a ship are people who visited one of Group A countries in the recent 14 days normal operation prevails but any contact with these people should be avoided. Contact is defined as staying more than 15 minutes and less than two meters distance from the suspected person. If a contact is necessary, a protective equipment is recommended. The equipment consists of surgical masks and gloves, satisfying certain sets of quite strict standards. Gowns and glasses were removed from the list. 7. Those who are not in contact with the crew members do not need to use any protective equipment. 8. The ship owner is responsible for adhering to the above mentioned guidelines. 9. Generally speaking, Passengers ships are subject to the same guidelines, and if there is no sick person, either a crew member or a travelling person, after 14 days pass since visiting a Group A country, all of the ship's people are allowed to enter Israel. If there are sick people, the Israelis are evacuated and isolated while others must remain on board. Obviously, same prevails if 14 days have not yet passed. For those arriving from Group B countries there is no difference between an Israeli and a foreigner. 10. Cargo and Food are free to enter Israel regardless of passenger constraints. |
| <p>Italy 22.05.20</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</p> |

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| 03.04.20 | <p>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) • 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 05.03.20 | <p>As Japanese government mentioned following actions against COVID-19 from last Friday</p> <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 |

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| <p>Kenya 08.05.20</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 ships must therefore submit a duly completed and compulsory Maritime Declaration of Health form to the Port Health officer. 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. |
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| | <p>12. The Masters of vessels shall be required to provide sanitizers at the ship's gangway for persons entering and upon exit.</p> <p>13. Garbage from vessels arriving from confirmed COVID-19 countries will not be allowed to be discharged at any Kenyan Port.</p> <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 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 24.03.20</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. |

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| <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 24.04.20</p> <p>18.03.20</p> | <p>Morocco has announced that the restrictions on movement and activity introduced on 20th March have now been extended to 20th May. As a result, the undernoted measures will continue to apply until then.</p> <p>The latest measures decided by the Moroccan authorities, following the latest development of the spread of CORONAVIRUS are as follows.</p> <ul style="list-style-type: none"> • 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. |
| <p>Netherlands 04.03.20</p> | <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> |
| <p>OECD 15.04.20</p> | <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> |
| <p>Peru 06.03.20</p> | <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 |

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| | <p>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.</p> <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 18.05.20</p> | <p>Further to the report received from Portugal on 11th May (see updates 26 and 29), we have now been told that the measures detailed therein have now been extended by the government to 15th June 2020. In summary therefore,</p> <ul style="list-style-type: none"> • all ports are open and working, no prohibitions have been placed on commercial cargo vessels, • shore leave remains suspended, |

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| <p>11.05.20</p> | <ul style="list-style-type: none"> • crew changes are permitted on a case by case basis • passenger vessels are not allowed to offload passengers or crew unless Portuguese citizens or due to a medical emergency • passenger vessels may enter port for layup, or refuel/provision anyone arriving in Portugal by land, air or sea must quarantine for 14 days. • At present, all Portuguese ports or terminals are operating. To date, no vessel making a commercial call has been refused to enter or berth in Portugal. • For commercial calls, vessels are allowed to 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, although with some individual contingency plans. • Crew shore leave is suspended. • Crew changes – see further information below • In some ports, some terminals do not allow visitors, crew change nor provisions & supplies from the shore side. In these situations, a launch is the only alternative to serve the vessels needs from the 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 in some ports / terminals. <p>CREW CHANGE INFORMATION FOR VESSELS CALLING PORTUGUESE PORTS UNDER COMMERCIAL CALLS</p> <p>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. In such cases, kindly note following procedures in place to evaluate and properly approve the crew change or disembarkation for repatriation purposes:</p> <ul style="list-style-type: none"> • Authorization must be granted by the Health Authority which requires following information before giving their opinion/decision to Immigration, Harbour Master and Port Customs concerning possibility to make crew change at any Portuguese Port. • In order to evaluate the risk for departing/arriving crew, a signed and stamped Health Maritime Declaration must be provided one or two days prior vessel's arrival, as well as identification of crewmembers to dis/embark. The declaration, signed and stamped by a doctor on board (or in doctor's absence, by the Master) should state the nonexistence of symptoms and signs for the COVID-19 on board. In addition individual COVID-19 declarations should be provided for each crew member. |
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| | <p>Also, please bear in mind that additional questions may be asked by Regional Health Authority in order to get further information to assist in their dispatch. Those questions may include:</p> <p>Off-Signers</p> <ul style="list-style-type: none"> • List of disembarking crewmembers with their nationalities. • Will they be repatriated? • Details of flights 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. • Details of 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? • Will all on-signers will embark at same time? <p>Documents to be presented to request approval for crew change or disembarkations</p> <ul style="list-style-type: none"> • On-Signers Crew list with personal data + nationality • Off-Signers Crew list with personal data + nationality • Maritime Health Declaration (when requesting +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 or signs of COVID-19 • Each crewmember required to embark or disembark must fill-in an individual COVID-19 declaration. • ISPS List with last 10 ports of call with arriving dates and sailing dates. <p>Those organising crew transfers should note that due to social distancing rules, transfer capacity will be significantly reduced.</p> |
| <p>Russia 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> |

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| | <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#.XsI3YjU1p18.email</p> |

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| <p>South Africa 18.05.20</p> <p>30.03.20</p> | <p>Whilst the number of cases of COVID-19 in South Africa continues to increase, it is expected that the assessed level of infection will reduce from the present level 4 to level 3 by the end of May, although some regions may remain at level 4 for a further period.</p> <p>All ports remain functional and are slowly returning to full capacity.</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 02.04.20</p> | <p>All Swedish ports remain operational and shipping agents are working 24/7, applying recommended sanitary measures. Visits to ships by shore-based personnel are limited to those absolutely necessary to avoid bringing COVID-19 on board.</p> <p>Maritime Health Declarations are required at all Swedish ports and some ships have been in quarantine due to suspicion of infection but so far all of them have</p> |

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| | <p>been cleared after sampling. Crew members are not allowed shore leave, since last week. All port services to ships are operational as well.</p> <p>Since yesterday (01.04) all crew changes (even for non-EU citizens) are allowed again, at least in theory, as most flights depart from Denmark and their borders are closed.</p> |
| Ukraine 02.04.20 | <p>All goods that cross the Ukrainian border are not affected by new legislative restrictions. The import and export turnover is carried out in normal mode. All merchant ports work in the normal regime but with significant 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> |
| UK 23.03.20 | <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> |
| USA 04.03.20 | <p>https://www.cdc.gov/quarantine/maritime/recommendations-for-ships.html</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 improved. Discontinuing isolation precautions is made on a case-by-case basis, in consultation with CDC.</p> <p>Ideally, medical follow-up should occur in the isolated person's cabin. Coordinate visits to the onboard medical center in advance, if needed, with medical staff. Have the sick person wear a facemask before leaving their cabin.</p> <p>Managing passengers and crew after exposure</p> <p>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.</p> <p>Passengers and crew members who have had high-risk exposures to a person suspected of having COVID-19 should be quarantined in their cabins. All potentially exposed passengers, cruise ship medical staff, and crew members should self-monitor under supervision of ship medical staff or telemedicine providers until 14 days after the last possible exposure.</p> <p>Preventing infection in crew members</p> <p>Ensure your crew members are aware of the</p> <ul style="list-style-type: none"> • Global risk of COVID-19 during international travel |

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| | <ul style="list-style-type: none"> • 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 <p>The ship’s company should also review their sick leave policies and communicate them to employees.</p> <p>CDC recommends that crew members who self-report or appear to have fever or acute respiratory symptoms (such as cough or shortness of breath) be immediately evaluated.</p> <p>In addition to annual influenza vaccination, have crew members follow these recommendations when their work activities involve contact with passengers and other crew members who have fever or acute respiratory illness.</p> <ul style="list-style-type: none"> • 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. • 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. |
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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.

Reporting

[CDC requires](#) 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 [CDC Quarantine Station](#) with jurisdiction for the port.

Additional information for non-cruise ships: If the signs and symptoms are consistent with CDC's standard [required reporting](#) requirements, please have the following information available before notifying the nearest [CDC Quarantine Station](#):

- 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

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](#)

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| | <p>donning and doffing pdf icon[PDF - 3 pages]), and disposal of PPE. Wrong use or handling of PPE can increase spread of disease.</p> <p>Ship supplies</p> <p>Ships should ensure availability of conveniently located dispensers of alcohol-based hand sanitizer. Where sinks are available, ensure handwashing supplies (such as soap, disposable towels) are consistently available.</p> <p>Ships should carry a sufficient quantity of</p> <ul style="list-style-type: none"> • 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. <p>These optimal recommendations can be modified to reflect individual ship capabilities and characteristics.</p> <p>Cleaning and Disinfection</p> <p>At this time, in addition to routine cleaning and disinfection strategies, ships may consider more frequent cleaning of commonly touched surfaces such as handrails, countertops, and doorknobs. The primary mode of COVID-19 virus transmission is believed to be through respiratory droplets that are spread from an infected person through coughing or sneezing to a susceptible close contact within about 6 feet. Therefore, widespread disinfection is unlikely to be effective.</p> |
| <p>Worldwide Infographic 23.03.20</p> | <p>Courtesy of Portugal and their member Wilhelmsens, we have been given permission to share a link to the company’s detailed global summary of current restrictions: https://www.wilhelmsen.com/ships-agency/campaigns/coronavirus/coronavirus-map</p> |