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Konu : ICS COVID-19 Güncel Duyurusu

Sirküler No: 1412

Sayın Üyemiz,

Uluslararası Deniz Ticaret Odası (International Chamber of Shipping-ICS) tarafından gönderilen 15 Aralık 2020 tarihli Ekte sunulan yazıda, Dünya Sağlık Örgütü'nün (World Health Organization-WHO) yayınladığı, 14 Aralık 2020 tarihi itibarıyla bütün ülkelerden bildirilen "Yeni Koronavirüs" (COVID-19) akut solunum yolu hastalık vaka tablosunu içeren güncel istatistik bilgileri Odamıza iletilmiştir.

Bahse konu yazıda (Ek-1) Covid-19 vakalarının, hastaneye yatan hasta ve vefat sayılarının Avrupa ve Amerika'da önemli ölçüde artmaya devam ettiği, 13 Aralık 2020 tarihi itibarıyla toplam 70.829.855 adet Covid-19 vakası tespit edildiği, birçok ülkenin halihazırda uygun test ekipmanına sahip olmadığı için tüm vakaların rapor edilemediği ve bu nedenle sayıların artacağı belirtilmekte olup, rapor tarihi itibarıyla en fazla Covid-19 vakası tespit edilen ilk 12 ülke, Covid-19 salgını vaka ve vefat sayılarının olduğu tablo ve ülkeler hakkında güncel bilgiler bulunmaktadır.

Ayrıca yazıda, Covid-19 salgınıyla mücadele kapsamında ülkeler tarafından sürdürülen aşı programları hakkındaki gelişmelere ait bilgiler ile aşağıdaki hususlar yer almaktadır:

- Avrupa Birliği, aşı gelişmeleri konusunda Avrupa Komisyonu ve üye devletler ile görüşmeler yapmaktadır. Avrupa Birliği Havacılık Emniyeti Ajansı (European Union Aviation Safety Agency-EASA) tarafından "**Covid-19 Testi ve Havayolu Yolcularının Karantina Sürecine Yönelik Rehber**" yayınlanmıştır.
- İleri düzeydeki bazı aşı örnekleri ile denizcilerin aşılınması süreci değerlendirilecektir. Aşıya erişilebilirlik ve aşı maliyetinin karşılanması sorumluluğu gibi hususlar çözüme ulaşmamış olup bu hususlara yönelik Avrupa Komisyonu tarafından çalışmalar yapılmaktadır. Gemi personeli değişimi ve aşı konuları hakkındaki yazıya <https://www.consilium.europa.eu/media/47135/8-tte-crew-changes-in-maritime-transport.pdf> web adresinden ulaşılabilir.
- Denizcilere yönelik sürdürülen yardım ve dayanışma çalışmalarına destek olmaya yönelik başlatılan "**Seafarers Delivering Christmas Campaign**" kampanyasının tanıtım broşürü yayınlanmıştır.
- Uluslararası Denizcilik Örgütü (International Maritime Organization – IMO) tarafından, "Covid-19 pandemisi sürecinde güvenli gemi personeli değişimi ve seyahat sağlamaya yönelik denizcilik sektörü tarafından önerilen protokoller çerçevesi" konulu yazı (MSC.1/Circ.1636) 02.12.2020 tarihinde yayınlanmıştır (Ek-2).

Bu belge, 5070 sayılı Elektronik İmza Kanuna göre Güvenli Elektronik İmza ile İmzalanmıştır.



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- Covid-19 pandemi sürecinde gemi personeli değişiminde yaşanan problemler göz önünde bulundurularak, üye ülkelerin, ulusal ve özel birliklerin, uluslararası örgütler ile sivil toplum kuruluşlarının dikkatini çekmek üzere IMO tarafından "Covid-19 – Denizcilerin Kilit Çalışanlar Olarak Tanımlanması" konulu yazı (**Circular Letter No.4204/Add.35**) 11.12.2020 tarihinde yayınlanmıştır (Ek-3).

Bilgilerinize arz/rica ederim.

Saygılarımla,

İsmet SALİHOĞLU
Genel Sekreter

Ek:

- 1- ICS'in 15.12.2020 Tarihli Yazısı (16 sayfa)
- 2- IMO'nun 02.12.2020 Tarihli Yazısı (60 sayfa)
- 3- IMO'nun 11.12.2020 Tarihli Yazısı (3 sayfa)

Dağıtım:

Gereği:

- Tüm Üyeler (WEB sayfası ve e-posta ile)
- İMEAK DTO Şube ve Temsilcilikleri
- Türk Armatörler Birliği
- S.S. Gemi Armatörleri Motorlu Taşıyıcılar Kooperatifi
- GİSBİR (Türkiye Gemi İnşa Sanayicileri Birliği

Derneği

- VDAD (Vapur Donatanları ve Acenteleri Derneği)
- TÜRKLİM (Türkiye Liman İşletmecileri Derneği)
- KOSDER (Koster Armatörleri ve İşletmecileri Derneği)
- Yalova Altınova Tersane Girişimcileri San.ve Tic.A.Ş.
- UTİKAD (Uluslararası Taşımacılık ve Lojistik Hizmet Üretenleri Derneği)
- Türk Uzakyol Gemi Kaptanları Derneği
- GEMİMO (Gemi Makineleri İşletme Mühendisleri Odası)

Bilgi:

- Yönetim Kurulu Başkan ve Üyeleri
- İMEAK DTO Şube YK Başkanları
- İMEAK DTO Meslek Komite Başkanları

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15 December 2020

COVID19(20)183

**TO: LABOUR AFFAIRS COMMITTEE
ALL MEMBERS & ASSOCIATE MEMBERS
BI WEEKLY MEMBERS MEETING PARTICIPANTS
INTERNATIONAL ASSOCIATION GROUP PARTICIPANTS**

COVID-19 UPDATE AS OF 14 DECEMBER 2020

Action Required: *Members are invited to note:*

- *The next update will be issued on 11 January 2021.*
- *Information below provided by WHO for 13 December 2020 and general epidemiological information regarding Covid 19 issued by WHO. Covid case numbers, hospital admissions and deaths continue to substantially increase across Europe and the Americas.*
- **70,829,855** confirmed cases of COVID-19 4585937 (6.47%) additional cases have been confirmed since last week. There has also been an increase in fatalities over the period with **1,605,091** deaths recorded which is **76,107** additional deaths (4.74%). However, many countries still cannot report all cases due to insufficient testing equipment, so numbers will be considerably higher. There are 220 Countries, areas or territories with cases.
- *The EU have started discussions within the Commission and with Member States on vaccinations. Attached is a link to the AESA "Guidelines for COVID-19 testing and quarantine of air travellers". [Guidelines for COVID-19 testing and quarantine of air travellers - Addendum to the Aviation Health Safety Protocol \(europa.eu\)](https://ec.europa.eu/aviation/nat/aviation_health_safety_protocol_en).*
- *With several advanced stage vaccine trials, seafarers' immunisation status will be discussed. The question of responsibility for providing access to the vaccine and covering the cost is currently unresolved. The EU Commission is exploring this to ensure preparedness by market entry. See <https://www.consilium.europa.eu/media/47135/8-tte-crew-changes-in-maritime-transport.pdf>*
- *Members are encouraged to continue to actively promote and get involved with the **# Seafarers Delivering Christmas Campaign** details can be found at [Help us support #seafarersdeliveringchristmas | International Chamber of Shipping \(ics-shipping.org\)](https://www.ics-shipping.org/help-us-support/#seafarersdeliveringchristmas)*
Companies are actively encouraged also to get seafarers families involved in submitting video clips for the 12 days of Christmas tribute outlined in the flyers. The campaign page for Seafarers Delivering Christmas is now live on the ISWAN website: <https://www.seafarerswelfare.org/our-work/seafarers-delivering-christmas>

- *MSC.1/Circ.1636 Industry Recommended Framework Of Protocols For Ensuring Safe Ship Crew Changes And Travel During The Coronavirus (Covid-19) Pandemic Issued 2 December 2020 . Attached at Annex 1*
- *MSC Circular Letter No.4204/Add.35 of11 December 2020 Coronavirus (COVID-19) – Designation of seafarers as key workers. Attached at Annex 2*

To get specific information for a country please visit the WHO-Covid-19 dashboard. [Link](#).

SITUATION IN NUMBERS BY WHO REGION

Region	Cases	Deaths
Global	70,829,855	1,605,091
Africa	1,622,096	35,879
Americas	30,416,759	780,904
Eastern Mediterranean	4,515,045	112,212
Europe	21,910,729	484,355
South-East Asia	11,398,927	173,429
Western Pacific		

TOP 12 COUNTRIES WITH CASES AS AT YESTERDAY (Top first)

	This Week	Last Week	Status
1	USA	USA	The Same
2	India	India	The Same
3	Brazil	Brazil	The Same
4	Russia	Russia	The Same
5	France	France	The Same
6	UK	Italy	Changed
7	Italy	UK	Changed
8	Spain	Spain	The same
9	Argentina	Argentina	The same
10	Columbia	Columbia	The Same
11	Germany	Germany	The same
12	Mexico	Mexico	The same

TOP 12 COUNTRIES

	INCREASED CASES YESTERDAY	HIGH FATALITIES YESTERDAY
1	United States of America	USA
2	Brazil	Brazil
3	Turkey	Mexico
4	Russia	Italy
5	India	UK
6	UK	Poland
7	Germany	Russia
8	Italy	India
9	France	Germany

10	Mexico	Iran
11	Poland	Turkey
12	Netherlands	Colombia

Vaccines

Changi Airport seeks to be hub for distribution of Covid-19 vaccine to the region

The first batch of Covid-19 vaccines could soon arrive in Singapore. As some vaccines require specifically low temperatures and need to be distributed in a series of transportation and storage links called a cold chain. The Republic is ready to be a hub for the movement of Covid-19 vaccines to the region, with shipments from Europe expected to go through Singapore to South-east Asia and South-west Pacific when broader regulatory approval is secured. Mr Ho Yuen Sang, of the Civil Aviation Authority of Singapore (CAAS), said Singapore can play a distribution role for areas where infrastructure to handle large volumes of vaccines may be limited. "In such areas, they may prefer to take more frequent delivery of their vaccines in smaller volumes so as not to overwhelm their local cold-chain handling capacity," explained Mr Ho.

Pfizer's vaccine must be kept at minus 70 C, and Moderna's needs to stored at minus 20 C.

Mr Ho said Singapore's air connectivity and ability to store shipments at low temperatures puts it in a good position to temporarily store the vaccines. He was speaking at a media briefing on Tuesday (Dec 8) by the Changi Ready Taskforce to explain Singapore's readiness to handle Covid-19 vaccine air cargo. The task force comprises 18 members, including Singapore Airlines (SIA), ground handlers, logistics partners and the authorities.

On Singapore's ability to maintain the cold chain, CAG managing director for air hub development Lim Ching Kiat said: "We have placed a lot of emphasis on strengthening Changi's competitive advantage in terms of pharma cargo shipment. So Changi Airport has, especially in recent years, become the key preferred hub for pharmaceutical shipments.

A dozen firms in the Changi air hub have received international certification for pharmaceutical handling, and ground handlers Sats and dnata have also invested in capabilities to maintain an unbroken cold chain. The task force said that SIA also operates multiple weekly flights to key European pharmaceutical hubs, such as Amsterdam, Brussels and Frankfurt, and has a wide network in South-east Asia and South-west Pacific, which includes Australia and New Zealand.

The first batch of Pfizer's vaccine is being manufactured in Belgium and will be transported from Brussels. Major logistics players such as DHL, FedEx and UPS also have regional hubs in Singapore with strong network connectivity from Changi Airport, noted the task force.

Changi Airport, together with the authorities, will try to engage some key shippers to promote the Changi Air Hub and its experience in handling pharmaceuticals, and how it will be done safely." The move to position Singapore as a regional hub to distribute vaccine cargo to the region comes amid a growth in cargo handling. CAG said cargo flights at Changi Airport have tripled from last year to 950 flights weekly with about 80 cities connected through these cargo flights. The widespread vaccine distribution is a key

part to the recovery of passenger travel, so we have a vested interest to ensure that vaccine distribution is made as efficient and as quick as possible.

Largest airlines

About 30 of the largest cargo airlines were invited to participate in the Nov 16 call, they included express-delivery specialists such as FedEx and United Parcel Service and dedicated freighter operators like Cargolux Airlines International SA. Airline groups with large cargo divisions including Deutsche Lufthansa AG also took part, alongside passenger carriers with experience in moving specialist goods like Virgin Atlantic Airways. Other participants were regional carriers from Africa, Latin America and South-east Asia, where work will largely focus. Initial efforts will provide jobs for about 20 % of local populations, beginning with medical staff and other key groups, most likely using vaccines with less-demanding temperature requirements.

PT Garuda Indonesia has separately been certified to transport vaccines within the country, it said in a statement. With over 410,000 confirmed virus cases so far, Indonesia has suffered the biggest outbreak in South-east Asia and presents one of the toughest logistical challenges, with a population of 270 million spread across the world's largest archipelago.

Lufthansa, one of the biggest cargo carriers, began planning in April in anticipation of the shots Pfizer Inc. to Moderna Inc. and AstraZeneca Plc are developing. A 20-member task force is devising how to fit more of the crucial payload onto the airline's 15 Boeing Co. 777 and MD-11 freighters, along with hold space in a vast passenger fleet flying at 25 % capacity. The question is how to scale it up,". Laid low by Covid-19 that's decimated passenger demand, airlines will be the workhorses of the attempt to eradicate it, hauling billions of vials all around the globe. It's an unprecedented task, complicated by the carriers' diminished state after culling jobs, routes and aircraft to survive a crisis that's reduced air traffic by an estimated 61%. "This will be the largest and most complex logistical exercise ever," said the IATA chief executive officer.

IATA estimates that the equivalent of 8,000 loads in a 110-ton capacity Boeing 747 freighter will be needed for the airlift, which will take two years to supply some 14 billion doses, or almost two for every man, woman and child on Earth. It's a tall order, given about one-third of the global passenger fleet is still in storage, based on data from Cirium.

Katherine O'Brien, WHO head of immunization likens distributing the vaccines after the months-long development sprint to summiting Mount Everest after base camp. "In cooled warehouses on the fringes of Frankfurt airport, Deutsche Lufthansa AG is preparing its depleted fleet for the gargantuan task of airlifting millions of doses of the vaccines meant to end the global pandemic. Lufthansa, one of the world's biggest cargo carriers, began planning in April in anticipation of the shots that Pfizer Inc. to Moderna Inc. and AstraZeneca Plc are developing in record time.

Here are some of the biggest challenges along the way:

Cargo capacity

There are around 2,000 dedicated freighters in use, carrying about half of all goods moved by air. The remainder typically goes in the bellies of the world's 22,000 regular jetliners. While the freighters are full, air-cargo volume has tumbled because so much capacity is sitting idle. Airlines have drafted about 2,500 passenger planes into cargo-only roles, but distributing the vaccine would be easier if fleets were flying with usual frequencies to their

usual destinations. At the start space will be limited. The massive undertaking is expected to begin at a peak time for cargo carriers, right as the online Christmas shopping frenzy, boosted this year by Covid-19, reaches its zenith.

Pfizer plans to ship 1.3 billion doses of its vaccine by the end of next year, with Moderna producing about 500 million. AstraZeneca has manufacturing capacity for 2 billion doses, half of those targeted to low- and middle-income nations.

"What we have to do is very quickly help the world get up on its feet," said Dennis Lister, vice-president for cargo at Emirates, the world's largest long-distance airline. "Part of that is making sure we get vaccines on planes to people that need it, so we get people flying again." To allow more passenger jets to return to service, governments should open up travel, says Glyn Hughes, IATA's global head of cargo, striking a familiar industry refrain.

UN recruits 40 airlines to deliver Covid-19 vaccine to poorest states

Unicef is looking to recruit some of the airline industry's biggest operators to help distribute a coronavirus vaccine to the world's poorest nations. It held a call with about 40 carriers to plan for the global airlift and to identify commercial tasks each party can perform, according to the head of cargo at IATA. It is already the No.1 vaccine buyer and leading efforts to purchase and distribute Covid-19 shots to 92 states with funds from the Gavi immunisation programme, which brings together governments, the WHO and World Bank. Another 80 higher-income countries have chosen it to procure inoculations they will buy, extending the plan to 70 % of the population.

The summons to airlines was triggered by positive late-stage trial results reported by Pfizer and Moderna on two separate vaccines, Mr Hughes said in an interview. Neither has yet been approved for use, but attention is turning towards how a successful shot can be distributed, especially to less well-off countries without the resources for mass purchases.

About 30 of the largest cargo airlines were invited to participate in the Nov 16 call, they included express-delivery specialists such as FedEx and United Parcel Service and dedicated freighter operators like Cargolux Airlines International SA. Airline groups with large cargo divisions including Deutsche Lufthansa AG also took part, alongside passenger carriers with experience in moving specialist goods like Virgin Atlantic Airways. Other participants were regional carriers from Africa, Latin America and South-east Asia, where work will largely focus.

Initial efforts will provide jabs for about 20 % of local populations, beginning with medical staff and other key groups, most likely using vaccines with less-demanding temperature requirements, Mr Hughes said.

In normal times, Unicef provides aid to children and supplies more than two billion inoculations a year, which in 2019 had a value of almost US\$1.7 billion (\$2.27 billion).

PT Garuda Indonesia has separately been certified to transport vaccines within the country, it said in a statement. With over 410,000 confirmed virus cases so far, Indonesia has suffered the biggest outbreak in South-east Asia and presents a tough logistical challenge, with a population of 270 million spread across the world's largest archipelago.

The IATA estimates that the equivalent of 8,000 110-tonne capacity Boeing 747 cargo planes will be needed for the global vaccine airlift. The industry has about 2,000 dedicated freighters which usually carry about half of all goods moved by air, while 2,500 passenger planes are currently operating in cargo-only roles. That still leaves a huge shortfall that can be filled only through the opening up of more routes by governments.

While freighter operators are currently in their busy pre-Christmas season carrying retail stock, it is vital planes are kept ready going into next year at a time when some might otherwise be parked. At the start at least, space will be limited. The massive undertaking should begin at a peak time for cargo carriers, right as the online Christmas shopping frenzy, boosted this year by Covid-19, reaches its zenith.

Pfizer plans to ship 1.3 billion doses of its vaccine by the end of 2021, with Moderna producing about 500 million. AstraZeneca can produce 2 billion doses, half for low & middle-income nations.

"What we have to do is very quickly help the world get up on its feet," said Dennis Lister, vice-president for cargo at Emirates, the world's largest long-distance airline. "Part of that is ensuring getting vaccines on planes to people that need it, to get people flying again."

To allow more passenger jets to be returned to service, governments should open up travel, says, IATA's global head of cargo, striking a familiar industry refrain.

Deep freeze

The Pfizer-BioNTech SE vaccine adds an extra layer of difficulty. It must be transported at minus 70 degrees Celsius and the companies plan to use GPS-enabled thermal sensors to track the location and temperature of each vaccine shipment.

Upon arrival, vaccine can be stored in commercially available ultra-low temperature freezers and can extend the vaccine's shelf life for up to six months), or in a hospital fridge for five days at 2--8 ° Celsius, or in a special Pfizer thermal shipper, in which doses will arrive. It can be a temporary storage unit refilled with dry ice for up to 15 days. Once thawed, vials cannot be re-frozen.

The choreography will be delicate, with controls in place from factory to clinic and all points between. Virtually no aircraft can keep items so cold and so will rely on Pfizer's specialised containers to cool the medicine. United Airlines Holdings Inc. has begun flights to ready Pfizer's vaccine for distribution if it receives regulatory approval. The pharmaceutical company and the airline declined to comment on the flights, which were reported earlier by the Wall Street Journal.

Delta Air Lines Inc. and American Airlines Group Inc. are among other carriers that said they can handle shipments of the Pfizer drug. American has both temperature-controlled containers and pre-packaged shipments with cold packs or dry ice. Delta recently approved use of DoKaSch GmbH's Opticooler RAP climate-control containers. It also increased allowable levels of dry ice, a "dangerous good," according to IATA, so only about 50 % of hold space can normally be filled with vaccine shipments packed this way.

"While distribution needs continue to evolve, a team approach will ensure sufficient air cargo capacity to handle demand according to Delta. United on Friday started operating charter flights to get doses of Pfizer's vaccine ready for quick distribution, according to a Wall Street Journal report.

United Airlines Holdings Inc. has begun flights to ready Pfizer's vaccine for distribution if it receives regulatory approval. The pharmaceutical company and the airline declined to comment on United on Friday started operating charter flights to get doses of Pfizer's vaccine ready for quick distribution, according to a Wall Street Journal report that cited people familiar with the matter.

Reaching the poor

United Nations humanitarian relief agency Unicef has been recruiting airlines into its vast effort to distribute the vaccine to more than 170 countries.

While transporting vials from their point of manufacture to a major hospital or clinic in a big, developed city is one thing, the challenge gets steep in emerging nations, where infrastructure to remote villages and towns may be rickety and unreliable, or even non-existent.

Unicef held a call in November with about 40 carriers to make plans for the global airlift to 92 of the world's poorest nations, for which it's leading efforts to purchase and distribute Covid vaccines. With another 80 higher-income countries that have chosen it to procure inoculations they will buy, the agency's effort will cover 70 per cent of the world's population.

Singapore, a close neighbour to some of Asia's poorest nations, should be able to target a disproportionate share of the transit, according to the chief executive officer of ground-handling giant SATS Ltd. The former Singapore Airlines unit is IATA CEIV Pharma certified in Singapore, Beijing and Bangalore and is receiving the designation in Jakarta and Kuala Lumpur, he said.

South Korea to boost Covid-19 vaccine air transport by easing dry ice rules

It is expected to be completed in February next year and operated by Korean Air, according to the ministry. Korea more than tripled the number of coronavirus vaccine containers aircraft can carry by easing limits on dry ice needed to keep them cold, the country's deputy minister for aviation said on Dec 8. South Korea said it signed deals to provide coronavirus vaccines for 44 million people next year, including from AstraZeneca, Pfizer, and Moderna and Johnson & Johnson's Janssen.

Airlines and governments round the globe are working on ways to establish cold chain delivery systems for vaccines like Pfizer's which requires storage at below -70 deg C, and Moderna's which needs to be kept at -20 deg C.

A difficulty with vaccine transport is that airplanes can carry only a limited amount of dry ice - frozen carbon dioxide - as it turns into gas over time, displacing the breathable air in the cabin.

The transport ministry raised the limit of dry ice a plane can carry from 3,300kg to up to 11,000kg, which would allow a Boeing 747 cargo plane to carry 52 containers of vaccines, up from 15. To allow this, it will boost safety measures such as carbon dioxide emission inspection and installation of gas meters, the ministry said in a statement.

"Vaccine transport is difficult due to the expertise and the steady temperature necessary," Mr Kim said, adding that the unbroken cold chain of temperature management could include a cold cargo facility the size of two football fields being built near the main international airport in Incheon.

It is expected to be completed in February next year and operated by Korean Air, according to the ministry. United States' FAA said last week that it supported its first mass vaccine air shipment and is working to provide guidance on dry ice safety rules.

Indonesia in talks with Pfizer on Covid-19 vaccine and cold-chain storage

Indonesia has begun talks with officials from US pharmaceutical giant Pfizer to secure the Pfizer-BioNTech Covid-19 vaccine to ensure sufficient supplies before a massive roll-out of a vaccination drive next year in the world's fourth largest country.

The talks involved the health ministry earlier this week and will continue next week with officials from BPOM, Indonesia's equivalent of the US Food and Drug Administration, two government officials said on condition of anonymity. Pfizer offered to help provide the required cold-chain facility to ensure proper distribution of their vaccines.

Unlike most vaccines, which should be kept at normal refrigerated temperatures of between 2 to 8 deg C, the Pfizer-BioNTech vaccine must be stored at ultra-cold temperatures of minus 70 deg C, requiring special freezers. In regular refrigerators, it can be kept for only five days. The firms are seeking to create a second-generation version that can withstand warmer temperatures.

A few days after returning from a visit to the US, Indonesia's coordinating maritime affairs and investment minister Luhut Pandjaitan said on Tuesday (Nov 24) that US Vice-President Pence offered joint cooperation in vaccine production between American and Indonesian companies". The country has so far secured commitments for the shipment of 189 million vaccine doses from China's Sinovac, Maryland-based Novavax and Covax, an international Covid-19 vaccine allocation platform co-led by the World Health Organisation.

Indonesia's population is 270 million and the plan is for 107.2 million of them - those aged between 18 and 59 - to be vaccinated. Those with pre-existing medical conditions or deemed unfit will not be included. The country has also set aside a buffer of 15 % for its vaccine stockpile. At two doses each, it would thus need 247 million doses in its stockpile by next year. Indonesia has also tried to secure vaccines from China's Sinopharm and CanSino Biologics as well as from the UK's AstraZeneca, but to no avail. Bio Farma and Padjadjaran University in West Java have been conducting Phase III clinical trials on Sinovac's vaccine, but scant details have sparked worries about the process. Critics noted that sample size for clinical trials was too small and involved just 1,600 people. Dr Penny K. Lukito, BPOM's head, has said that it is always ready to accommodate the choice of a vaccine provided it has gone through proper trials.

Storage

Despite the hurdles, a well-established global network for pharmaceutical distribution should expedite the flow of doses. Cities from Miami, Dallas and London, to Liege in Belgium, Dubai, Mumbai, Singapore and Seoul have well-established deep-freeze capabilities. United Parcel Service Inc. has built facilities in Louisville, Kentucky, and the Netherlands with 600 deep freezers that can each hold 48,000 vials of vaccine at temperatures as low as minus 80 degrees Celsius.

FedEx Corp. has added freezers and refrigerated trucks to its already extensive cold-chain network, and Richard Smith, who's leading the delivery firm's vaccine effort, has pledged to free as much air and ground capacity as needed

Where are we in the Covid-19 vaccine race?

Drugmakers and research centres around the world are working on Covid-19 vaccines, with large global trials of several of the candidates involving tens of thousands of participants well under way. The following is what we know about the race to deliver

vaccines to help end the coronavirus pandemic that has claimed more than 1.34 million lives worldwide:

Pfizer Inc and German partner BioNTech released final late-stage trial data on Nov 18 that showed their shot was 95 per cent effective at stopping Covid-19, the highest efficacy rate so far. The companies are the first to publish final Phase III efficacy and safety data and plan to apply for an emergency use authorisation (EUA) in the United States within days.

Moderna Inc, released interim data stating its vaccine worked in a large, late-stage clinical trial with 94.5 % efficacy. Interim late-stage trial results for Russia's Sputnik V vaccine published on Nov 11 showed the shot is 92 per cent effective. AstraZeneca said that its vaccine for Covid-19, developed by Oxford University, could be around 90 % effective without any serious side effects.

Johnson & Johnson says it is on track to deliver data this year.

The companies are testing their vaccines against a placebo - typically saline solution - in healthy volunteers to see if the rate of Covid-19 infection among those who got the vaccine is significantly lower than in those who received the dummy shot.

The trials rely on subjects becoming naturally infected with the coronavirus, so how long it takes to generate results largely depends on how pervasive the virus is where trials are being conducted. Each drugmaker has targeted a specific number of infections to trigger a first analysis of their data. Early in the trials, infection rates were low. With a surge in infections around the globe in October and November, trial participants became infected more quickly. Pfizer's final results were based on 170 cases within its trial involving more than 43,000 participants.

Moderna conducted its interim analysis after 95 participants developed Covid-19, while Russia's examination was conducted after 20 volunteers developed the disease.

AstraZeneca said its interim analysis was based on 131 infections among participants who received the vaccine and those in a control group who were given an established meningitis shot.

WHO ideally wants to see at least 70 % efficacy in trials. The US FDA wants at least 50 % - meaning there must be at least twice as many infections among volunteers who received a placebo among those in the vaccine group. The European Medicines Agency may accept a lower efficacy level. Regulators for Europe, Britain and Canada are considering data as it becomes available it is unclear when companies will submit efficacy data or when the agencies would make a decision.

Although China launched an emergency use programme in July aimed at essential workers and others at high risk of infection that has vaccinated hundreds of thousands of people. At least four Chinese vaccines are far along, including those from China National Biotec Group (CNBG), CanSino Biologics and Sinovac Biotech. Sinovac said that mid-stage trial results showed its CoronaVac vaccine triggered a quick immune response, but the level of antibodies produced was lower than in people who recovered from the disease.

Russia has also given the Sputnik V vaccine developed by the Gamaleya Institute to 10,000 members of the general population considered at high risk of contracting the virus.

Nations firm up on strategies for Covid-19 vaccination

Delivery firms have experience transporting flu vaccines and medical samples at low temperatures. And both UPS and FedEx mobilised earlier this year to fly tons of needed medical supplies into the US when the shortage was acute. They've since been coordinating with vaccine makers and government officials to prepare for the vaccine rollout. "We're just waiting until they tell us they have a vaccine ready and we will be ready to go out there and deliver it to every ZIP code in the US," Smith said. "We'll be ready to deliver it around the world as well."

The last mile

Delivery won't be just about airlines. All forms of transport may be required to get the vaccine to rural areas. In some places, it may need to be carried in by foot. "You just don't have deep-freezers everywhere," said Mr Poonawalla, CEO of Serum Institute of India Ltd., the world's biggest vaccine maker. It's tied up with five developers, making 40 million doses of AstraZeneca's vaccine. The company aims to start manufacturing Novavax Inc.'s contender soon. "These frozen vaccines, which are highly unstable, the developers need to work on stabilising," Poonawalla said. The possibility of tampering, production of counterfeit shots and even attempts to disrupt distribution are also a concern, according to IATA. Drug companies have responded by requesting end-to-end security escorts, according to Dominic Kennedy, at Virgin Atlantic Airways Ltd.

De Juniac, the IATA chief, insists that the industry is ready. "We will not disappoint," he said.

Baseless Covid-19 cure-alls rampant in Malaysia despite authorities' warning

Despite the health ministry's warning, false information on Covid-19 and bogus remedies for the disease remain rampant in Malaysia. Herbs, healing oils, honey and home-made concoctions - these are some of the "preventive medicines" being talked about among Malaysians. The Sabah state, which consistently recorded four-figure cases in Malaysia's third wave of Covid-19 infections, seems to be also a hotspot for baseless homemade cures and remedies.

Covid-19 patients are often bombarded with misinformation on how to treat the virus, ranging from a concoction of water with sliced lemon and garlic cloves to drinking distilled rice wine - montoku. A former Covid-19 patient, recalled how a relative shared an "important" tip to take a young coconut, mix its juice with lime and a spoon of salt before drinking it and see the result in an hour. described it as "nothing but nonsense " said the man,. Although the "tip" sounded like nonsense, it was shared quite widely in his other WhatsApp groups.

"Imagine the whole world struggling to find a cure for Covid-19 and all we need is just this simple method, " he said with a laugh. Another patient, who recently recovered from the virus, said among the many genius ideas she has heard of, one stood out quite remarkably. "My aunt kept telling me to try montoku. She told me someone she knows apparently got well enough to be discharged from the hospital a few days after drinking montoku. How crazy is that?". She said the aunt even kept telling her to try and get someone to send her some montoku while being in hospital for the virus.

Other weird remedies are to mix a raw egg with orange-flavoured soft drink and drink it once before bedtime and again at dawn before taking a bath. A viral post on Facebook had a man claiming he cured himself of Covid-19 by drinking the concoction besides

imbibing warm water mixed with lime juice thrice daily, taking two Panadol morning, afternoon and night, rubbing eucalyptus oil on his chest and sniffing it all the time for a few days.

The Malaysian Health Ministry said that there is no cure for #Covid-19. If parties are selling products claiming to treat Covid-19, it is fake. Yet, it has not stopped salesman offering services to treat Covid-19 offering "telemedicine" and free services related to "Covid-19 vaccine". A picture was posted last month by a Twitter user made claims that a mixture of coconut water, lime and salt can supposedly cure Covid-19 Sellers now appear to be more mindful about their claims but some continue to promote their products as an aid to Covid-19 prevention.

Can I get infected with Covid-19 from touching a contaminated surface?

A recent study in Australia found that the Covid-19 virus can remain infectious for 28 days on smooth surfaces such as plastic and mobile phone screens.

A recent Australian Study found that Covid-19 can survive on banknotes, glass and stainless steel for up to 28 days and can remain infectious for 28 days on smooth surfaces such as plastic and mobile phone screens. The studies were performed under ideal conditions, where temperature, light and humidity in the lab can be controlled. Dr Anderson of the Duke-NUS Medical School ABSL3 laboratory, said in the real world, virus transmission from a surface to a person can be disturbed. If a pole is contaminated, virus particles can transfer to the hands of someone touching it but if the person sanitises his hands afterwards, the virus can be killed, and transmission broken.

Professor Fisher, of the National University Hospital, noted that transmission via contaminated surfaces does occur but it is not the dominant route. The studies demonstrate the possibility of such transmission, but do not prove it. He said that while it is difficult to quantify risk, adequate viable virus is needed for transmission to occur via a contaminated surface. An individual would need to touch a contaminated surface and then eyes or mouth, each movement would dilute the virus number. Since the maximum amount of virus is in the throats of those infected, there will be less of the virus on surfaces touched, and even less in the next person's eyes and throat. Direct droplet transfer from person to person will carry more of the virus and has higher likelihood of transmission. Risk of transmission is very low. For safety, people should still hold handrails on staircases and trains but it is important to practise good hand hygiene. People should continue to sanitise and wash their hands regularly, and avoid touching their face as much as possible.

Safety precautions to take when using a mobile phone

Mobile phone screens tend to be dirty, as we use them all the time. If an infected person touches surfaces on the train for instance, and someone touches the same surfaces, and then uses their phone before sanitising their hands, there is a possibility of the virus staying on the phone's surface To be safe, sanitise phones with disinfectant wipes where possible, and avoid using them during meals.

Can I get Covid-19 from frozen food and food facilities?

Following recent reports that the Sars-CoV-2 - the virus responsible for Covid-19 - was found on frozen beef and tripe in China, The Straits Times looks at how frozen food and food facilities could be possible modes of transmission and the risk of contracting the virus in such a manner.

WHO has said it is unlikely for people to contract Covid-19 from food or food packaging, and that transmission via contaminated food is not a major infection route. Likewise, the Singapore Food Agency posted on its website that it is "not aware of any evidence" suggesting that the virus can be transmitted to humans via food or food packaging and equipment.

However, it added that contact with these items is "no different" from contact with common surfaces such as lift buttons and door knobs, which could be easily contaminated with the Covid-19 virus. But the risk of possible transmission through these surfaces remains low. As such, it is important to maintain good personal hygiene.

Countries do not need to screen frozen food imports as transmission from frozen food is low. Associate professor hsu li yang, of the national university of Singapore's saw swee hock school of public health, said: at present, the cost of screening all frozen goods is high relative to the potential benefit, and other routes of transmission are more likely and present a higher risk. A country could consider screening all its frozen food if it is ultimately aiming for zero Covid cases and after accounting for and controlled all other common routes of virus transmission and importation.

China recently found traces of coronavirus on packaging of frozen food imports from Russia and Indonesia, but there is no need to ban imports from companies whose frozen food products have been contaminated with the coronavirus, say infectious diseases experts. As the risk of transmission from a food source is very low, compared to usual infection routes. Even so, people involved in food preparation should observe strict personal hygiene and ensure surfaces and utensils are cleaned properly. " On receiving food from overseas, handlers should practise regular hand hygiene and ensure surfaces and utensils are regularly cleaned." the main risk is for workers handling such foods, not consumers. But even for workers, infection through this route would still be "a very unlikely event", Prof Fisher said.

Associate Professor Hsu Li Yang of Singapore's Saw Swee Hock School of Public Health said there should be no change from prior advisories. Personal hygiene remains critically important in food preparation, as there are many other diseases more likely to be gained from food preparation and consumption than Covid-19."

The issue came under scrutiny after China announced it had found traces of coronavirus on the packaging of frozen squid from Russia and frozen fish from Indonesia. Indonesia has since suspended the company, Putri Indah, from exporting to China whilst investigating the issue. SFA is not aware of any evidence that suggests that the virus can be transmitted via food, food packaging, or equipment used to handle food. It will continue to monitor developments closely and take any action necessary to safeguard food safety here.

What are the implications of the virus persisting on the packaging of frozen goods and should people be wary of frozen food imports?

Professor Fisher of the National University Hospital, said that there is circumstantial evidence showing that food handlers may become infected from imported virus on fresh or frozen food. However, once packaged food gets to consumers, there is almost no chance that the virus would still be on packaging. There would have to be an adequate infective dose to be a route of transmission. There is currently no definitive evidence of people being infected from food packaging. As a safety precaution, they should ensure they cook

food thoroughly and wash their hands well after handling raw food, as these measures can also help prevent food borne diseases.

Can Covid-19 be spread through cooked food

There is no evidence people can catch Covid-19 from cooked food, according to WHO. The virus can be killed at temperatures as other known viruses and bacteria. Therefore, foods such as eggs and all meat including poultry should be cooked to at least 70 deg C. The virus could survive transport and storage which occur in controlled settings with consistent temperature and humidity levels.

An ongoing study found that Sars-CoV-2 virus, which causes Covid-19, can survive in sufficiently high amounts on frozen fish, chicken and pork for 3 weeks at refrigeration temperature. The study was conducted to test the "longevity and infectivity of Sars-CoV-2" in refrigerated and frozen food.

High amounts of the virus were used to infect pieces of salmon, chicken and pork sourced from supermarkets. Samples were stored at 3 different temperatures: 4 deg C (refrigeration), -20 deg C (freezer) and -80 deg C (deep freezer generally used in labs). The samples were then harvested at specified time points reflecting food transport timelines. The virus could survive and remain infectious at refrigeration and freezer temperatures, 4 deg C and -20 deg C respectively, for three weeks. So it is possible for the virus to survive transport and storage, which occur in controlled settings with consistent temperature and humidity levels, comparable to that of a laboratory.

Are food processing and cold storage facilities a hot spot for virus spread?

As the virus survives longer in colder temperatures, conditions at such facilities tend to be more favourable for transmission and spread. Dr Anderson feels that the facilities are a concern as workers are often close to one another and may shout or talk loudly to each other. Masks may also become damp and ineffective at colder temperatures. Many workers fear losing their job if they take days off, making them more likely to go to work even when sick. All workplaces, including local food processing facilities, must adhere to Safe Management Measures.

Dr Jasmin Lim, of Republic Polytechnic, said seafood usually goes through 4 supply chain stages. Harvested, processed, packaged and put in cold storage. They are then transported to distribution centres and eventually, retail stores. Depending on how many steps exist in the supply chain, food can change hands many times. A producer may sell to a local wholesaler, who then exports this as raw material to process overseas. This processor in turn sells to its own local distributor.

What is presently known is that coronavirus can survive weeks when frozen or refrigerated at 4 deg C in a laboratory, Prof Fisher said. Food processing plants have also been the sites of large Covid-19 clusters around the world, he added. "What is unclear is whether virus that originated in one country was transported and survived at an adequate dose to cause infection in people in China."

Could someone at an airport touch the same surfaces as an infected person?

With travellers mingling at an airport, there is a higher risk of infection, but with surfaces regularly disinfected and people practising good hygiene, the risk is minimized. Required testing at the time of travel and upon arrival further helps to ensure that the risk of infecting

others while in transit is low. Even if the individual tests negative at first, and positive later they are unlikely to shed enough virus to be infect others.

An early mutation made the Covid-19 pandemic harder to stop

As the coronavirus swept the world, it picked up random alterations to its genetic sequence. Like meaningless typos in a script, most mutations made no difference in how the virus behaved. But one mutation near the start of the pandemic made a difference, multiple new findings suggest, helping the virus spread more easily from person to person and making the pandemic harder to stop. The mutation 614G, was first spotted in eastern China in January and spread quickly throughout Europe and New York City. Within months, it took over much of the world, displacing other variants. For months, scientists have fiercely debated why. Researchers at Los Alamos National Laboratory argued in May that the variant probably evolved the ability to infect people more efficiently.

Many were sceptical arguing that the variant may have been simply lucky, appearing more often by chance in large epidemics, like Northern Italy's, that seeded outbreaks elsewhere. New research - including close genetic analysis of outbreaks and lab work with hamsters and human lung tissue - has supported the view that the mutated virus had a distinct advantage, infecting people more easily than the original variant detected in Wuhan, China. There is no evidence that a coronavirus with the 614G mutation causes more severe symptoms, kills more people or complicates vaccine development. Nor do the findings change the reality that places that quickly and aggressively enacted lockdowns and encouraged measures like social distancing and masks have fared far better than the those that did not. The subtle change in the virus's genome has had a big ripple effect, said David Engelthaler, of the Translational Genomics Research Institute in Arizona.

The first virus outbreaks would have spread around globally even without the mutation, believe most researchers. The original variant spotted in Wuhan in late 2019 was already highly contagious, but the mutation appears to have made the pandemic spread farther and faster than without it.

A study found that UK outbreaks grew faster when seeded by the 614G variant than by its Wuhan ancestor. Another reported hamsters infected each other quicker when exposed to the variant. And in a third, the variant infected human bronchial and nasal tissue in a cell-culture dish more efficiently than its ancestor. Kristian Andersen, of Scripps Research, La Jolla, said the research showed that the variant is more transmissible, but the difference is subtle. Even so, the variant's higher transmissibility could explain why some countries initially successful in containing the virus became susceptible later as the virus may have been harder to contain than first time round.

Around the world, the emergence of 614G has generated both serious scientific debate and largely political blame dodging. Government officials in Vietnam and Thailand, which fared well in containing the ancestral strain despite an influx of Chinese visitors early in the year, have suggested that the later outbreaks may have been partly the result of the 614G virus.

Thailand has kept both virus variants under control over 2020 through strict quarantining of returnees, a ban on foreign tourists, masks and other measures, said Thira Woratanarat, an associate professor in the medical faculty at Chulalongkorn University in Bangkok. Still resurgences in the region are concerning. "We have seen several countries, like Vietnam, South Korea and Japan, that seemed to have it under control but then there was a second wave.

In Vietnam, the virus with the 614G mutation was first confirmed in Danang after about 100 days with no reported cases of local transmission. An outbreak quickly spread to 10 cities and provinces.

In Singapore the mutated virus spread in crowded dormitories for migrant workers. "When the mutated virus lives in big groups, it spreads faster and makes it much more difficult to control,"

Other researchers said that a lack of proper containment measures, not the mutation, is largely to blame for resurgent outbreaks. "The reason this is spreading is people are not having enough measures in place," said Kari Stefansson, founder and CEO of deCODE Genetics, a leading Icelandic genome analysis firm. "It seems like extraordinarily poor politics to blame the inadequacies on the virus. They should be picking on someone their own size, not this tiny virus."

A British team of researchers had an advantage compared to others and were able to draw upon the largest national database of coronavirus genome sequences globally. They collected new evidence that in the United Kingdom, the variant took over as it spreads faster. Data collected by the Covid-19 Genomics UK Consortium allowed observance of growth of infected clusters as a kind of race. Did clusters of 614G infections grow faster than infections involving the ancestral variant? The 614G variant won the race. The precise rate remains uncertain, but the most likely value gives 614G roughly a 20 % advantage in exponential rate of growth.

The virus will continue to change, and while most changes will be mere typos, some may be more meaningful. There will be the possibility of additional alterations that change the nature of the pandemic," Already, , he has seen strong indications of such alterations have been seen in unpublished data tracking the spread of different variants in Arizona.

Infected after holiday to Europe, pregnant Singapore mum gives birth to baby with Covid-19 antibodies

A "dramatic" pregnancy accelerated by getting Covid-19 when pregnant ended in tears of joy when Mrs Ng-Chan, gave birth to her second child earlier this month. Her son, Aldrin, was not only born free of Covid-19, he even has antibodies against Covid. Mrs Ng-Chan is one of a few women in Singapore infected with coronavirus during their pregnancies to have given birth. "My doctor suspects I have transferred my Covid-19 antibodies to him during my pregnancy."

Aldrin's antibodies suggest he has immunity to the virus. Weighing 3.5 kg at birth, he was born on Nov 7 at the National University Hospital. Mrs Ng-Chan said her pregnancy was dramatic e, as she, her mother and her daughter all contracted Covid-19 after returning from a family holiday in Europe in March. Mrs Ng-Chan's mother came close to death. She was hospitalised for four months and spent 29 days on a life support machine. Mrs Ng-Chan and Aldrina were only mildly ill and discharged from hospital after 2.5 weeks.

Mrs Ling, a 29-year-old speech and language therapist, tested positive for coronavirus in her 36th week of pregnancy in March and gave birth to Boaz on April 26 possibly the first baby born in Singapore with Covid-19 antibodies. It is unknown how many babies have been born to women with Covid-19 whilst pregnant although the number of pregnant women infected with Covid-19 under hospital care is "very low", and none has as yet given birth.

Guidelines of the UK Royal College of Obstetricians and Gynaecologists suggests that Covid-19 transmission from a pregnant woman to her baby during pregnancy or birth is uncommon. Whether the newborn infant catches Covid-19 from his mother is not affected by the delivery mode, feeding choice (breast or bottle feeding,) or if the mother and baby stayed in the same room after delivery. Babies born to women who have recovered from Covid-19 are assessed comprehensively by a team of doctors. Generally, invasive testing for Covid-19 would not be required in a healthy asymptomatic baby if the mother had Covid-19 early in pregnancy and completely recovered and subsequently tested negative for Covid-19. Maternal and umbilical cord blood is processed using the standard polymerase chain reaction, and so far all mother-newborn pairs have tested negative.

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**INDUSTRY RECOMMENDED FRAMEWORK OF
PROTOCOLS FOR ENSURING SAFE SHIP CREW CHANGES AND
TRAVEL DURING THE CORONAVIRUS (COVID-19) PANDEMIC**

1 The Maritime Safety Committee, at its 102nd session (4 to 11 November 2020), inter alia, recognized the importance of the *Recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic*, circulated by means of Circular Letter No.4204/Add.14/Rev.1 (the protocols), and that, so far as practicable, Member States and all stakeholders concerned should consider applying the protocols to the maximum extent possible.

2 The Committee noted that a broad cross section of global industry associations in consultative status with the Organization representing the maritime transportation sector* were keeping the protocols under review as the pandemic developed and that the protocols would need further revision. The Committee therefore authorized the Chair and the IMO Secretariat to distribute any revised versions of the protocols as revisions of this MSC circular without waiting for the Committee's prior approval. The Committee would then be invited to endorse any revised circular retrospectively at its next meeting.

3 Member States are invited to consider the protocols, as set out in the annex, and advise owners, operators and managers of ships entitled to fly their flag, as appropriate, as well as shipboard personnel employed or engaged on such ships to act accordingly, taking into account the *Recommended action to facilitate ship crew change, access to medical care and seafarer travel during the COVID-19 pandemic* (resolution MSC.473(ES.2)).

4 Intergovernmental organizations and non-governmental organizations in consultative status with the Organization are also invited to consider the protocols, and other guidance, as provided in paragraph 3 above, and advise their membership accordingly.

* ICS, IAPH, BIMCO, IFSMA, INTERTANKO, P&I Clubs, CLIA, INTERCARGO, InterManager, IPTA, IMCA, INTERFERRY, FONASBA, ITF and WSC with input from the International Air Transport Association (IATA).

ANNEX

RECOMMENDED FRAMEWORK OF PROTOCOLS FOR ENSURING SAFE SHIP CREW CHANGES AND TRAVEL DURING THE CORONAVIRUS (COVID-19) PANDEMIC

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OVERVIEW

Introduction

1 Governments have committed to minimizing disruptions to trade and global supply chains, and have identified the need to prioritize keeping logistics networks open and functioning efficiently.

2 Shipping companies and airlines are cooperating to meet this priority by ensuring that reliable operations are able to continue throughout the coronavirus disease (COVID-19) pandemic. However, these networks will come to a halt if replacement ship crews are unavailable for duty due to the lack of available flights and other restrictions affecting the travel and movement of ship crews. This critical issue is increasingly taking on a humanitarian dimension for those crews which have already spent many months at sea and which urgently need to be repatriated to their home countries and replaced. Apart from the need for shipping companies to comply with international regulations and contractual obligations, service periods on board ships cannot be extended indefinitely due to the dangerous impacts this has for the well-being of ship crew and, most importantly, safe ship operations. In view of the importance of international maritime transport to the resilience of the global economy at this critical time, Governments are strongly encouraged to take urgent action to address this issue.

3 IMO Circular Letter No.4204/Add.6 of 27 March 2020 contained, inter alia, the following recommendations to Member States about measures to facilitate ship crew changes in seaports:

4 "Governments and relevant national authorities are recommended to:

- Designate professional seafarers and marine personnel,¹ regardless of nationality when in their jurisdiction, as "key workers" providing an essential service.
- Grant professional seafarers and marine personnel with any necessary and appropriate exemptions from national travel or movement restrictions in order to facilitate their joining or leaving ships.
- Accept, inter alia, official seafarers' identity documents, discharge books, STCW certificates, seafarer employment agreements and letters of appointment from the maritime employer as evidence of being a professional seafarer, where necessary, for the purposes of crew changes.
- Permit professional seafarers and marine personnel to disembark ships in port and transit through their territory (i.e. to an airport) for the purposes of crew changes and repatriation.
- Implement appropriate approval and screening protocols for seafarers seeking to disembark ships for the purposes of crew changes and repatriation.
- Provide information to ships and crews on basic protective measures against COVID-19 based on WHO advice."²

¹ As defined, inter alia, by relevant IMO instruments and the ILO Maritime Labour Convention, 2006, as may be applicable.

² <https://www.who.int/emergencies/diseases/novel-coronavirus-2019/advice-for-public>

5 This framework of protocols expands on these recommendations, and maritime administrations should liaise with their Governments and relevant national authorities about their implementation as soon as possible.

Purpose and scope

6 This framework of protocols sets out general measures and procedures that should, so far as practicable, be implemented by Governments and all stakeholders concerned – although these can be modified as appropriate – to facilitate safe ship crew changes during the COVID-19 pandemic.³

7 These recommendations are addressed to maritime administrations and, as appropriate, in liaison with Governments – relevant national authorities including, inter alia, health, customs, immigration, border control, seaport and civil aviation authorities. They also address the roles of shipping companies (their agents and representatives, including crew agencies) and the seafarers they employ; as well as – in consultation with relevant authorities – seaports, airports and airlines involved in the process of facilitating travel for the purpose of ship crew changes.

8 It is recommended that if shipping companies (maritime employers) – "the Company" as defined by the IMO International Safety Management (ISM) Code, and "the shipowner" as defined by the ILO Maritime Labour Convention, 2006 – demonstrate broad compliance with or adherence to measures that might be applicable to them, as set out in this framework of protocols (and as may be modified by local authorities according to national circumstances), Governments and their relevant national authorities should be encouraged to do everything possible to facilitate ship crew changes, notwithstanding any restrictions that may continue to apply in response to the pandemic.

9 To comply with the IMO ISM Code, shipping companies are required, inter alia, to assess all identified risks to the safety of ships and personnel, and establish necessary safeguards and procedures in a documented Safety Management System (SMS). As part of the SMS, shipping companies may find it helpful to develop detailed plans and procedures for the different aspects and risks associated with coronavirus (COVID-19) on their ship operations. Elements of this framework of protocols could be integrated with the SMS as appropriate. Health protection measures, such as personal protective equipment (PPE), as referred to in these protocols, should be provided, in principle, at no cost to seafarers, in accordance with ILO MLC, 2006.

10 Some of the recommendations addressed to shipping companies might not be appropriate for every company, especially when ship crews are rotated frequently (e.g. on ferry services, in short sea trades or offshore support vessels) or when large numbers of crew members are involved. The extent of implementation will also depend on the circumstances that may prevail at the time in the seafarer's country of residence or the place where the crew change is taking place, or other arrangements that shipping companies may have made with national authorities. The requirements of shipping companies set out in this framework should not be regarded as minimum standards that must always be complied with, in every detail, in order for a ship crew change to take place.

³ In addition to being applicable to the travel and movement of seafarers, Governments may also wish to apply relevant aspects of this framework of protocols to other marine personnel and designated key workers including, inter alia, offshore energy sector personnel, which are addressed in IMO Circular Letter No.4204/Add.13, "Recommendations for Governments and relevant national authorities on facilitating the movement of offshore energy sector personnel during the COVID-19 pandemic" dated 5 May 2020.

11 These protocols may be modified to provide additional detail (or less) as appropriate and proportionate to address national or local regulations, public health guidance and prevailing circumstances at the time. While these protocols focus on ship crew changes involving international travel via aircraft, they may be relevant to domestic travel involved to conduct crew changes. As such, these protocols may be applicable or modified to address the various transport modes that might be used during ship crew travel.

12 Use and implementation of this framework of protocols by Governments and relevant national authorities should be temporary and time limited to the coronavirus (COVID-19) pandemic. Arrangements and requirements should default to normal as soon as circumstances allow.

13 This framework of protocols covers the travel and movement of seafarers to and from ships for the purpose of effecting ship crew changes. This includes various **locations** (and potential locations) throughout the process of crew change and travel, and the **periods** of time when there may be risks that need to be managed and controlled in the process.

14 This framework takes into account the differences in the risks that may need be managed with regard to travel for the purposes of **joining a ship** and travel after **leaving a ship for repatriation**.⁴

15 The framework of protocols covers the following locations and periods in their scope:

PROTOCOLS FOR JOINING A SHIP (P1 – P6)

From a seafarer's place of ordinary residence in one country via aircraft to join a ship in a seaport in another country

Location 1 Place of ordinary residence

Period: Time spent at place of ordinary residence before departure
Period: Time (potentially) spent at any hotel, temporary accommodation, etc.
Period: Travel to airport

Location 2 Airport of departure

Period: Time spent in airport of departure

Location 3 Aircraft

Period: Time during flight

Location 4 Airport of arrival

Period: Time spent in airport of arrival
Period: Transfer (potentially) to any hotel, temporary accommodation, etc.
Period: Time (potentially) spent at any hotel, temporary accommodation, etc.
Period: Travel to seaport

⁴ Seafarers have the right to be repatriated at no cost to themselves in the circumstances and under the conditions specified in ILO MLC, 2006. Parties to MLC, 2006, are required to ensure that there are appropriate provisions in their laws and regulations or other measures or collective bargaining agreements, prescribing the precise entitlements to be accorded by shipowners for repatriation, including those relating to the destinations of repatriation, the mode of transport, the items of expense to be covered and other arrangements to be made by shipowners.

Location 5 Seaport

Period: Movement in port to ship
Period: Embarkation onto ship

Location 6 Ship

Period: Time spent on ship following embarkation

PROTOCOLS FOR LEAVING A SHIP AND REPATRIATION (P7 – P12)

From a ship in a seaport in one country via aircraft to a seafarer's place of ordinary residence in another country

Location 7 Ship

Period: Time spent on ship prior to disembarkation

Location 8 Seaport

Period: Disembarkation from ship
Period: Movement in port from ship to transfer arrangement
Period: Transfer (potentially) to any hotel, temporary accommodation, etc.
Period: Time (potentially) spent at any hotel, temporary accommodation, etc.
Period: Travel to airport of departure

Location 9 Airport of departure

Period: Time spent in airport of departure

Location 10 Aircraft

Period: Time during flight

Location 11 Airport of arrival

Period: Time spent in airport of arrival
Period: Transfer (potentially) to any hotel, temporary accommodation, etc.
Period: Time (potentially) spent at any hotel, temporary accommodation, etc.
Period: Travel to place of ordinary residence

Location 12 Place of ordinary residence

Period: Time spent at place of ordinary residence immediately after repatriation

16 To cover the scope, this framework of protocols comprises two parts:

- .1 **Protocols for joining a ship (P1 to P6)** covering the periods during travel from a seafarer's place of ordinary residence in one country via aircraft (and other transport modes) to join a ship in a seaport in another country;⁵ and

⁵ This might also include use of domestic as well as international aircraft.

- .2 **Protocols for leaving a ship and repatriation (P7 to P12)** covering the periods during travel from a ship in a seaport in one country via aircraft (and other transport modes) to a seafarer's place of ordinary residence in another country.⁶

Documentation

17 Implementation of these protocols should be supported by documentation in order to facilitate recognition of adherence to these recommendations throughout the crew change and travel process. While many of the documents referenced in these protocols may have already been developed by various stakeholders, some suggested possible templates are provided in the **appendix**.

18 Where possible, documents should be issued, prepared or made available in electronic form to reduce the risk hard copies pose for contamination. Where the original of the document is not in English, a translation should be made available.

19 The recommended documentation to be carried by seafarers, and as necessary prepared by seafarers for the purposes of their travel, are:

- A Evidence of Seafarer Status Document(s)
- B Crew Health Self-Declaration Form & Daily Temperature Records
- C Employer Letter and Crew Change & Travel Information Sheet

20 In addition, it is suggested that Governments encourage seaports, airports and airlines to prepare information on their measures and requirements related to the coronavirus (COVID-19) for use by shipping companies and seafarers, and potentially other stakeholders concerned, in order to facilitate safe ship crew changes and travel during the pandemic. This information could be prepared using the possible suggested templates set out in the **appendix**:

- D Port – Crew Change Information Sheet
- E Airport – Crew Travel Information Sheet
- F Airline – Crew Travel Information Sheet

21 Governments and their relevant national authorities are encouraged to provide information on their national approaches and requirements to facilitating safe ship crew changes and travel. This may include Governments of States where seafarers are ordinarily resident, States having seaports where crew changes take place, and flag States of ships that are seeking to conduct crew changes. If helpful, this information could be prepared using the suggested template included in the **appendix**.

- G National – Crew Change & Travel Information Sheet

⁶ Ibid.

FRAMEWORK OF PROTOCOLS

P1 – P6

PROTOCOLS FOR JOINING A SHIP

From a seafarer's place of ordinary residence in one country via aircraft to join a ship in a seaport in another country

The objective of these protocols is to facilitate safe travel of seafarers to join ships for the purpose of conducting crew changes, and to ensure that effective measures are applied to manage and control the risk of seafarers becoming infected with coronavirus (COVID-19), or infecting other persons, prior to leaving their place of ordinary residence and while travelling via aircraft (and other modes of transport) to join ships in a seaport in another country.

P1	LOCATION: PLACE OF ORDINARY RESIDENCE
P2	LOCATION: AIRPORT OF DEPARTURE
P3	LOCATION: AIRCRAFT
P4	LOCATION: AIRPORT OF ARRIVAL
P5	LOCATION: SEAPORT
P6	LOCATION: SHIP

P1

LOCATION: PLACE OF ORDINARY RESIDENCE

1.1 Period: Time spent at place of ordinary residence

Objective: To ensure, as far as practicable, that seafarers are healthy when they travel to join ships and to control the risk of seafarers becoming infected with coronavirus (COVID-19), or infecting other persons, immediately before leaving their place of ordinary residence to begin travel to join a ship

NOTE: The duration of this period may be determined by requirements of relevant national authorities at both ends of the journey but, depending on the circumstances that prevail at the time, this might normally be at least 7 days.⁷

NOTE: Seafarers may be required to undergo a pre-deployment medical to meet the requirements of the employer, which might involve travel prior to their departure. Travel for this purpose and attendance at a medical facility or practitioner should be undertaken adhering to the same measures for travel to the airport of the departure.

Requirements of shipping companies

- 1.1.1 Shipping companies will endeavour to ensure, as far as reasonably practicable, that seafarers monitor their health during time spent at their place of ordinary residence immediately before leaving to travel to join a ship.
- 1.1.1*bis* Shipping companies will instruct and require seafarers to inform the Company immediately if they feel unwell, and NOT to travel if they feel unwell or are experiencing any symptoms associated with COVID-19 as per WHO guidance.
- 1.1.2 Shipping companies will determine, based on any applicable national requirements or in liaison with its representatives or agents in the country, the duration of the period for which records should be recorded for the time spent at the place of ordinary residence immediately before departure (which may also include time subsequently spent at any hotel or temporary accommodation, etc. in the vicinity of the airport).
- 1.1.2*bis* Shipping companies will endeavour to ensure, as far as reasonably practicable, prior to leaving their country of residence, that seafarers strictly comply with any isolation, quarantine and/or testing requirements, that may be applicable locally or nationally, and as may be required by the relevant authorities in transit countries and/or in the destination country where the crew change will take place.

The Company will instruct and require seafarers to:

- 1.1.3 Familiarize themselves with general information on coronavirus (COVID-19) and standard infection protection and control precautions provided by relevant national or local authorities.

⁷ It is recognized this may not be practical when ship crews are rotated frequently (e.g. on ferry services, in short sea trades or offshore support vessels) in which case the period may need to include recent work on board ship.

- 1.1.4 Familiarize themselves with all information and guidance provided by the Company on its coronavirus (COVID-19) plans and procedures.
- 1.1.5 Comply with all standard infection protection and control precautions related to social distancing, self-isolation, hygiene (e.g. hand-washing, avoid touching face, etc.) and safe food handling practices, in accordance with WHO, national or local guidance.
- 1.1.5*bis* Comply strictly with any requirements for testing that may be established by relevant authorities prior to travel, particularly those which may be required by the relevant authorities in transit countries and/or the destination country where the crew change will take place.
- 1.1.5*ter* Comply strictly with any requirements for an isolation period that may be established by relevant authorities prior to or during travel, particularly those which may be required by the relevant authorities in transit countries and/or in the destination country where the crew change will take place.
- 1.1.6 Avoid close contact with any persons who are or appear unwell or show COVID-19 symptoms (e.g. cough, fever, etc.).
- 1.1.7 Check their temperature twice daily and keep records during the required number of days before travel (see **appendix** for a suggested template for keeping the records), and inform the Company (local representative or agent) if they show symptoms.
- 1.1.8 Inform the Company (local representative or agent) if they show any COVID-19 symptoms at their place of ordinary residence before leaving to travel to join the ship, and to ABORT any travel or proceeding with arrangements to join the ship.
- 1.1.9 Conclude all pre-joining formalities to the extent possible online while still at their place of ordinary residence (receiving documents and instructions, use of electronic signatures to sign documents, etc.).
- 1.1.10 Prepare and assemble documentation referenced in these protocols to complete travel to the ship, which may be inspected by relevant authorities or other stakeholders during the course of travel and crew change. The documentation should include the following as referenced in these protocols (for suggested possible templates see **appendix**):
- A Evidence of Seafarer Status Document(s)
 - B Crew Health Self-Declaration Form & Daily Temperature Records
 - C Employer Letter and Crew Change & Travel Information Sheet
- 1.1.11 Assemble and prepare any other documentation required to complete their travel to the ship, as may be required by the Company and/or relevant authorities.

The Company will:

- 1.1.12 Provide seafarers with general information on coronavirus (COVID-19) and standard infection protection and control precautions based on WHO guidance.
- 1.1.13 Provide seafarers with detailed information on the Company's coronavirus (COVID-19) plans and procedures.

- 1.1.13**bis** Provide seafarers with information on the Company's policy regarding the need for strict compliance with any requirements of relevant authorities (and those of the Company), related to isolation, quarantine and testing, including advice that any non-compliance may be considered as grounds for disciplinary action by the Company.
- 1.1.13**ter** Provide seafarers with contact details of those Company representatives responsible for implementing the Company's policy, throughout the crew change process and on board the ship they are joining, and instruct seafarers to seek advice or clarification from the Company in the event of any doubt.
- 1.1.14 Arrange for seafarers to be provided with (or make arrangements for them to obtain this if the circumstances so dictate and allow) necessary personal protective equipment (PPE) sufficient to cover the period of travel to the ship, in accordance with national or local guidance and/or requirements of the Company (e.g. masks, gloves, hand sanitizer, thermometer, etc.), except for PPE which might be made available by third parties for a specific time or use.
- 1.1.15 Arrange flights and other supporting travel (e.g. transfers) for seafarers, and develop any necessary contingency plans.
- 1.1.16 Provide or ensure that seafarers receive documentation on their crew change and travel arrangements (see **appendix**) which, where possible, may include the following:
- B Crew Health Self-Declaration Form & Daily Temperature Records
 - C Employer Letter and Crew Change & Travel Information Sheet
 - D Port – Crew Change Information Sheet
 - E Airport – Crew Travel Information Sheet
(for both departure and arrival airports, as well as any transit airports)
 - F Airline – Crew Travel Information Sheet
 - G National – Crew Change & Travel Information Sheet
(for flag State and both departure and arrival countries)
- 1.1.17 Conduct all pre-joining formalities with seafarers while they are still at their place of ordinary residence to the extent possible.

Recommendations to Governments

Governments and relevant national authorities should be encouraged to:

- 1.1.18 Permit and facilitate airports and airlines operating under their jurisdiction to arrange and conduct flights for the purposes of travel to perform ship crew changes, notwithstanding any other restrictions on flights that might continue to apply during the coronavirus (COVID-19) pandemic.
- 1.1.19 Permit seafarers, holding the requisite and applicable documentation, to travel to airports operating in their jurisdiction, including those that may be designated for facilitating flights for the purposes of ship crew changes, and granting any necessary exemptions from national travel or movement restrictions (including domestic flights or ferries) in order to facilitate their travel to join ships.
- 1.1.19**bis** Provide information to shipping companies and seafarers on arrangements and requirements for COVID-19 testing applicable to seafarers, including:

- .1 approved or authorized testing clinics/centres within their jurisdiction; and
 - .2 time frames for testing and receipt of results prior to travel, which should take into account the prevailing circumstances regarding the predictability of flights and the latest developments related to testing for COVID-19, including the use of any WHO approved "rapid/instant" tests as a complement to other testing requirements.
- 1.1.20 Consider prioritizing testing for COVID-19 (including the use of any WHO approved rapid/instant tests as a complement to other testing requirements) for seafarers travelling to join ships, due to their recommended designation as key workers and their need to travel to join ships and that a test immediately prior to departure may be required by the relevant authorities in the destination country where the crew change will take place, in accordance with any national priorities or arrangements concerning the provision of testing for key workers.
- 1.1.21 Ensure that, if a COVID-19 test is conducted by or on behalf of a relevant authority, a document stating the test result and the authority under which it was conducted will be provided to the seafarer to retain as evidence of the test result.
- 1.1.21*bis* Provide information to shipping companies on any arrangements for accommodation applicable to seafarers for the purposes of isolation or quarantine, including any designated hotels, temporary accommodation, etc.
- 1.1.22 Provide information to shipping companies, and to airlines and airports under their jurisdiction, on any special requirements for the conduct of crew change flights and travel to airports, including the duration of the period for which records may be required for the time spent at the place of ordinary residence prior to departure (which may also include time subsequently spent at a hotel or temporary accommodation, etc. prior to arrival at the airport for the purposes of isolation or quarantine).
- 1.1.23 Provide information to shipping companies and seafarers, as well as all other stakeholders concerned such as airports and airlines, using the suggested template provided in these protocols as a guide (see **appendix**).
- 1.1.24 Request or encourage airports to make publicly available for use by seafarers before they depart their place of residence, and shipping companies (local representative or agent), any necessary requirements or measures established by the airport (or airlines operating from its terminals) related to the control of coronavirus (COVID-19). This might include information, inter alia, about health measures and screening procedures, special arrangements, pathways or zones applicable to seafarers. A suggested template for airports to provide key information is provided in the **appendix**.
- 1.1.25 Request or encourage airlines (in liaison with the airport of departure) to make publicly available for use by seafarers before they depart their place of residence, and shipping companies (local representative or agent), any necessary requirements or measures established by the airline (or airport from which they operate flights) related to the control of the coronavirus (COVID-19). This might include information, inter alia, about any special arrangements, such as special entrances, areas or zones to be used by seafarers in the airport, or health procedures or requirements that must be complied with, such as social distancing measures or use of PPE (e.g. face masks, gloves, etc.). A suggested template that airlines may wish to use to provide key information is provided in the **appendix**.
- 1.1.26 Consider (subject to the requirements of national and local law) relaxing or providing temporary exemptions to any visa requirements that might normally apply to seafarers

travelling for the purposes of crew changes (any obligations under the relevant ILO and IMO conventions notwithstanding), recognizing the impacts that closures of consulates and embassies – as well as other restrictions on local travel and movements – may have for the application process and issuance of visas. This might include making appropriate temporary arrangements to:

- .1 Facilitate the expedited processing of applications through online digital means and prioritizing seafarer applications in view of their key worker status.
 - .2 Allow seafarers who are unable to apply or be issued with a visa in advance to be issued any necessary visa at the border at the airport of arrival.
 - .3 Accept an expired visa in the passport that was previously validly used by the seafarer, provided the seafarer is proceeding directly to the ship in the seaport in the country of arrival.
- 1.1.27 Consider relaxing or exempting seafarers from any requirements that might normally apply related to the minimum remaining validity of passports prior to travel, in recognition of the impact of the closures of passport offices, consulates and embassies during the coronavirus (COVID-19) pandemic on passport renewals.

1.2 Period: Time (potentially) spent at any hotel, temporary accommodation, etc.

Objective: To ensure that seafarers are healthy when they travel to join ships and to control the risk of seafarers becoming infected with coronavirus (COVID-19) while staying at a hotel, temporary accommodation, etc. before travelling to join a ship

Requirements for shipping companies

1.2.1*ad* Shipping companies will endeavour to ensure, as far as reasonably practicable, that seafarers strictly comply with all isolation, quarantine and testing requirements, as may be applicable locally or nationally, or as may be required by the relevant authorities in transit countries and/or the destination country where the crew change will take place, prior to leaving their country of residence.

The Company will instruct seafarers to comply with:

- 1.2.1 Instructions or procedures of the hotel, temporary accommodation, etc., and national or local authorities, paying special attention to social distancing, hygiene and PPE requirements.
- 1.2.2 Comply with all standard infection protection and control precautions related to social distancing, self-isolation, hygiene (e.g. hand-washing, avoid touching face, etc.) and safe food handling practices, in accordance with WHO, national or local guidance.
- 1.2.2*bis* Comply strictly with any requirements for testing that may be required to enter or leave the hotel, temporary accommodation, etc. for the purposes of isolation or quarantine, or those that may be required by the relevant authorities in the destination country before travelling.
- 1.2.3 Avoid close contact with any persons who are or appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).

- 1.2.4 Check their temperature twice daily and keep records during the required number of days before travel (see **appendix** for a suggested template for keeping the records).
- 1.2.5 Inform the Company (local representative or agent) if they show any COVID-19 symptoms before leaving to travel to join the ship, and to ABORT any further travel or proceeding with arrangements to join the ship.

1.3 Period: Travel to airport of departure

Objective: To facilitate safe crew travel to the airport of departure and to control the risk of seafarers becoming infected with coronavirus (COVID-19), or infecting other persons, while travelling to the airport of departure

Requirements of shipping companies

The Company will instruct and require seafarers to:

- 1.3.1 Comply with standard infection protection and control precautions related to hygiene and safe food handling practices in accordance with national or local guidance (e.g. social distancing, hand-washing, use of hand sanitizer, avoid touching face, etc.).
- 1.3.2 Avoid close contact with persons who are or appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 1.3.3 Wear PPE as instructed for the duration of the travel as far as practicable (e.g. mask and gloves, etc.).
- 1.3.4 Carry and handle their own luggage.
- 1.3.5 Keep all relevant documents required for travel to the ship, in a bag or compartment that can be easily accessed and disinfected later.
- 1.3.6 Provide all requisite documentation for verification or inspection if requested by authorities.

The Company will:

- 1.3.7 Arrange to provide appropriate means of travel to the airport that, as far as possible, minimizes contact with other persons after leaving place of residence (or hotel, temporary accommodation, etc.), such as a private transfer.
- 1.3.8 Instruct seafarers to avoid travel by means of public transport, although this may be appropriate for longer journeys depending on the prevailing circumstances.

Recommendations to Governments

Governments and relevant national authorities should be encouraged to:

- 1.3.9 Provide information to shipping companies and seafarers, on national travel or movement restrictions and requirements (including domestic flights or ferries) using, as appropriate, the template provided in these protocols as a guide (see **appendix**).

- 1.3.10 Grant seafarers any necessary exemptions from national travel or movement restrictions (including domestic flights or ferries) in order to facilitate their joining their ships, provided they carry evidence of being a seafarer, consistent with the recommendation included with IMO Circular Letter No.4204/Add.6 to "designate professional seafarers and marine personnel, regardless of nationality when in their jurisdiction, as "key workers" providing an essential service".
- 1.3.11 Encourage airports to designate special areas or zones for the arrival of seafarers at the airport of departure and to facilitate access from these areas or zones to any special areas or zones for check-in and potentially health screening.

P2 LOCATION: AIRPORT OF DEPARTURE

2.1 Period: Time spent in airport of departure
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Objective: To manage seafarers at airports travelling to join ships and to control the risk of seafarers becoming infected with coronavirus (COVID-19), or infecting other persons, while in the airport of departure and to facilitate their safe travel by aircraft

Requirements of shipping companies

The Company will instruct and require seafarers to:

- 2.1.1 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, use of hand sanitizer, avoid touching face, etc.).
- 2.1.1*bis* Avoid use of restaurants, cafes and public toilets, etc. as much as possible.
- 2.1.2 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible.
- 2.1.2*bis* Comply fully with any requirements for testing conducted by the airport or by the relevant authorities operating within the airport, including any requirements of the airline for testing prior to embarkation.
- 2.1.3 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 2.1.4 Wear PPE as instructed for the duration of time spent in the airport as far as practicable (e.g. mask, gloves, etc.);
- 2.1.5 Keep all relevant documents required for travel to the ship via aircraft in a bag or compartment that can be easily accessed and disinfected later.
- 2.1.5*bis* Inform the Company (local representative or agent) if they show any COVID-19 symptoms, and NOT to board the aircraft.

The Company will:

- 2.1.6 Provide seafarers, as far as possible, with the latest available information on their flights.
- 2.1.7 Provide seafarers with instructions and information on the arrangements awaiting them at the airport of arrival.
- 2.1.8 Provide seafarers with instructions and procedures to follow standard infection protection and control precautions.

Recommendations to Governments

In liaison with maritime administrations, Governments and relevant national authorities should be encouraged to:

- 2.1.9 Ensure that, due to the recommended designation of seafarers as key workers and the importance of containing the coronavirus (COVID-19), any COVID-19 tests available to passengers in airports prior to international travel are made available to all seafarers regardless of their nationality.
- 2.1.10 Liaise with relevant authorities in the destination country about measures and requirements of the destination country applicable to seafarers travelling for the purposes of a crew change.
- 2.1.11 Cooperate with airports on the implementation of any special arrangements for health protection, security, customs, immigration and border controls.
- 2.1.12 Encourage airports to:
 - .1 Designate a special pathway for seafarers to pass through check-in, security, customs, immigration and border control that minimizes contact with airport personnel and other passengers/seafarers.
 - .2 Designate a special zone or area for seafarers to await boarding of aircraft that minimizes contact with airport personnel and other passengers.
 - .3 Facilitate social distancing in the airport (e.g. by marking the floor in queuing areas with at least 1 metre spaces where possible).
 - .4 Ensure that all relevant airport personnel are aware of any special arrangements or permissions related to the travel of seafarers.

P3

LOCATION: AIRCRAFT

3.1 Period: Time during flight
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Objective: To manage seafarers on board aircraft and to control the risk of seafarers becoming infected with coronavirus (COVID-19) or infecting other persons in-flight

Requirements of shipping companies

The Company will instruct and require seafarers to:

- 3.1.1 Comply with the instructions and procedures of the airline and cabin crew of the aircraft.
- 3.1.2 Maintain social distancing to the extent possible from other passengers on the flight, and sit with appropriate seat spacing, as may be arranged by the airline or cabin crew on board the aircraft.
- 3.1.3 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, use of hand sanitizer, avoid touching face, etc.).
- 3.1.4 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 3.1.5 Wear PPE as instructed for the duration of the time spent in-flight (e.g. mask, gloves, etc.).
- 3.1.6 Limit exposure to the extent possible to aircraft crew during in-flight service and other passengers when using the facilities.
- 3.1.7 Handle their own luggage on board the aircraft.

Recommendations to Governments

In liaison with maritime administrations, Governments and relevant national authorities are encouraged, according to the circumstances that apply locally and in the destination country, to invite airlines with respect to ship crew flights to:

- 3.1.8 Prepare and provide key information about special measures related to coronavirus (COVID-19) during embarkation and disembarkation of aircraft and in-flight. A suggested possible template to help airlines to provide key information (Airline – Crew Travel Information Sheet) is provided in the **appendix**.
- 3.1.9 Provide guidance for infection protection and control precautions during the flight (e.g. provision of sanitizer or PPE).

P4

LOCATION: AIRPORT OF ARRIVAL

4.1 Period: Time spent in airport of arrival

Objective: To manage seafarers travelling to join ships and to control the risk of seafarers becoming infected with the coronavirus (COVID-19), or infecting other persons, at the airport of arrival and to facilitate their safe onward transfer to the seaport and ship

Requirements of shipping companies

The Company will instruct and require seafarers to:

- 4.1.1 Comply with the instructions and procedures of the airport and relevant local authorities, including any health screening requirements such as temperature checks.

- 4.1.1**bis** Comply with any requirements for testing conducted by the airport or the relevant authorities operating within the airport.
- 4.1.2 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, avoid touching face, etc.).
- 4.1.3 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible.
- 4.1.4 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 4.1.5 Wear PPE as instructed for the duration of time spent in the airport so far as practicable (e.g. mask, gloves, etc.).
- 4.1.5**bis** Inform the Company (local representative or agent) if they show any COVID-19 symptoms, or receive a positive test result at the airport, and NOT to leave the airport until appropriate arrangements are made, and to ABORT travel to the port to join their ship.

Recommendations to Governments

Provided that shipping companies and seafarers can demonstrate that they have done everything possible to adhere to the measures in these protocols that apply to them, including conducting twice-daily temperature check records, as well as any additional measures that Governments might choose to apply at the airport of arrival (e.g. testing, temperature checks, interviews and assessments, etc.), Governments and relevant national authorities, in liaison with maritime administrations, should be encouraged to:

- 4.1.6 Give serious consideration to exempting seafarers from any isolation or quarantine measures that might be applicable to other passengers arriving by aircraft from other countries, taking account of the recommendation included with IMO Circular Letter No.4204/Add.6 to "designate professional seafarers and marine personnel, regardless of nationality when in their jurisdiction, as "key workers" providing an essential service", and any special measures being implemented by the Company and/or alternative measures that might be agreed between the Company and the relevant authorities. This could be on the basis of the following:
 - .1 seafarers in transit to join a ship, who have shown no evidence of symptoms, and have maintained twice-daily temperature records, should present no higher risk of becoming infected with coronavirus (COVID-19), or infecting other persons in the country, if – where practicable – they can proceed directly to their ship; and
 - .2 seafarers required to transfer to and stay at a hotel, temporary accommodation, etc. for an extended period, for isolation or quarantine, may have more occasion to interact with other persons than if permitted to proceed directly to their ship in the seaport.

In addition, Governments and relevant national authorities should be encouraged to:

- 4.1.7 Provide information for shipping companies, seafarers, airports and terminals about any special requirements and parameters for permitting airports and airlines operating under their jurisdiction to arrange and receive flights for the purposes of ship crew changes and travel. A suggested template for Governments and relevant national authorities to provide key information (National – Crew Change & Travel Information Sheet) is provided in the **appendix**.

- 4.1.8 Arrange for seafarers, where necessary, to obtain any required visas online or at the border at the airport of arrival, provided that their other documentation is in order to demonstrate they are travelling for the purposes of a ship crew change, consistent with the ILO Seafarers' Identity Documents Convention, 1958 (No. 108) and the IMO Convention on Facilitation of International Maritime Traffic, 1965, as amended, and, where relevant, the ILO **Seafarers' Identity Documents Convention (Revised)**, 2003 (No.185).
- 4.1.9 Consider relaxing (subject to the requirements of national or local law) any visa requirements that might normally apply to seafarers (any obligations under the relevant ILO and IMO conventions notwithstanding), recognizing the impacts that closures of consulates and embassies – as well as other restrictions on local travel – may have for the application process and issuance of visas; and make appropriate temporary arrangements so that any seafarers who are unable to apply or be issued with a visa in advance of a crew transfer can be granted any necessary visa at the border at the airport of arrival.
- 4.1.10 Consider relaxing or exempting seafarers from any requirements that might normally apply related to the minimum remaining validity of passports prior to entry, in recognition of the impact of the closures of passport offices, consulates and embassies during the coronavirus (COVID-19) pandemic on passport renewals.
- 4.1.11 Encourage airports to:
- .1 Provide information for employers and seafarers that will use the airport for the purposes of crew travel to conduct crew changes, which establishes, inter alia, the special arrangements, areas or zones to be used by seafarers in the airport. A suggested template to help airports to provide key information (Airport – Crew Travel Information Sheet) is provided in the **appendix**.
 - .2 Designate a special area for seafarers to pass through any security, health screening, customs, immigration and border control that minimizes contact with airport personnel and other passengers/seafarers.
 - .3 Designate a special area for seafarers disembarking aircraft to move through the airport on pathways that minimize contact with airport personnel and other passengers.
 - .4 Designate a special area for seafarers to await boarding of land transport transfers to the seaport, or any intermediate destination such as hotel accommodation, that minimizes contact with airport personnel and other passengers.
- 4.1.12 Encourage airports to cooperate with Governments and relevant authorities on the implementation of special arrangements for customs, immigration and border control matters, as well as any health checks or screening requirements.
- 4.1.13 Encourage airports to facilitate social distancing in the airport (e.g. by marking the floor in queuing areas with at least 1 metre spaces where possible).
- 4.1.14 Encourage airports to ensure that all relevant airport personnel are aware of any special arrangements or permissions related to the travel of seafarers and their key worker status.

4.2 Period: Transfer (potentially) to any hotel, temporary accommodation or similar

Objective: To manage the safe crew travel to the place of any required hotel stay, temporary accommodation or similar, and to control the risk of seafarers becoming infected with coronavirus (COVID-19) while travelling to any such places

Requirements of shipping companies

4.2.1*ad* Unless seafarers are required by local authorities to quarantine in a hotel, temporary accommodation, etc. prior to travelling to the port to join their ship, shipping companies should consider the feasibility of making arrangements for seafarers to travel directly from the airport of arrival to the seaport. However, for practical and logistical reasons, a stay at a hotel, temporary accommodation, etc. may be necessary before transfer to the seaport.

4.2.1 Shipping companies should arrange to provide appropriate means of travel to the hotel, temporary accommodation, etc. that minimizes contact with other persons after leaving the airport.

NOTE: Shipping companies may have less or no control or choice over the safety or means of the transport to be used, especially if crew are required to transfer to accommodation or facilities designated by local or national authorities.

If it is necessary for seafarers to stay at a hotel, temporary accommodation, etc., the Company will instruct and require seafarers to:

4.2.2 Comply with any instructions and procedures from relevant local or national authorities, which might potentially include the need to comply with instructions regarding isolation or quarantine in a hotel, or another place of accommodation that might be determined by the local or national authorities.

4.2.3 Depending on the duration of the transfer, continue to check their temperature and keep records in a standard format until they join their ship (see **appendix**).

4.2.4 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, avoid touching face, etc.).

4.2.5 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible.

4.2.6 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).

4.2.7 Wear PPE as instructed for the duration of the travel as far as practicable (e.g. mask, gloves, etc.).

4.2.8 Carry and handle their own luggage to the extent possible.

4.2.9 Keep all relevant documents required for the travel to the ship in a bag or compartment that can be easily accessed and disinfected later.

4.3 Period: Time (potentially) spent at any hotel, temporary accommodation, etc.

Objective: To manage the safety of seafarers while staying at any hotel, temporary accommodation, etc. and to control the risk of seafarers becoming infected with coronavirus (COVID-19) while staying at any such places

Requirements of shipping companies

4.3.1 For practical and logistical reasons, a stay at hotel, temporary accommodation, etc. may be necessary before travelling to the port. Provided, however, this is consistent with any national requirements or restrictions, and/or the logistical or practical considerations that may prevail locally, shipping companies will consider the feasibility of making arrangements for seafarers to travel directly from the airport of arrival to the seaport in order to minimize contact with other persons and so reduce the risk of infection or infecting other people.

If a hotel stay, temporary accommodation, etc. is necessary, the Company will instruct and require seafarers to:

4.3.2 Comply with any instructions and procedures from relevant local or national authorities, which might include the need to comply with instructions regarding isolation or quarantine in a hotel, or another place of accommodation that might be determined by the local or national authorities.

4.3.3 Comply with any instructions from the hotel, temporary accommodation, etc., and national or local authorities, paying special attention to any social distancing, hygiene and PPE requirements.

4.3.4 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, avoid touching face, etc.).

4.3.4*bis* Comply strictly with any requirements for testing which may be required to enter or leave the hotel, temporary accommodation, etc. for the purposes of isolation or quarantine.

4.3.5 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible.

4.3.6 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).

4.3.7 Wear PPE as instructed for the duration of the stay when appropriate (e.g. mask, gloves, etc.).

4.3.8 Handle their own luggage at the hotel, temporary accommodation, etc., to the extent possible.

4.3.9 Inform the Company (local representative or agent) if they show any COVID-19 symptoms during their stay, and to ABORT travel to the port to join their ship.

4.4 Period: Travel to port

Objective: To facilitate safe crew travel to the seaport from the airport of arrival and to control the risk of seafarers becoming infected with coronavirus (COVID-19), while travelling to the port

Requirements of shipping companies

- 4.4.1 Shipping companies will arrange to provide appropriate means of travel to the seaport, such as a private transfer, to minimize contact with other persons after leaving the airport and during the transfer to the port.
- 4.4.2 In large towns or cities, shipping companies should avoid, as far as possible, instructing seafarers to travel by means of public transport, although this may be necessary for longer journeys and will depend on the prevailing circumstances.

The Company will instruct and require seafarers to:

- 4.4.3 Comply with any instructions and procedures from relevant local or national authorities, which might include the need to comply with instructions regarding self-isolation or quarantine in a hotel, or another place of accommodation that might be determined by the local or national authorities.
- 4.4.4 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, avoid touching face, etc.).
- 4.4.5 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible.
- 4.4.6 Avoid contact with persons who appear unwell or show COVID-19 symptoms (e.g. cough, fever, etc.).
- 4.4.7 Wear PPE as instructed for the duration of the travel as far as practicable (e.g. mask, gloves, etc.).
- 4.4.8 Carry and handle their own luggage to the extent possible.
- 4.4.9 Keep all relevant documents required for the travel to the ship in a bag or compartment that can be easily accessed and disinfected later.
- 4.4.9bis Inform the Company (local representative or agent) if they show any COVID-19 symptoms, and to ABORT travel to the port to join their ship.

The Company will:

- 4.4.10 Arrange to provide appropriate means of travel to the port that, as far as possible, minimizes contact with other persons after leaving the airport of arrival (e.g. private transfer). If a private bus is used, appropriate sanitization and social distancing measures should be required and applied to the extent possible.
- 4.4.11 Arrange for the seaport to be notified of the impending arrival of the seafarer at the port.

- 4.4.12 Arrange for the ship to be notified of the impending arrival of the seafarer joining the ship.

Recommendations to Governments

Governments and relevant national authorities should be encouraged to:

- 4.4.13 Grant seafarers any necessary exemptions from national travel or movement restrictions (including domestic flights or ferries) to facilitate their joining their ships, provided they carry evidence of being a seafarer, consistent with the recommendation included with IMO Circular Letter No.4204/Add.6 to "designate professional seafarers and marine personnel, regardless of nationality when in their jurisdiction, as "key workers" providing an essential service".
- 4.4.14 Encourage seaports to designate a special area or zone for the arrival of seafarers at the port.

P5

LOCATION: SEAPORT

5.1 Period: Movement in port to ship

Objective: To manage the interaction between seafarers and port personnel and infrastructure, to control the risk of seafarers becoming infected with the coronavirus (COVID-19), or infecting others, while moving through the port to join their ship, and to manage the embarkation of seafarers in order to control the risk of bringing coronavirus (COVID-19) onto the ship

Requirements of shipping companies

The Company will ensure that:

- 5.1.1 The ship has arrived alongside the quay in the port (or, for example, at an anchorage if the transfer is to be made by water) before the crew joining the ship arrive at the port facility, to minimize time spent within the port area, opportunities for contact with other personnel, and the risk of being infected or infecting other persons.
- 5.1.2 The ship has provided details of both on-signers and off-signers as part of its Pre-Arrival Notification – with an 'Arrival' crew list and a 'Departure' crew list.
- 5.1.3 Transportation to the ship has been arranged by its agent or representative.

The Company will instruct and require seafarers to:

- 5.1.3**bis** Comply with any testing requirements of the port health authority, or other authorities, which may be required in order to enter the port or to join a ship in the port.
- 5.1.4 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, use of hand sanitizer, avoid touching face, etc.).

- 5.1.5 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 5.1.6 Avoid close contact and non-essential interaction with other personnel in port, including other seafarers.
- 5.1.7 Wear PPE as instructed in the port area as far as practicable (e.g. mask, gloves, etc.).
- 5.1.8 Keep all relevant documents required for the travel to the ship in a bag or compartment that can be easily accessed and disinfected later.
- 5.1.8*bis* Inform the Company (local representative or agent) if they show any COVID-19 symptoms, and to ABORT proceeding to the point of embarkation onto the ship.

The Company will:

- 5.1.9 Arrange for the disposal of any PPE used during travel (only that which cannot be washed/disinfected), and any other items not required on board ship.
- 5.1.10 Arrange for seafarers to be provided with any new or specific PPE or materials required by the seafarer to comply with the Company's coronavirus (COVID-19) plans and procedures.

Recommendations to Governments

Governments and relevant national authorities are encouraged to:

- 5.1.11 Liaise with seaports about any measures or requirements they may apply to seafarers involved in crew changes when moving through the seaport to the ship for embarkation.
- 5.1.12 Cooperate with seaports on the implementation of any special arrangements for health protection, security, customs, immigration and border controls.
- 5.1.13 Encourage or require seaports to:
 - .1 Provide shipping companies (their representative or agents) with any necessary requirements or measures established by the port related to the control of coronavirus (COVID-19) and requirements for the conduct of crew changes. A suggested template for seaports to provide key information (Port – Crew Change Information Sheet) is provided in the **appendix**.
 - .2 Designate a special area or zone for seafarers arriving at the seaport that avoids any opportunities for close contact and non-essential interaction with other persons or infrastructure in the port, including other seafarers.
 - .3 Designate an approach for the transportation of seafarers from the special area or zone of arrival to the ship that avoids any opportunities for close contact and non-essential interaction with other persons or infrastructure in the port, including other seafarers.

5.2 Period: Embarkation on to ship

Objective: To manage the embarkation of seafarers and to control the risk of seafarers bringing coronavirus (COVID-19) on to the ship

Requirements of shipping companies

The Company will instruct and require seafarers to:

- 5.2.1 Avoid close contact and non-essential interaction with other personnel on the quayside, on the gangway or in the launch, including other seafarers.
- 5.2.2 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible during embarkation.
- 5.2.3 Wear PPE as instructed for embarkation.
- 5.2.4 Carry and handle their own luggage.
- 5.2.5 Keep all relevant documents required for the travel to the ship in a bag or compartment that can be easily accessed and disinfected later.

The Company will:

- 5.2.6 Ensure that the Company's coronavirus (COVID-19) plans and procedures are fully complied with during the management of the embarkation of seafarers, which should include:
 - .1 disposal of any single-use PPE worn by seafarers during travel;
 - .2 seafarers at the point of embarkation wearing appropriate PPE (e.g. mask, gloves, etc.);
 - .3 seafarers having their temperature taken at the time of embarkation, or as may be appropriate, being tested for COVID-19 if suitable test kits are available;
 - .4 seafarers completing a questionnaire as an updated self-declaration of health at the time of embarkation;
 - .5 disinfection of seafarers' luggage in a designated area outside the accommodation;
 - .6 disinfection and/or laundering of seafarers' clothes worn during travel immediately after embarkation; and
 - .7 seafarers receiving documents from the joining seafarer disinfecting them, and washing their hands after touching any of the documents.

Recommendations to Governments

Governments and relevant national authorities are encouraged to:

- 5.2.7 Ensure that any inspections, surveys or other visits to the ship are coordinated with the ship to ensure social distancing during the arrival of any seafarers for embarkation.
- 5.2.8 Ensure that, due to the recommended designation of seafarers as key workers and the importance of avoiding introduction of the coronavirus (COVID-19) onto a departing ship, any COVID-19 tests available prior to embarkation are available to all seafarers regardless of their nationality.
- 5.2.9 Ensure that if a COVID-19 test is conducted by, or on behalf of, a relevant authority prior to embarkation, a document stating the test result and the authority under which it was conducted will be provided to the seafarer and the ship to retain as evidence of the test result.

P6

LOCATION: SHIP

6.1 Period: Time spent on board ship after embarkation

Objective: To monitor the health of seafarers following embarkation, and to manage and control the risk of infecting other seafarers on board should the seafarer have become infected while travelling to join the ship and this was not detected prior to or at the time of embarkation

NOTE: The existence or duration of this period will be determined by any requirements of the Company in accordance with its coronavirus (COVID-19) plans and procedures.

Requirements of shipping companies

- 6.1.1 Shipping companies will endeavour to ensure, as far as reasonably practicable, that seafarers are healthy and free of infection following embarkation to mitigate the risk of infecting seafarers if they were infected prior to embarkation.
- 6.1.2 Shipping companies will determine the duration of the period in which any special measures or requirements will be applied to seafarers that have recently joined the ship, taking account of any relevant requirements of the flag State.
- 6.1.2*bis* Shipping companies should instruct and require seafarers, working in close proximity to crew members that have recently joined the ship, to follow standard hygiene procedures, to use PPE, and disinfect objects and surfaces with which new crew members may have contact.

The Company will instruct and require seafarers to:

- 6.1.3 Practise **shipboard self-distancing (SSD)**, as far as possible, for an initial period of time once on board which, inter alia, might include seafarers:
- .1 maintaining a WHO recommended social distance of at least 1 metre when working alongside other seafarers to the extent possible;

- .2 avoiding all non-essential contact or close proximity with other seafarers and any other persons;
 - .3 using external stairways/escape routes and walkways to move around the ship when possible, but only if conditions and circumstances permit and it is safe to do so;
 - .4 disinfecting their own work areas, equipment and tools as appropriate after use;
 - .5 refraining from using any common areas on board, such as the mess/day room, laundry area or recreational areas when being used by others, unless special arrangements or measures are in place, and avoid use of public toilets as far as practicable;
 - .6 returning to their cabin immediately after completing work hours or duties;
 - .7 remaining in their cabin during rest hours, except when arrangements or measures are in place to permit them to spend some rest time on deck;
 - .8 receiving and eating all meals in their cabin, provided it is safe to do so, with other personnel handling their meals and dishes to use PPE and disinfect carefully after each handling;
 - .9 strictly avoiding entering pantries and the galley; and
 - .10 wearing PPE as instructed when outside their cabin.
- 6.1.4 Comply with all standard infection protection and control precautions related to social distancing, self-isolation, hygiene (e.g. hand-washing, avoid touching face, etc.) and safe food handling practices, in accordance with Company procedures and WHO guidance.
- 6.1.5 Avoid close contact with any persons who are or appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 6.1.6 Check their temperature twice daily and keep records as may be required for a number of days after embarkation (see **appendix** for a suggested template for keeping the records).
- 6.1.7 Inform the Master (or designated responsible officer) if they show any COVID-19 symptoms in accordance with the Company's coronavirus (COVID-19) plans and procedures.

The Company will:

- 6.1.8 Ensure it has established coronavirus (COVID) plans and procedures for its ships.
- 6.1.9 Ensure that recently joined seafarers are supported in practising shipboard self-distancing (SSD) in accordance with the Company's coronavirus (COVID-19) plans and procedures (e.g. PPE).
- 6.1.10 Ensure daily work and tasks assigned to recently joined seafarers are arranged to minimize contact and close proximity with other seafarers.

- 6.1.11 Ensure seafarers are provided with cleaning materials, equipment and substances to clean and disinfect their own cabin and toilet on at least a daily basis if practising shipboard self-distancing (SSD).
- 6.1.12 Ensure there is appropriate and sufficient equipment on board for temperature registration to permit seafarers to comply with any requirements for temperature checks.
- 6.1.13 Ensure recently joined seafarers are assigned a designated space for changing and safekeeping work wear (if not possible in their cabin).
- 6.1.14 Ensure there is sufficient availability of PPE and other materials and substances required to maintain hygiene, cleanliness and disinfect surfaces as appropriate on board ship in accordance with the Company's coronavirus (COVID-19) plans and procedures.

FRAMEWORK OF PROTOCOLS

P7 – P12

PROTOCOLS FOR LEAVING A SHIP AND REPATRIATION

From a ship in a seaport in one country via aircraft to a seafarer's place of ordinary residence in another country

The objective of these protocols is to facilitate safe travel of seafarers in order to be repatriated, and to ensure that effective measures are applied to manage and control the risk of seafarers becoming infected with coronavirus (COVID-19), or infecting other persons, throughout the process of travelling via aircraft (and other transport modes) to their place of ordinary residence in another country.

P7	LOCATION: SHIP
P8	LOCATION: SEAPORT
P9	LOCATION: AIRPORT OF DEPARTURE
P10	LOCATION: AIRCRAFT
P11	LOCATION: AIRPORT OF ARRIVAL
P12	LOCATION: PLACE OF ORDINARY RESIDENCE

P7

LOCATION: SHIP

7.1 Period: Time spent on ship immediately before disembarkation

Objective: To monitor the health of seafarers prior to disembarkation to endeavour to ensure, as far as reasonably practicable, they are healthy before disembarkation from the ship

NOTE: The duration of this period will be determined by requirements of the Company in accordance with its coronavirus (COVID-19) plans and procedures.

Requirements of shipping companies

- 7.1.1 Shipping companies will endeavour to ensure, as far as reasonably practicable, that seafarers are healthy before disembarkation from the ship to mitigate the risk of infecting other persons upon leaving the ship to be repatriated.
- 7.1.2 Shipping companies will determine the duration of the period in which any special measures or requirements will be applied to seafarers that will leave the ship for repatriation.

Requirements of shipping companies

The Company will instruct and require seafarers to:

- 7.1.3 Comply with all standard infection protection and control precautions related to social distancing, self-isolation, hygiene (e.g. hand-washing, avoid touching face, etc.) and safe food handling practices, in accordance with Company and WHO guidance.
- 7.1.4 Avoid close contact with any persons who are or appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 7.1.5 Check their temperature twice daily and keep records during the required number of days before travel (see **appendix** for a suggested template for keeping the records).
- 7.1.6 Inform the Master (or designated responsible office) if they show any COVID-19 symptoms in accordance with the Company's coronavirus (COVID-19) plans and procedures.
- 7.1.7 Familiarize themselves with general information on coronavirus (COVID-19) and standard infection protection and control precautions provided by the relevant national and local authorities.
- 7.1.8 Prepare and assemble documentation referenced in these protocols to complete travel from the ship, which may be inspected by relevant authorities or other stakeholders during the course of travel and crew change. The documentation should include the following documents and forms referenced in these protocols (see suggested templates in the **appendix**):

- A Evidence of Seafarer Status Document(s)
- B Crew Health Self-Declaration Form & Daily Temperature Records
- C Employer Letter and Crew Change & Travel Information Sheet

- 7.1.9 Assemble and prepare any other documentation required to complete their travel from the ship, as may be required by the Company and/or relevant authorities (e.g. passport).
- 7.1.10 Conclude all off-signing formalities to the extent possible online while on board ship (receiving documents and travel instructions, etc.).

The Company will:

- 7.1.11 Ensure it has established coronavirus (COVID) plans and procedures for its ships.
- 7.1.12 Ensure that seafarers are supported in practising shipboard self-distancing (SSD) in accordance with the Company's coronavirus (COVID-19) plans and procedures (e.g. PPE, meals in cabin, etc.).
- 7.1.13 Ensure daily work and tasks assigned to seafarers are arranged to minimize contact and close proximity with other seafarers if practising shipboard self-distancing (SSD).
- 7.1.14 Ensure seafarers are provided with cleaning materials, equipment and substances to clean and disinfect their own cabin and toilet on at least a daily basis if practising shipboard self-distancing (SSD).
- 7.1.15 Ensure seafarers are assigned a designated space for changing and safekeeping work wear (if not possible in their cabin) if practising shipboard self-distancing (SSD).
- 7.1.16 Ensure there is sufficient availability of PPE and other materials and substances required to maintain hygiene, cleanliness and disinfect surfaces as appropriate on board ship in accordance with the Company's coronavirus (COVID-19) plans and procedures.

Additionally, the Company will:

- 7.1.17 Provide seafarers with general information on coronavirus (COVID-19) and standard infection protection and control precautions based on WHO guidance.
- 7.1.17*bis* Provide seafarers with information on the Company's policy regarding the need for strict compliance with any requirements of relevant authorities (and those of the Company), related to isolation, quarantine and testing, including advice that any non-compliance may be considered as grounds for disciplinary action by the Company.
- 7.1.17*ter* Provide seafarers with contact details of those Company representatives responsible for implementing the Company's policy, throughout the crew change process, and instruct seafarers to seek advice or clarification from the Company in the event of any doubt.
- 7.1.18 Arrange for seafarers to be provided with any necessary PPE or other materials required for their travel in accordance with requirements of the Company or national or local guidance (e.g. masks, gloves, hand sanitizer, thermometer, etc.).

- 7.1.19 Notify the seaport and any relevant authorities of the disembarkation of seafarer(s) from the ship, as well as any seafarers joining the ship, as part of the ship's pre-arrival notification.
- 7.1.20 Arrange flights and other supporting travel (e.g. transfers) for seafarers, and develop any necessary contingency plans.
- 7.1.21 Provide or ensure that seafarers receive documentation on their crew change and travel arrangements which, where possible, should include the following:
- B Crew Health Self-Declaration Form & Daily Temperature Records
 - C Employer Letter and Crew Change & Travel Information Sheet
 - D Port – Crew Change Information Sheet
 - E Airport – Crew Travel Information Sheet
(for both departure and arrival airports, as well as any transit airports)
 - F Airline – Crew Travel Information Sheet
 - G National – Crew Change & Travel Information Sheet
(for flag State and both departure and arrival countries)
- 7.1.22 Conduct all off-signing formalities with seafarers to the extent possible online while they are still on board the ship.

Recommendations to Governments

In liaison with maritime administrations, Governments and relevant national authorities are encouraged to:

- 7.1.23 Permit and facilitate airports and airlines operating under their jurisdiction to arrange and conduct flights for the purposes of ships' crew travel to perform crew changes, notwithstanding any other restrictions on international flights that might continue to apply during the coronavirus (COVID-19) pandemic.
- 7.1.24 Permit seafarers, holding the requisite and applicable documentation, to travel to airports operating in their jurisdiction, such as those that may be designated for facilitating flights for the purposes of ship crew changes and, granting any necessary exemptions from national travel or movement restrictions in order to facilitate their repatriation.
- 7.1.24^{bis} Provide information to shipping companies on arrangements or requirements for any COVID-19 testing applicable to seafarers, including, as appropriate:
- .1 Approved or authorized testing clinics/centres within their jurisdiction; and
 - .2 Time frames for testing and receipt of results prior to travel, which should take into account the prevailing circumstance regarding the predictability of flights and the latest developments related to testing for COVID-19, including the use of any WHO approved "rapid/instant" tests as a complement to other testing requirements.
- 7.1.24^{ter} Consider prioritizing testing for COVID-19 (including the use of any WHO approved rapid/instant tests as a complement to other testing requirements) for seafarers travelling for repatriation based on their recommended designation as key workers, taking into account any national priorities or arrangements concerning the provision of tests to key workers.

- 7.1.25 Provide information to shipping companies, and to airlines and airports under their jurisdiction on any special requirements for the conduct of crew change flights and travel to airports, including the duration of the period for which records may be required for the time spent prior to departure (which may also include time spent at a hotel, temporary accommodation, etc. for the purposes of isolation or quarantine).
- 7.1.25*bis* Provide information to shipping companies on any arrangements for accommodation applicable to seafarers for the purposes of isolation or quarantine, including on any designated hotels, temporary accommodation, etc.
- 7.1.26 Provide information to shipping companies and seafarers, as well as all other stakeholders concerned such as airports and airlines, (National – Crew Change & Travel Information Sheet) using the template provided in these protocols as a guide (see **appendix**).
- 7.1.27 Request seaports to provide shipping companies with information on any necessary requirements or measures established by the port related to the control of coronavirus (COVID-19) and requirements for the conduct of crew changes. A suggested template for airports to provide key information (Port – Crew Change Information Sheet) is provided in the **appendix**.
- 7.1.28 Request or encourage airports to make publicly available for use by seafarers before they disembark ship, as well as shipping companies, information on any necessary requirements or measures established by the airport (or airlines operating from its terminals) related to the control of coronavirus (COVID-19). This might include information, inter alia, about health measures and screening procedures, special arrangements, pathways or zones applicable to seafarers. A suggested template for airports to provide key information (Airport – Crew Travel Information Sheet) is provided in the **appendix**.
- 7.1.29 Request or encourage airlines (in liaison with the airport of departure) to make publicly available for use by seafarers before they disembark ship, as well as shipping companies, information on any necessary requirements or measures established by the airline (or airport from which they operate flights) related to the control of coronavirus (COVID-19). This might include information, inter alia, about any special arrangements, such as special entrances, areas or zones to be used by seafarers in the airport, or health procedures or requirements that must be complied with, such as social distancing measures or use of PPE (e.g. face masks, gloves, etc.). A suggested template for airlines to provide key information (Airline – Crew Travel Information Sheet) is provided in the **appendix**.

P8

LOCATION: SEAPORT

8.1 Period: Disembarkation from ship

Objective: To manage the disembarkation of seafarers and to control the risk of seafarers being infected with coronavirus (COVID-19), or infecting other persons, during or following disembarkation

Requirements of shipping companies

- 8.1.1 Shipping companies will endeavour to ensure, as far as reasonably practicable, that seafarers are healthy and free of infection at the time of disembarkation.
- 8.1.1*bis* Shipping companies will endeavour to ensure, as far as reasonably practicable, that seafarers do not travel for the purposes of repatriation if they feel unwell or are experiencing any symptoms associated with COVID-19, and instead immediately seek medical assistance via the port health authorities.
- 8.1.1*ter* Shipping companies will endeavour to ensure, as far as reasonably practicable, that seafarers strictly comply with any isolation or quarantine and testing requirements, as may be applicable locally or nationally, prior to the seafarer being permitted to be repatriated to their country of ordinary residence.

The Company will instruct and require seafarers to:

- 8.1.1*q* Comply strictly with any testing required by the port health authority, or other relevant authorities, in order to travel through the port area and to leave the port.
- 8.1.2 Avoid close contact and non-essential interaction with other personnel on the quayside, on the gangway or in the launch, including other seafarers.
- 8.1.3 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible during disembarkation.
- 8.1.4 Wear PPE as instructed for disembarkation.
- 8.1.5 Carry and handle their own luggage.
- 8.1.6 Keep all relevant documents required for the travel to the country and place of ordinary residence in a bag or compartment that can be easily accessed and disinfected later.

The Company will:

- 8.1.7 Ensure that the Company's coronavirus (COVID-19) plans and procedures are fully complied with during the management of the disembarkation of seafarers, which should include:
- .1 disposal of any single-use PPE worn by seafarers on board prior to disembarkation;

- .2 seafarers at point of disembarkation wearing appropriate PPE (e.g. mask, gloves, etc.);
- .3 disinfection of seafarers' luggage in a designated area prior to disembarkation;
- .4 disinfection and/or laundering of seafarers' clothes to be worn during travel prior to disembarkation;
- .5 seafarers' documents being returned by the ship to the seafarer are disinfected prior to disembarkation; and
- .6 seafarers are screened in accordance with any procedures of the Company to verify they are ready for disembarkation and travel, such as having their temperature taken and recorded immediately prior to disembarkation.

Recommendations to Governments

Governments and relevant national authorities should be encouraged to:

- 8.1.8 Ensure that any inspections, surveys or other visits to the ship are coordinated with the ship to ensure social distancing during the disembarkation of any seafarers from the ship.
- 8.1.9 Consider facilitating or promoting the conduct of crew changes off-port limits to potentially reduce the interaction between ship and shore personnel involved in berthing ships, especially if the port is not the ship's scheduled port of call for loading/discharging cargo.
- 8.1.10 Consider making testing for COVID-19 available to seafarers disembarking ships, regardless of nationality, due to their recommended designation as key workers needing to be repatriated, in accordance with any national priorities or arrangements concerning the provision of testing for key workers.
- 8.1.11 Ensure that if a COVID-19 test is conducted by, or on behalf of, a relevant authority, a document stating the test result and the authority under which it was conducted will be provided to the seafarer to retain as evidence of the test result.
- 8.1.12 Arrange for seafarers, where necessary, to obtain any required visas at the border at the seaport, provided that their other documentation is in order to demonstrate they are travelling for the purposes of a ship crew change, consistent with the ILO Seafarers' Identity Documents Convention, 1958 (No. 108) and the IMO Convention on Facilitation of International Maritime Traffic, 1965, as amended, and, where relevant, the ILO **Seafarers' Identity Documents Convention (Revised)**, 2003 (No.185).
- 8.1.13 Consider relaxing (subject to the requirements of national and local law) any visa requirements that might normally apply to seafarers (any obligations under the relevant ILO and IMO Conventions notwithstanding), recognizing that the impacts that closures of consulates and embassies – as well as other restrictions on local travel and movements – may have for the application process and issuance of visas. This might include making appropriate temporary arrangements to:

- .1 facilitate the expedited processing of applications through online digital means and prioritising seafarer applications in view of their key worker status; or
 - .2 allow that seafarers who are unable to apply or be issued with a visa in advance can be granted any necessary visa at the seaport; or
 - .3 accept an expired visa in the passport that was previously validly used by the seafarer.
- 8.1.14 Consider relaxing or exempting seafarers from any requirements that might normally apply related to the minimum remaining validity of passports prior to entry, in recognition of the impact of the closures of passport offices, consulates and embassies during the coronavirus (COVID-19) pandemic on passport renewals. This may include considering permitting travel on an expired passport (provided not more than 6 months expired) for one-off repatriation to a seafarer's country of ordinary residence, provided they are carrying required documentation.

8.2 Period: Movement in port from ship to transfer arrangement

Objective: To minimize and manage the interaction between seafarers and port personnel and infrastructure and to control the risk of seafarers becoming infected with COVID-19 while moving through ports to join their onward transfer to airports

Requirements of shipping companies

The Company will instruct and require seafarers to:

- 8.2.1 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, use of hand sanitizer, avoid touching face, etc.).
- 8.2.2 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 8.2.3 Avoid close contact and non-essential interaction with other personnel in port, including other seafarers.
- 8.2.4 Wear PPE as instructed in the port area as far as practicable (e.g. mask, gloves, etc.).
- 8.2.5 Keep all relevant documents required for the travel in a bag or compartment that can be easily accessed and disinfected later.
- 8.2.6 Comply with any requirements of the port or other relevant authority for screening or testing prior to onward travel.

The Company will:

- 8.2.7 Arrange for seafarers to be provided with any new or specific PPE or materials required by the seafarer to comply with the Company's coronavirus (COVID-19) plans and procedures related to health protection during travel for repatriation.

Recommendations to Governments

Governments and relevant national authorities should be encouraged to:

- 8.2.8 Liaise with seaports about any measures or requirements they may apply to seafarers involved in crew changes when passing through the seaport after disembarkation.
- 8.2.9 Cooperate with seaports on the implementation of any special arrangements for health protection, security, customs, immigration and border controls.
- 8.2.10 Encourage or require seaports to:
- .1 Provide shipping companies (local representative or agent) with information on any necessary requirements or measures established by the port related to the control of coronavirus (COVID-19) and requirements for the conduct of crew changes. A suggested template for airports to provide key information (Port – Crew Change Information Sheet) is provided in the **appendix**.
 - .2 Designate an approach for the transportation of seafarers from ships to a special area or zone of departure from the port that avoids any opportunities for close contact and non-essential interaction with other persons or infrastructure in the port, including other seafarers.
 - .3 Designate a special area or zone for seafarers departing the seaport that avoids any opportunities for close contact and non-essential interaction with other persons or infrastructure in the port, including other seafarers.

8.3 Period: Transfer (potentially) to any hotel, temporary accommodation, etc.

Objective: To manage the safe crew travel from the seaport to the place of any required stay at a hotel, temporary accommodation, etc. and to control the risk of seafarers becoming infected with coronavirus (COVID-19), or infecting others, while travelling to any such places

Requirements of shipping companies

- 8.3.1*ad* Shipping companies should consider the feasibility of making arrangements for seafarers to travel directly from the seaport to the airport of departure in order to minimize contact with other persons and so reduce the risk of infection or infecting other people. However, for practical and logistical reasons, a stay at hotel, temporary accommodation, etc. may be necessary before arrival at the airport.
- 8.3.1 Shipping companies should provide appropriate means of travel from the seaport to any required stay at a hotel, temporary accommodation, etc. that minimizes contact with other persons after leaving the seaport. Appropriate social distancing measures should be required and applied to the extent possible.

NOTE: Shipping companies may have less or no control or choice over the safety or means of the transport to be used, especially if crew are required to transfer to accommodation or facilities designated by local or national authorities.

The Company will instruct and require seafarers to:

- 8.3.2 Comply with any instructions and procedures from relevant local or national authorities, which might potentially include the need to comply with instructions regarding isolation or quarantine in a hotel, temporary accommodation, etc. that might be determined by the local or national authorities.
- 8.3.3 Depending on the duration of the transfer, continue to check their temperature and keep records in a standard format (see **appendix**).
- 8.3.4 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, avoid touching face, etc.).
- 8.3.5 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible.
- 8.3.6 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 8.3.7 Wear PPE as instructed for the duration of the travel as far as practicable (e.g. mask, gloves, etc.).
- 8.3.8 Carry and handle their own luggage to the extent possible.
- 8.3.9 Keep all relevant documents required for their repatriation in a bag or compartment that can be easily accessed and disinfected later.

Recommendations to Governments

Governments and relevant national authorities are encouraged to:

- 8.3.10 Give serious consideration to exempting seafarers being repatriated from any self-isolation or quarantine measures that might be applicable to other persons arriving from other countries, since seafarers will have been in a controlled and isolated environment on board ship prior to arriving in the country (e.g. 14 days at sea and/or anchorage could be considered or treated as meeting the requirements of any quarantine period).

8.4 Period: Time (potentially) spent at hotel, temporary accommodation, etc.

Objective: To manage the safety of seafarers while staying at any hotel, temporary accommodation, etc. and to control the risk of seafarers becoming infected with coronavirus (COVID-19) while staying at any such places

Requirements of shipping companies

- 8.4.1 For practical and logistical reasons, a stay at a hotel, temporary accommodation, etc. may be necessary before arrival at the airport. Provided, however, this is consistent with any national requirements or restrictions, and/or the logistical or practical considerations that may prevail locally, shipping companies should consider the feasibility of making arrangements for seafarers to travel directly from the seaport to the airport of departure in order to minimize contact with other persons and so reduce the risk of infection or infecting other people.

If a stay at a hotel, temporary accommodation, etc. is necessary, the Company will instruct and require seafarers to:

- 8.4.2 Comply with any instructions and procedures from relevant local or national authorities, which might potentially include the need to comply with instructions regarding self-isolation or quarantine in a hotel, temporary accommodation, etc. that might be determined by the local or national authorities.
- 8.4.3 Comply with any instructions from the hotel, temporary accommodation, etc., and national or local authorities, paying special attention any social distancing, hygiene and PPE requirements.
- 8.4.4 Check their temperature twice daily and keep records during the required number of days before travel (see **appendix** for a suggested template for keeping the records), and inform the Company (local representative or agent) if they show symptoms.
- 8.4.5 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, avoid touching face, etc.).
- 8.4.6 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible.
- 8.4.7 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 8.4.8 Wear PPE as instructed for the duration of the stay when appropriate (e.g. mask, gloves, etc.).
- 8.4.9 Handle their own luggage at the hotel, temporary accommodation, etc. to the extent possible.
- 8.4.10 Inform the Company (local representative or agent) if they show any COVID-19 symptoms during their stay.

Recommendations to Governments

Provided that shipping companies and seafarers can demonstrate that they have done everything possible to adhere to the recommendations in these protocols that apply to them, including following the Company's coronavirus (COVID-19) plans and procedures to protect and monitor the health of seafarers due to be repatriated, as well as any additional measures that the seaport of disembarkation, or relevant authorities, might choose to apply (e.g. testing, temperature checks, interviews and assessments, etc.), Governments and relevant national authorities should be encouraged to:

- 8.4.11 Give serious consideration to exempting seafarers from any isolation or quarantine measures that might be applicable to other persons entering the country, taking account of the recommendation included with IMO Circular Letter No.4204/Add.6 to "designate professional seafarers and marine personnel, regardless of nationality when in their jurisdiction, as "key workers" providing an essential service". This would be on the basis of the following:
 - .1 seafarers in transit to their country of residence, who have shown no evidence of symptoms, and have maintained twice-daily temperature records, should present no higher risk of becoming infected with coronavirus (COVID-19), or infecting other persons in the country, if – where possible – they can proceed directly to the airport of departure.

- .2 seafarers required to transfer to and stay at a hotel, temporary accommodation, etc. for an extended period, isolation or quarantine may have more occasion to interact with other persons than if permitted to proceed directly to the airport and leave the country as soon as reasonably practicable; and
- .3 seafarers on board ships that have spent the last 14 days at sea and/or at anchorage have been in an isolated and controlled environment, which could be considered or treated as meeting the requirements of any quarantine period.

8.5 Period: Travel to airport

Objective: To facilitate safe crew travel to the airport of departure and to control the risk of seafarers becoming infected with coronavirus (COVID-19), or infecting other persons, while travelling to the airport of departure

Requirements of shipping companies

- 8.5.1 Shipping companies will arrange to provide appropriate means of travel to the airport, such as a private transfer, to minimize contact with other persons after leaving the seaport and during the transfer to the airport. If a private bus is used, appropriate sanitization and social distancing measures should be required and applied to the extent possible.
- 8.5.2 In the vicinity of large towns or cities, shipping companies should avoid, as far as possible, instructing seafarers to travel by means of public transport, although this may be appropriate for longer journeys depending on the prevailing circumstances.

The Company will instruct and require seafarers to:

- 8.5.3 Comply with standard infection protection and control precautions related to hygiene in accordance with national or local guidance (e.g. social distancing, hand-washing, use of hand sanitizer, avoid touching face, etc.).
- 8.5.4 Avoid close contact with persons who are or appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 8.5.5 Wear PPE as instructed for the duration of the travel as far as practicable (e.g. mask and gloves, etc.).
- 8.5.6 Carry and handle their own luggage.
- 8.5.7 Keep all relevant documents required for repatriation, in a bag or compartment that can be easily accessed and disinfected later.
- 8.5.8 Provide all requisite documentation for verification or inspection if requested by authorities.

Recommendations to Governments

In liaison with maritime administrations, Governments and relevant national authorities should be encouraged to:

- 8.5.9 Grant seafarers any necessary exemptions from national travel or movement restrictions in order to facilitate their repatriation, provided they carry evidence of being a seafarer, consistent with the recommendation included with IMO Circular Letter No.4204/Add.6 to "designate professional seafarers and marine personnel, regardless of nationality when in their jurisdiction, as "key workers" providing an essential service".
- 8.5.10 Encourage airports to designate a special area or zone for the arrival of seafarers at the airport of departure and to facilitate access from that area or zone to any special areas or zones for check-in and potentially health screening.

P9 LOCATION: AIRPORT OF DEPARTURE

9.1 Period: Time spent in airport of departure
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Objective: To manage seafarers at airports who are traveling to be repatriated in their country of residence, and to control the risk of seafarers becoming infected with COVID-19, or infecting other persons, while in the airport of departure and to facilitate their safe travel by aircraft

Requirements of shipping companies

The Company will instruct and require seafarers to:

- 9.1.1 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, use of hand sanitizer, avoid touching face, etc.).
- 9.1.1*bis* Comply fully with any requirements for testing conducted by the airport or by the relevant authorities operating within the airport, including any requirements of the airline for testing prior to embarkation.
- 9.1.1*ter* Avoid use of restaurants, cafes and public toilets, etc. as much as possible.
- 9.1.2 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible (i.e. social distancing).
- 9.1.3 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 9.1.4 Wear PPE as instructed for the duration time spent in the airport as far as practicable (e.g. mask, gloves, etc.).
- 9.1.5 Keep all relevant documents required for their repatriation in a bag or compartment that can be easily accessed and disinfected later.

The Company will:

- 9.1.6 Provide seafarers, as far as possible, with the latest available information on their flights.

- 9.1.7 Provide seafarers with instructions and information on the arrangements awaiting them at the airport of arrival.
- 9.1.8 Provide seafarers with instructions and procedures to follow standard infection protection and control precautions.

Recommendations to Governments

In liaison with maritime administrations, Governments and relevant national authorities should be encouraged to:

- 9.1.9 Liaise with relevant authorities in the destination country about measures and requirements of the destination country applicable to seafarers traveling for the purposes of repatriation.
- 9.1.10 Cooperate with airports on the implementation of any special arrangements for health protection, security, customs, immigration and border controls.
- 9.1.11 Encourage or require airports to:
- .1 Designate a special pathway for seafarers to pass through check-in, security, customs, immigration and border control that minimizes contact with airport personnel and other passengers/seafarers.
 - .2 Designate special zone or area for seafarers to await boarding of aircraft that minimizes contact with airport personnel and other passengers.
 - .3 Facilitate social distancing in the airport (e.g. by marking floor in queuing areas with at least 1 metre spaces where possible).
 - .4 Ensure that all relevant airport personnel are aware of any special arrangements or permissions related to the travel of seafarers and their key worker status.

P10

LOCATION: AIRCRAFT

10.1 Period: Time during flight
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Objective: To manage seafarers on board aircraft and to control the risk of seafarers becoming infected with COVID-19 or infecting other persons in-flight

Requirements of shipping companies

The Company will instruct and require seafarers to:

- 10.1.1 Comply with the instructions and procedures of the airline and cabin crew of the aircraft.

- 10.1.2 Maintain social distancing to the extent possible from other passengers on the flight, and sit with appropriate seat spacing, as may be arranged by the airline or cabin crew on board the aircraft.
- 10.1.3 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, use of hand sanitizer, avoid touching face, etc.).
- 10.1.4 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 10.1.5 Wear PPE as instructed for the duration of the time spent in flight (e.g. mask, gloves, etc.).
- 10.1.6 Limit exposure to the extent possible to aircraft crew during in-flight service and other passengers when using the facilities.
- 10.1.7 Handle their own luggage on board the aircraft.

Recommendations to Governments

In liaison with maritime administrations Governments and relevant national authorities should be encouraged, according to the circumstances that apply locally and in the destination country, to invite airlines with respect to crew flights to:

- 10.1.8 Prepare and provide key information about special measures related to coronavirus (COVID-19) during embarkation and disembarkation of aircraft and in flight. A suggested template to help airlines provide key information (Airline – Crew Travel Information Sheet) is provided in the **appendix**.
- 10.1.9 Provide instructions and procedures for infection protection and control precautions during the flight (e.g. provision of sanitizer or PPE).
- 10.1.10 Develop a plan and procedures for appropriate seat spacing to allow social distancing and avoiding close contact between seafarers and other seafarers or passengers.

P11

LOCATION: AIRPORT OF ARRIVAL

11.1 Period: Time spent in airport of arrival
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Objective: To manage safe crew travel for repatriation and to control the risk of seafarers becoming infected with COVID-19 at the airport of arrival, or infecting other person, and facilitate their onward travel for repatriation to their place of ordinary residence

Requirements of shipping companies

The Company will instruct and require seafarers to:

- 11.1.1 Comply with the instructions and procedures of the airport and relevant local authorities, including any health screening requirements such as temperature checks.

- 11.1.2 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, avoid touching face, etc.).
- 11.1.3 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible.
- 11.1.4 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 11.1.5 Wear PPE as instructed for the duration time spent in the airport as far as practicable (e.g. mask, gloves, etc.).

Recommendations to Governments

In liaison with maritime administrations, Governments and relevant national authorities should be encouraged to:

- 11.1.6 Provide information for shipping companies, seafarers, airports and terminals on any special requirements and parameters for permitting airports and airlines operating under their jurisdiction to arrange and receive flights for the purposes of ship crew repatriation. A suggested template for Governments and relevant national authorities to provide key information (National – Crew Change & Travel Information Sheet) is provided in the **appendix**.
- 11.1.7 Cooperate with airports on the implementation of any special arrangements for health protection, security, customs, immigration and border controls.

Governments or relevant national authorities in the country of the airport of arrival should be encouraged, according to the circumstances that apply locally, to require airports receiving crew change flights to:

- 11.1.8 Provide information for employers and seafarers that will use the airport for the purposes of crew travel for repatriation, which establishes, inter alia, the special arrangements, areas or zones to be used by seafarers in the airport. A suggested template to help airports to provide key information (Airport – Crew Travel Information Sheet) is provided in the **appendix**.
- 11.1.9 Cooperate with Governments and relevant authorities on the implementation of special arrangements customs, immigration and border controls matters, as well as any health checks or screening requirements.
- 11.1.10 Designate a special area for seafarers to pass through any health screening, customs, immigration and border control that minimizes contact with airport personnel and other passengers/seafarers.
- 11.1.11 Designate special area for seafarers to meet their transfers to their place of ordinary residence, or any hotel accommodation, temporary accommodation, etc. that minimizes contact with airport personnel and other passengers.
- 11.1.12 Facilitate social distancing in the airport (e.g. by marking floor in queuing areas with at least 1 metre spaces where possible.).
- 11.1.13 Ensure that all relevant airport personnel are aware of any special arrangements or permissions related to the travel of seafarers and their key worker status.

11.2 Period: Transfer (potentially) to any hotel, temporary accommodation, etc.

Objective: To manage the safe crew travel to the place of any required stay at a hotel, temporary accommodation, etc. and to control the risk of seafarers becoming infected with coronavirus (COVID-19) while travelling to any such places

Requirements of shipping companies

11.2.1 Shipping companies should arrange to provide appropriate means of travel to the hotel, temporary accommodation, etc. that minimizes contact with other persons after leaving the airport (e.g. private transfer). If a private bus is used, appropriate social distancing measures should be required and applied to the extent possible.

NOTE: Shipping companies may have less or no control or choice over the safety or means of the transport to be used, especially if crew are required to transfer to accommodation or facilities designated by local or national authorities.

The Company will instruct and require seafarers to:

11.2.2 Comply with any instructions and procedures from relevant local or national authorities, which might potentially include the need to comply with instructions regarding isolation or quarantine in a hotel, or another place of accommodation that might be determined by the local or national authorities.

11.2.3 Depending on the duration of the transfer, continue to check their temperature and keep records in a standard format until they join their ship (see **appendix**).

11.2.4 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, avoid touching face, etc.), and safe food handling practices, in accordance with WHO, national or local guidance.

11.2.5 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible.

11.2.6 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).

11.2.7 Wear PPE as instructed for the duration of the travel (e.g. mask, gloves, etc.).

11.2.8 Carry and handle their own luggage to the extent possible.

11.2.9 Keep all relevant documents required for the travel to the ship in a bag or compartment that can be easily accessed and disinfected later.

Recommendations to Governments

Governments and relevant national authorities are encouraged to:

11.2.10 Give serious consideration to exempting seafarers from any self-isolation or quarantine measures that might be applicable to other passengers arriving by aircraft from other countries.

11.3 Period: Time (potentially) spent at any hotel, temporary accommodation, etc.

Objective: To manage the safety of seafarers while staying at any hotel, temporary accommodation, etc. and to control the risk of seafarers becoming infected with coronavirus (COVID-19) while staying at any such places

Requirements of shipping companies

11.3.1 For practical and logistical reasons, a stay at a hotel, temporary accommodation, etc. may be necessary after arrival at the airport. Provided, however, this is consistent with any national requirements or restrictions, and/or the logistical or practical considerations that may prevail locally, shipping companies should consider the feasibility of making arrangements for seafarers to travel directly from the airport of arrival to the seafarers' place of residence, in order to minimize contact with other persons and so reduce the risk of infection or infecting other people.

If a hotel stay, temporary accommodation, etc. is required, the Company will instruct and require seafarers to:

11.3.2 Comply with any instructions and procedures from relevant local or national authorities, which might potentially include the need to comply with instructions regarding isolation or quarantine in a hotel, temporary accommodation, etc. that might be determined by the local or national authorities.

11.3.3 Comply with any instructions from the hotel, temporary accommodation, etc., and national or local authorities, paying special attention any social distancing, hygiene and PPE requirements.

11.3.4 Comply with standard infection protection and control precautions related to hygiene (e.g. hand-washing, avoid touching face, etc.).

11.3.5 Maintain a WHO recommended social distance of at least 1 metre from other persons to the extent possible.

11.3.6 Avoid contact with persons who appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).

11.3.7 Wear PPE as instructed for the duration of the stay when appropriate (e.g. mask, gloves).

11.3.8 Handle their own luggage at the hotel, temporary accommodation, etc. to the extent possible.

11.3.9 Inform the Company (local representative or agent) if they show any COVID-19 symptoms during their stay.

Recommendations to Governments

Provided that shipping companies and seafarers can demonstrate that they have done everything possible to adhere to the measures in these protocols that apply to them, as well as any additional measures that Governments might choose to apply at the airport of arrival (e.g. testing, temperature checks, interviews and assessments, etc.), Governments and relevant national authorities should be encouraged to:

11.3.10 Give serious consideration to exempting seafarers from any quarantine measures that might be applicable to other passengers arriving by aircraft from other countries, taking account of the recommendation included with IMO Circular Letter No.4204/Add.6 to "designate professional seafarers and marine personnel, regardless of nationality when in their jurisdiction, as "key workers" providing an essential service". This would be on the basis of the following:

- .1 seafarers being repatriated to their place of ordinary residence have the time and possibility to complete a safe period of isolation, as may be required by the relevant national or local authorities, at their place of ordinary residence; and
- .2 seafarers required to transfer to and stay at a hotel, temporary accommodation, etc. for an extended period, isolation or quarantine may have more occasion to interact with other persons than if permitted to proceed directly to their place of ordinary residence to isolate, as may be required by national or local authorities.

11.4. Period: Travel to place of ordinary residence

Objective: To facilitate crew travel to their place of ordinary residence and to control the risk of seafarers becoming infected with coronavirus (COVID-19), or infecting other persons, while travelling to their place of ordinary residence

Requirements of shipping companies

- 11.4.1 Shipping companies will arrange to provide appropriate means for seafarers to travel to their place of ordinary residence, such as a private transfer, to minimize contact with other persons after arriving in the country and during travel to the seafarer's place of ordinary residence.
- 11.4.2 Shipping companies should avoid, as far as possible, instructing seafarers to travel by means of public transport, although this will depend on the prevailing circumstances and may be necessary for longer journeys.

The Company will instruct and require seafarers to:

- 11.4.3 Comply with standard infection protection and control precautions related to hygiene and safe food handling practices in accordance with national or local guidance (e.g. social distancing, hand-washing, use of hand sanitizer, avoid touching face, etc.).
- 11.4.4 Avoid close contact with persons who are or appear unwell or show any COVID-19 symptoms (e.g. cough, fever, etc.).
- 11.4.5 Wear PPE as instructed for the duration of the travel as far as practicable (e.g. mask and gloves, etc.).
- 11.4.6 Carry and handle their own luggage.
- 11.4.7 Keep all relevant documents required for the travel, in a bag or compartment that can be easily accessed and disinfected later.
- 11.4.8 Provide all requisite documentation for verification or inspection if requested by authorities.

The Company will:

- 11.4.9 Arrange to provide appropriate means of travel from the airport that, as far as possible, minimizes contact with other persons before arriving at their place of ordinary residence (e.g. private transfer). If a private bus is used, appropriate social distancing measures should be required and applied to the extent possible.

Recommendations to Governments

Governments and relevant national authorities are encouraged to:

- 11.4.10 Provide information to shipping companies and seafarers, on national travel or movement restrictions and requirements (including domestic flights or ferries), using the template provided in these protocols as a guide (see **appendix**).
- 11.4.11 Grant seafarers any necessary exemptions from national travel or movement restrictions (including domestic flights or ferries) in order to facilitate travel to their place of ordinary residence (including domestic flights or ferries), provided they carry evidence of being a seafarer, consistent with the recommendation included with IMO Circular Letter No.4204/Add.6 to "designate professional seafarers and marine personnel, regardless of nationality when in their jurisdiction, as "key workers" providing an essential service".

P12

LOCATION: PLACE OF ORDINARY RESIDENCE

12.1 Period: Time spent at place of ordinary residence immediately after repatriation

Objective: To ensure that seafarers comply with applicable national or local requirements or guidance related to the control of coronavirus (COVID-19) after completion of their repatriation to their ordinary place of residence

The duration of this period may be determined by requirements of relevant national or local authorities, but depending on the circumstances that prevail at the time, this might be between 7 and 14 days.

Requirements of shipping companies

- 12.1.1 Shipping companies will advise seafarers, based on any applicable national requirements or in liaison with its local representatives or agents in the country, the duration of any self-isolation or quarantine period.

The Company will advise seafarers to:

- 12.1.2 Familiarize themselves with general information on coronavirus (COVID-19) and standard infection protection and control precautions provided by relevant national or local authorities.
- 12.1.3 Comply with all standard infection protection and control precautions related to social distancing, self-isolation, hygiene (e.g. hand-washing, avoid touching face, etc.) in accordance with national or local requirements and guidance.

12.1.4 Inform the Company (local representative or agent) if they show any COVID-19 symptoms after their repatriation.

The Company will:

12.1.5 Provide seafarers with general information on coronavirus (COVID-19) based on WHO guidance, as well as any available information on the applicable requirements related to coronavirus (COVID-19) and guidance on the standard infection protection and control precautions to comply with in the country.

Recommendations to Governments

Governments and their relevant national authorities are encouraged to:

12.1.6 Provide information to shipping companies and seafarers on the applicable requirements related to coronavirus (COVID-19) and guidance on the standard infection protection and control precautions to comply with in the country, including any applicable self-isolation period, using the template provided in the **appendix** as a guide.

APPENDIX

IMPLEMENTING DOCUMENTS AND TEMPLATES

There are a number of documents which can provide important information or guidance that might be required by other stakeholders in order to facilitate and conduct safe crew travel and changes during the coronavirus (COVID-19) pandemic.

The following are the main documents relevant to the implementation of the protocols and suggested templates for use in preparation of certain documents:

- A Evidence of Seafarer Status Document(s)**
- B Crew Health Self-Declaration & Daily Temperature Records**
- C Employer Letter and Crew Change & Travel Information Sheet**
- D Port – Crew Change Information Sheet**
- E Airport – Crew Travel Information Sheet**
- F Airline – Crew Travel Information Sheet**
- G National – Crew Change & Travel Information Sheet**

A

Evidence of Seafarer Status Document(s)

The protocols refer to seafarers carrying a document or documents that can individually evidence that they are a bona fide seafarer.

Any or a combination of the following documents should be accepted as evidence of being seafarers and are documents that have been established by international conventions and/or are consistent with those referenced in IMO Circular Letter No.4204/Add.6 (27 March 2020).

Seafarer identity document (SID)

A seafarer's identity document (SID) is issued by a State to each of its nationals and permanent residents who are seafarers under the ILO Seafarers' Identity Documents Convention, 1958 (No. 108) and the ILO Seafarers' Identity Documents Convention (Revised), 2003 (No.185). Any seafarer who holds a SID should be recognized as a seafarer. States are required to permit the entry into their territory of seafarers holding a valid SID supplemented by a passport, when entry is requested for the purpose of joining their ship or passing in transit to join their ship in another country or for repatriation.

Seafarer employment agreement (SEA)

A seafarer's employment agreement (SEA) is required to be signed by both the seafarer and the shipowner (or a representative of the shipowner) under the ILO Maritime Labour Convention, 2006, as amended. It is a written legally enforceable agreement that sets out the terms and conditions for employment of a seafarer. Minimum particulars to be contained in a SEA include the seafarer's full name, date of birth and their capacity.

Seafarer certificates (CoCs, CoPs, flag State endorsements and medical certificates)

A seafarer certificate is issued to seafarers who meet the requirements for service, age, medical fitness, training, qualification and examinations under the IMO International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended. The capacity in which a seafarer is authorized to serve is identified on their certificate of competency (CoC) or certificate of proficiency (CoP). Seafarers serving on ships flying the flag of a State that is not the same as the Administration who issued their original certificate are required to hold an endorsement attesting to the recognition of a certificate (i.e. flag State endorsement), or documentary proof that an application for an endorsement has been submitted (i.e. CRA). Seafarers also carry medical certificates which certify their fitness for duty following an examination by an approved medical practitioner as required by the IMO STCW Convention and ILO MLC, 2006, as amended.

Seafarer's discharge/record book

A seafarer's discharge book is issued by flag States to their nationals who are seafarers or foreign nationals employed or engage on board ships that fly the State's flag in accordance with national rules and regulations, and provides a record of the seafarer's seagoing experience and certification.

B

Crew Health Self-Declaration & Daily Temperature Records

The protocols refer to a seafarer completing a "Crew Health Self-Declaration" and keeping records of daily temperature checks.

The following is a template for a "Crew Health Self-Declaration" and a template for "Daily Crew Temperature Check Records", which should be completed by seafarers while still at their place of ordinary residence or on board ship, prior to their travel.

CREW HEALTH SELF-DECLARATION FORM

Name of Seafarer:

Date:

[Medical Certificate]

[Number/Reference:]
[Date of Examination:]
[Date of Expiry:]

Crew Change Type:

- Joining ship
 Leaving ship

If joining ship,

Place of Ordinary Residence:
(i.e. city/town, country)

If leaving ship,

Ship Name:
IMO No.:
Flag State:

Capacity/Position:

Have gone on shore leave in the last 14 days?
Yes / No

Have you maintained a safe distance from any shore-side personnel that have boarded the ship in the last 14 days?
Yes / No

Have you received information and guidance on coronavirus (COVID-19), including about standard health protection measures and precautions?
Yes / No

Do you understand and comply with applicable standard health protection measures and precautions to prevent the spread of coronavirus (COVID-19), such as proper hand washing, coughing etiquette, appropriate social distancing?
Yes / No

During the last 14 days, have you:

- Tested positive for being infected with the coronavirus (COVID-19)?
Yes / No If "Yes", please provide date of test and name of test:
- Tested positive for the antibodies for the coronavirus (COVID-19)?
Yes / No If "Yes", please provide date of test and name of test:
- Shown any symptoms associated with the coronavirus (COVID-19), specifically,
A new and continuous cough: Yes / No
A fever: Yes / No
- Completed a period of self-isolation related to the coronavirus (COVID-19)?
Yes / No If "Yes", please explain the circumstances and the length of self-isolation:
- Had close contact with anyone that has tested positive for coronavirus (COVID-19)?
("Close contact" means being at a distance of less than 1 metre for more than 15 minutes.)
Yes / No
- Had close contact with anyone with symptoms of the coronavirus (COVID-19)?
("Close contact" means being at a distance of less than 1 metre for more than 15 minutes.)
Yes / No
- Maintained good personal hygiene and complied with applicable health protection measures and precautions?
Yes / No

I confirm that the information provided above is correct to the best of my knowledge.

Signature:

Date:

DAILY CREW TEMPERATURE CHECK RECORDS

Name of Seafarer: _____ () of () pages

I confirm that the information below is an accurate record of my body temperature.

Signature:

Date*	Check 1 Temperature**	Time	Check 2 Temperature**	Time
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* Use additional rows if checking temperature more than twice daily.

** Temperature may be recorded in degrees Celsius or Fahrenheit.

C

Employer Letter and Crew Change & Travel Information Sheet

The protocols refer to the seafarer carrying an employer letter and a document that provides the relevant details about the seafarer, specifically their travel arrangements and ship they are travelling to join or leave.

The following is a template for an employer letter⁸ and a Crew Change & Travel Information Sheet, which may be attached to or accompany the letter.

[Company Header/Logo]

[Date]

To Whom this might concern,

Dear Sir / Madam,

CONFIRMATION OF TRAVEL FOR THE PURPOSE OF A CREW CHANGE

This letter has been prepared by [Name of Company] to confirm that [Name of Seafarer, Passport No.] is a seafarer who is travelling for the purpose of a crew change of a ship.

[Name of Seafarer, Passport No.] has been serving on board [Name of Ship, IMO No.] and is now being repatriated to their place of ordinary residence in [Final Destination].

OR

[Name of Seafarer, Passport No.] is travelling to join the [Name of Ship, IMO No.] to relieve a crew member on board the ship in [Name of Port, Country].

Crew changes are vital for ensuring the safety of ships and those that operate them and ensures that ships can continue to carry the essential supplies and commodities needed worldwide during the coronavirus (COVID-19) pandemic.

Your understanding and assistance in facilitating the travel and movement of [Name of Seafarer] for the purpose of this crew change is appreciated. Please do not hesitate to contact us if any further information is required.

Yours faithfully,

[Signature]

[Printed Name]

[Position of Company Representative]

[Contact Details]

⁸ This template was jointly developed by the International Chamber of Shipping (ICS) and the International Transport Workers' Federation (ITF) with the assistance of ILO.

CREW CHANGE & TRAVEL INFORMATION SHEET

Name of Seafarer:

Date of Birth:

Nationality:

Passport No.:

Seafarer's Discharge / Record Book No.:

Seafarer's Identity Document No. (if applicable):

Company Name:

Ship Name:

IMO No.:

Capacity/Position:

Crew Change Type:

Joining ship

Leaving ship

Service Period

Start:

End:

Starting Point of Travel

(e.g. place of ordinary residence, a port)

Location:

Date:

Final Destination of Travel

(e.g. place of ordinary residence, a port)

Location:

Date:

Full Travel Itinerary Details:

(e.g. transfers, airports, airlines, flight numbers, etc.)

Agent Details:

D

Port – Crew Change Information Sheet

The protocols refer to a document that could be prepared by ports to provide essential information to all concerned about special measures related to coronavirus (COVID-19), which would be relevant to facilitating safe crew changes in the port.

The following are some of the types of information that ports should consider providing in a form that is available to other stakeholders concerned with facilitating safe crew travel and transfers.

PORT – CREW CHANGE INFORMATION SHEET

Date:

Port Name:

Location:

Country:

General information on port operation during the coronavirus (COVID-19) pandemic:

General measures related to the coronavirus (COVID-19) pandemic:

Method(s) of providing health advice/alerts issued to port users:

Description of any health measures and screening procedures for seafarers arriving at the port to join a ship:

(e.g. temperature checks, health self-declaration forms/questionnaires, testing, etc.)

Description of health measures and screening procedures for seafarers disembarking ships in the port:

(e.g. temperature checks, health self-declaration forms/questionnaires, testing, etc.)

Description of special measures and procedures for conducting crew changes in the port:

(e.g. security, customs and immigration, health, etc.)

Designated zones or areas related to facilitating seafarer movements in port and conducting crew changes:

(Drop-off and pick-up zones, holding/segregation areas, healthcare facilities and assessment areas, etc.)

Description of any special local movement or travel requirements/restrictions:

Port Health Authority

Name:

Contact information:

Designated medical/healthcare facilities

References or links to relevant local/national requirements or guidance

E

Airport – Crew Travel Information Sheet

The protocols refer to a document that could be prepared by airports to provide essential information to all concerned about special measures related to coronavirus (COVID-19), which would be relevant to facilitating safe crew travel.

The following are some of the types of information that airports should consider providing in a form that is available to other stakeholders concerned with facilitating safe crew travel and transfers.

AIRPORT – CREW TRAVEL INFORMATION SHEET

Date:

Airport Name:
Location:
Country:

General information on the operation of flights during the coronavirus (COVID-19) pandemic:

General measures related to the coronavirus (COVID-19) pandemic:

Method(s) of providing health advice/alerts issued to airport users and passengers:
(e.g. designated website or app, posters, public address system announcements, etc.)

Description of health measures and screening procedures for arriving passengers:
(e.g. any PPE requirements, temperature checks, health self-declaration forms/questionnaires, testing, monitoring and surveillance, etc.)

Description of health measures and screening procedures for departing passengers:
(e.g. any PPE requirements, temperature checks, health self-declaration forms/questionnaires, testing, monitoring and surveillance, etc.)

Description of designated health authority and facilities in airport	Type:
	Location:
	Contact:

Special/designated pathways and eligibility	Check-in:
	Security:
	Border Control:
	Customs and Immigration:

Special/designated zones or areas and eligibility	Drop-off and pick-up zones:
	Holding/waiting areas:
	Segregation areas:

Flight connections and lay-overs special requirements and procedures:

References or links to local/national public health authority requirements or guidance

F

Airline – Crew Travel Information Sheet

The protocols refer to a document that could be prepared by airlines to provide essential information to all concerned about special measures related to coronavirus (COVID-19) during embarkation and disembarkation of aircraft and in-flight.

The following is a suggested template that could be used by airlines to provide some essential information, which may be circulated to those arranging travel or travelling with the airline.

AIRLINE – CREW TRAVEL INFORMATION SHEET

Information on flights and schedules during the coronavirus (COVID-19) pandemic:

General measures related to the coronavirus (COVID-19) pandemic:

Method(s) of providing health advice/alerts to prospective and booked passengers:
(e.g. designated website or app, posters, departure lounge address system announcements, etc.)

Description of pre-boarding/departure gate health measures and procedures:
(e.g. temperature checks, health self-declaration forms/questionnaires, testing, monitoring and surveillance, etc.)

Description of health measures and procedures during embarkation:
(e.g. temperature checks, health self-declaration forms/questionnaires, testing, monitoring and surveillance, etc.)

Description of in-flight health measures and procedures:
(e.g. temperature checks, face mask and glove requirements, interaction with cabin crew and passengers, etc.)

Description of health measures and screening procedures during disembarkation:
(e.g. monitoring and surveillance, early provision of health declaration card of country of arrival, etc.)

Arrangements for aircraft cabin and baggage disinfection:

Arrangements for monitoring the health of flight and cabin crew:
(e.g. temperature checks, health self-declaration forms/questionnaires, testing, monitoring and surveillance, etc.)

Flight connections and lay-overs special requirements and procedures:

Description of arrangements for bookings and reservations
(e.g. contact information, booking/reservation systems and partners, etc.)

References or links to other relevant international/national regulations or guidance

G

National – Crew Travel Information Sheet

The protocols refer to the need for compliance with the requirements of Governments and their relevant national authorities. As such, all stakeholders involved in facilitating crew travel and changes need to be able to receive and be aware of some essential information about the requirements, approaches and measures established related to the coronavirus (COVID-19) pandemic. These requirements and measures will be related public health, civil aviation, customs, immigration and border control.

The following are areas and elements of information that Governments and relevant authorities should consider providing in a form that is available to other stakeholders concerned with facilitating safe crew travel and changes.

NATIONAL – CREW CHANGE & TRAVEL INFORMATION SHEET

Date:

Country:

General national measures related to the coronavirus (COVID-19) pandemic:

Method(s) of providing public health advice/alerts to public:
(e.g. designated website, national declarations/orders or public advisories)

Requirements and guidance of relevant national authorities

Public Health – Description of relevant requirements and key guidance:

Customs – Description of relevant requirements and key guidance:

Immigration – Description of relevant requirements and key guidance:

Border Control – Description of relevant requirements and key guidance:

Civil Aviation – Description of relevant requirements and key guidance:

Description of any special regional or local variations in requirements and guidance:

Permissions Flights – Confirmation of permission to operate flights and airports
 Crew changes – Confirmation of permission to conduct crew changes

Documentation Any special documentation required for crew travel or crew changes:

References or links to public health notices/guidance related to coronavirus (COVID-19)

References or links to maritime circulars/advisories related to coronavirus (COVID-19)

4 ALBERT EMBANKMENT
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Circular Letter No.4204/Add.35
11 December 2020

To: All IMO Member States
United Nations and specialized agencies
Intergovernmental organizations
Non-governmental organizations in consultative status with IMO

Subject: **Coronavirus (COVID-19) – Designation of seafarers as key workers**

1 In view of the ongoing crew change crisis, which is impacting seafarers as well as other marine personnel, the Secretary-General wishes to draw the attention of Member States to the matter of designation of these professionals as key workers, referring in particular to the provisions of:

- .1 resolution MSC.473(ES.2) - *Recommended action to facilitate ship crew change, access to medical care and seafarer travel during the COVID-19 pandemic*, adopted by the MSC on 21 September 2020;
- .2 resolution A/75/L.37 - *International cooperation to address challenges faced by seafarers as a result of the COVID-19 pandemic to support global supply chains*, adopted by the UN General Assembly on 2 December 2020; and
- .3 resolution GB.340/Resolution(Rev.2) - *Resolution concerning maritime labour issues and the COVID-19 pandemic*, adopted by the Governing Body of the International Labour Office on 8 December 2020.

2 Resolution MSC.473(ES.2) states, in operative paragraph 1.2:

- “1 URGES Member States and relevant national authorities to: ...
- .2 designate seafarers as "key workers" providing an essential service, in order to facilitate safe and unhindered movement for embarking or disembarking a vessel and consider legal possibilities for accepting internationally recognized documentation carried by seafarers as evidence of their status as "key workers", and for the purpose of their travel and movement for crew change;”

3 Resolution A/75/L.37 states, in operative paragraph 3:

“3. Urges Member States to designate seafarers and other marine personnel as key workers;”

4 Resolution GB.340/Resolution(Rev.2) states in operative paragraph 1, inter alia:

“1. Urges all Members, in accordance with applicable national laws and regulations, to: ... designate seafarers as “key workers”, for the purpose of facilitation of safe and unhindered movement for embarking or disembarking a vessel, and the facilitation of shore leave, and when necessary, to shore-based medical treatment;”

5 By the date of this Circular Letter, the Secretary-General has received 46 notifications from Member States and Associate Members that have designated seafarers as key workers, as listed in the annex.

6 Member States that have not yet done so are strongly encouraged to take action to address this issue and designate seafarers as key workers as a matter of urgency.

ANNEX

**LIST OF MEMBER STATES AND ASSOCIATE MEMBERS
THAT HAVE DESIGNATED SEAFARERS AS KEY WORKERS**

Azerbaijan	Moldova
Bahamas	Montenegro
Bangladesh	Myanmar
Barbados	Netherlands
Belgium	New Zealand
Brazil	Nigeria
Canada	Norway
Chile	Panama
Cyprus	Philippines
Denmark	Republic of Korea
France	Romania
Gabon	Saudi Arabia
Georgia	Singapore
Germany	South Africa
Ghana	Spain
Greece	Sweden
Indonesia	Thailand
Iran (Islamic Republic of)	United Arab Emirates
Jamaica	United Kingdom
Japan	United States
Kenya	Yemen
Kiribati	
Liberia	Associate Member:
Marshall Islands	Hong Kong (China)