

Global Crew Change Advice

Disclaimer

Every effort is being made to keep all information contained in this document up to date. A version control table is available on page 2, which shows all updates and their effective date. Thereafter, each individual entry within the document shows a date when the Club received the information from the correspondent. If you should have any concerns as to whether any information is still valid then please contact the Club's Correspondent Manager, Mr Neil Beckwith on: neil.beckwith@thomasmiller.com (with copy to: correspondents.team@thomasmiller.com) and we will obtain clarification on the validity of the information from the correspondent who provided the advice.

Version Number	Country	Source	Date of Information
1.1	Turkey	Vitsan	8/12/2020
1.2	Mozambique	P&I Associates (Pty)	9/12/2020
1.3	Turkey, Australia	Vitsan, Cocks Macnish	14/12/2020
1.4	New Zealand	Shipping New Zealand	17/12/2020
1.5	India	Pandi Correspondents Pvt Ltd	18/12/2020
1.6	UK	Van Ameyde McAuslands	5/1/2021
1.7	Republic of Korea	Hyopsung Surveyors & Adjusters Corporation	12/1/2021
1.8	Hong Kong	Thomas Miller (HK) Ltd	05/02/2021
1.8	China	Oasis P&I Services Company Ltd	09/02/2021
1.9	Australia	Cocks Macnish	11/02/2021
1.10	Ukraine	Svertilov Marine Consulting	16/02/2021
1.11	Bangladesh	JF (Bangladesh) Ltd	23/3/2021
1.12	Republic of Korea	Hyopsung Surveyors & Adjusters Corp	26/3/2021
1.12	Bangladesh	Interport Maritime Limited	26/3/2021
1.13	France	Villeneau Rohart Simon & Associés	29/3/2021
1.14	Korea, South	Spark International	12/4/2021
1.15	India	James Mackintosh	15/04/2021
1.15	Togo	Budd Group	15/04/2021
1.16	France	Villeneau Rohart Simon & Associés	22/04/2021
1.17	Sri Lanka	GAC Sri Lanka	11/06/2021
1.18	Sri Lanka	GAC Sri Lanka	29/06/2021
1.19	Sri Lanka	GAC Sri Lanka	02/07/2021
1.20	USA	Royston Rayzor Vickery & Williams (Texas)	14/07/2021
1.21	Australia	Cocks Macnish	02/08/2021
1.22	Korea, South	Spark International	17/08/2021
1.23	Ukraine	Dias Marine Consulting p.c.	24/08/2021
1.24	India	James Mackintosh & Co. Pvt. Ltd	25/08/2021
1.24	France	Budd SA	27/08/2021
1.25	China	Huatai Insurance Agency & Consultant Service Ltd	06/09/2021
1.26	USA	Royston Rayzor	16/09/2021
1.26	Brazil	Representacoes Proinde Ltda	17/09/2021
1.27	Australia	Cocks Macnish	20/09/2021
1.27	Latvia/Lithuania/Estonia	Pandi Balt Ltd	20/09/2021
1.28	Trinidad/Tobago	Teal Pandi & Marine Services Ltd	04/10/2021
1.29	Argentina	Veg & Co Trade	09/11/2021
1.30	USA	Royston Rayzor Vickery & Williams	19/11/2021
1.31	South Africa	Edward Nathan Sonnenbergs	26/11/2021

Contents by Country

A	4
B	17
C	26
D	50
E	52
F	56
G	63
H	67
I	68
J	79
L	87
M	92
N	99
O	102
P	103
Q	115
R	115
S	122
T	144
U	150
V	169
Y	170
Z	171

A

Albania

Samer & Misa Sh.p.k.

NB *Information correct as at 23.10.20*

Are routine crew changes permitted in your port? Yes, they are allowed. Before giving their approval, the authorities demand to have a copy of the flight ticket of on/off signer as well as valid Passport and Seaman's Book.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.). In regard to COVID-19 there are no restrictions for the time being. All nationalities are allowed to enter Albanian territory (no COVID-19 test or quarantines are mandatory, unless it will be specifically required by Health Authorities).

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Yes, sick or injured crewmembers are permitted to disembark in Albanian Ports.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.). The Health Authorities will judge case by case depending on the nature and stage of sickness. In these cases the Health Authorities may demand that crewmember be submitted to a COVID-19 test and/or obligatory quarantine.

Algeria

Neffous Shipping & Consulting

NB *Information correct as at 23.10.20*

Please note that that Crew changes are not allowed in all Algerian ports in forced since March this year.

Specific authorisation can be allowed by Government to crew working on vessels here in Algerian ports.

Sanitary services and Doctors do exist in all Algerian ports.

In case of sickness, Covid19 test and quarantine are mandatory.

McLeans MGN

NB *Information correct as at 25.10.20*

There have been no flights in and out of Algerian airports since the beginning of the confinement due to the Covid-19, back in March 2020.

Due to this situation, crew changes are therefore not allowed in Algerian ports.

Budd SA

NB *Information correct as at 26.10.20*

Please note routine crew changes are not permitted in our ports due to the fact that all our borders (land, air and sea) are presently closed until further notice.

Crew members who are either sick or injured can be disembarked and taken to hospital, but unless the vessel waits for them to be treated and returned on board, they will remain blocked in Algeria due to the fact that all borders are closed and no commercial flights available for an undetermined period of time. If they are allowed to be disembarked, this is conditional upon a medical visit on board by the sanitary authorities and a doctor to test the crew member for COVID-19, which will show that the crew member is not COVID-19 infected.

Angola

Budd SA

NB *Information correct as at 28.10.20*

Are routine crew changes permitted in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

- a) The Crew member arriving at Luanda airport to board a ship should bring with him his negative Covid -19 test result and a certificate stating that, prior to the voyage, he complied quarantine. However, on arrival at Luanda airport, he will be submitted to another test. If the test proves negative, he should stay in quarantine during 7 days before going on board. If positive, he will be isolated for treatment.
- b) For the Crew leaving Luanda for his country of origin, the ship's agent must submit a letter to the Management Commission for Covid-19 (Health Ministry) requesting disembarkation of crew member. Once authorized, the Crew must undergo a Covid-19 test. If the test revealed negative, he must wait in a hotel for 7 days. After seven days, the commission issues fit to travel. This Fit to Travel certificate must be presented at the airport with two copies of the negative Covid -19 test result.

Remark:

All testing, accommodation and treatment expenses will be on ship-owners account.

Covid-19 tests can only be done at a clinic appointed by the Ministry of Health.

Are crewmembers that are either sick or injured permitted to be disembarked in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **An injured or ill crew member can be brought ashore, but at the Hospital/Clinic the rapid Covid-19 test is compulsory.**

However, the crew member can only be transported by the clinic or port ambulance, escorted by or with the knowledge of the port's health authority.

Quarantine is compulsory for the 'positive' test result.

Antigua and Barbuda

Argentina

Vega & Co Shipping

NB Information correct as at 09.11.21

Health authorities stated that:

1. Off signers are not allowed to disembark at all Argentina`s ports and disembarkment can only be carried out through safety channels designated by government which are at Buenos Aires port BuqueBus and Colonia Express terminals; and Ushuaia port for cruises only.
2. On signers are allowed to embark complying with complete vaccination schedule and negative PCR test issued 72hrs prior arrival at Argentina

We always suggest checking with the ship agents at port.

Pandi Liquidadores SRL

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? No. Routine crew changes on foreign ships are not permitted.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **Not allowed.**

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **Yes.** Sick or injured crewmembers are allowed to disembark. Also for a "humanitarian reason" the Authorities may authorize the disembarkation.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **Normally the sick or injured crew will be under medical care and crew to remain isolated or in quarantine as the case may be. Please note that in Argentina there is still a compulsory lockdown in place. Repatriation may take some time due to limited flights available.**

Australia

HWL Ebsworth Lawyers

NB Information correct as at 30.10.20

We have reviewed the rules relevant to crew changes in Australia and, where applicable, ports in Sydney. We have also contacted the NSW Department of Health for further information.

Due to the rapidly changing environment with COVID-19, these rules are subject to change.

We note that the below is general advice and should not be relied upon. Crew members and vessel owners are strongly advised to contact the NSW Department of Health to receive the most up-to-date information.

We respond specifically to Neil's questions below.

Are routine crew changes permitted in your port? **Yes.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **Yes.** These restrictions are contained at both a federal and state level.

The Master or agent of a Vessel entering into Australia (including NSW) from overseas is required to notify the Department of Agriculture, Water and the Environment (the Department) of crew leaving the vessel permanently. Crew changes on vessels entering Australia cannot proceed until pratique is granted. The Department advises that all overseas vessels must obtain pratique automatically, or manually from a biosecurity officer, at arrival at the first Australian port of call.

The Port of Sydney is regulated specifically by New South Wales (NSW) law. In NSW, the applicable health order at the time of writing is the Public Health (COVID-19 Maritime Quarantine) Order (No 3) 2020 (NSW Order), made under the Public Health Act 2010 (NSW). This Order came into effect on 18 September 2020.

Maritime crew entering into NSW - other than cruise ship crew - are subject to the NSW Order. Note that cruise ships are, as a general rule, banned from entering Australia under federal law until 17 December 2020 (at the time of writing). For other maritime crew, regard must be had to the NSW Order.

Clause 6 of the NSW Order states that persons arriving in NSW on a vessel must not disembark from that vessel, unless - relevantly to crew changes - they are authorised by the Commission of Police or if it is an emergency.

If crew are undertaking a "crew change" that is authorised by NSW Police, they must go directly to a

- a. quarantine facility;
- b. hospital / other medical facility for treatment;
- c. airport (in order to immediately leave NSW); or
- d. another vessel.

If they attend hospital or a quarantine facility, they must stay there for 14 days (and they pass a COVID-19 test).

If the crew member needs to catch a flight within that 14 days after their crew change, they must attend quarantine prior to their flight.

Crew members entering into NSW can apply for an exemption to the quarantine requirements to the NSW Department of Health, but these exemptions are rarely granted.

At the time of writing, these rules are set to expire on 20 December 2020.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

Yes. Note that Masters of vessels are required (as part of pre and post-arrival reporting obligations) to advise the Department if any crew member has reported or is displaying the symptoms of COVID-19 on board the vessel. They are to report through the Maritime Arrivals Reporting System (MARS).

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Yes. If a crew member is ill, they should isolate on the vessel in a single cabin, until a biosecurity officer or human biosecurity officer gives further direction. The officer will attend the vessel to screen for COVID-19.

If that officer recommends a testing of COVID-19, that ill crew member will either have to undergo a test at the port or at a medical facility.

If they disembark from the vessel, they will need to quarantine as per the NSW Order described above.

Colin Biggers & Paisley

NB Information correct as at 25.10.20

In Australia as the rules just keep changing in each state, we keep this information for all of Australia on our website at our Covid19 pages <https://shippingaustralia.com.au/covid-19-shipping-update/>

Thynne Macartney – Queensland

NB Information correct as at 26.10.20

Are routine crew changes permitted?

Yes, subject to requirements. The latest update published by Maritime Safety Queensland (MSQ) on 2 October 2020 to stakeholders in the marine industry is **attached below**. Please note the information under " *Updated Border Restrictions (No.15) and current Protocol for Maritime Crew*". The Protocol for maritime crew dated 8 July 2020 has been reinstated and will remain in effect until further notice. A copy is **attached below**.

All crew changeovers must complete the **attached below** checklist and receive Harbour Master endorsement prior to a transfer/changeover occurring within Queensland.

The current protocol for foreign national crew entering Queensland to join a vessel is as follows.

If a foreign national **maritime crew** member enters Queensland from overseas to join a vessel, they will be required to quarantine for 14 days in **nominated premises** at their point of entry prior to joining the vessel, unless the following applies:

- a) they are arriving into Brisbane Airport and transfer directly to a vessel at the Port of Brisbane. If there is a time delay between arrival and joining the vessel they will be required to quarantine in **nominated premises**.
- b) they are arriving in Queensland from New Zealand and transfer directly from the approved airport to their vessel. If there is a time delay between arrival and joining the vessel they will be required to quarantine in **nominated premises**.
- c) they use pre-arranged, dedicated, non-commercial, socially distanced transport to transfer directly to their vessel in regional Queensland. During transit interactions with the Queensland community should be limited to the greatest extent possible. If there is a time delay between arrival and joining the vessel they will be required to quarantine in **nominated premises**.

Note: Shipping agents (through the relevant Regional Harbour Master) will ensure that consultation has been undertaken with the Queensland Police Service to enable police officers to undertake direct supervision of quarantine conditions. Agents will be responsible for all the costs associated quarantine and engaging the QPS.

If a foreign national **maritime crew** member is entering Queensland to join a vessel and they have completed 14 days of mandatory quarantine in their jurisdiction of arrival without illness or a positive COVID-19 test, and can provide correct documentation as evidence, they will not be required to complete a further 14 days of quarantine in **nominated premises** in Queensland if;

- a) they have transited directly from the place they completed mandatory quarantine to the vessel, observing all social distancing requirements; and
- b) they have not had contact with a person who is a confirmed case of COVID-19; or
- c) they are a not confirmed case of COVID-19 or do not have **symptoms consistent with COVID-19**.

For foreign national crew entering Queensland to sign off a vessel:

Foreign national:

If a foreign national **maritime crew** member is entering Queensland to sign off a vessel, they must quarantine in **nominated premises**, if, in the 14 days prior to arriving at a Queensland port:

- a. the vessel they are disembarking has visited an international port; or
- b. they have been overseas as part of any other travel; or
- c. they have been in a **COVID-19 hotspot**; or
- d. they have had contact with a person who is a confirmed case of COVID-19; or
- e. they are a confirmed case of COVID-19 or have **symptoms consistent with COVID-19**; or
- f. a person joined the vessel who satisfies any or all of 8b-e.

If the **maritime crew** member satisfies any of 8a-f, they may disembark the vessel to:

- g. travel directly to a **nominated premises** where they will quarantine for 14 days; or

- h. travel directly to a **nominated premises** where they will quarantine for the balance of 14 days where the maritime crew member has spent time aboard a vessel at sea, immediately prior to arrival, without satisfying 8a-f; or

For example, if a maritime crew member spends 8 consecutive days on board a vessel travelling from China to Queensland and none of 8a-f apply, then on arrival in Queensland they will only be required to quarantine for a further 6 days.

- i. they use pre-arranged, dedicated, non-commercial, socially distanced transport to travel directly to an approved airport or another vessel, without stopping, to leave Queensland. During transit interactions with the Queensland community should be limited to the greatest extent possible. If there is a time delay between arrival and joining the vessel they will be required to quarantine in **nominated premises**.

The maritime crew member will not be required to quarantine if;

- j. they do not satisfy any of 8a-f; and
- k. they have a valid visa to remain in Australia.

Crew should wear personal protective equipment and observe social distancing practices while in transit.

Please also note the Australian Maritime Safety Authority has published the **attached** notice concerning their approach to applying the MLC requirements for the maximum continuous period that a seafarer can serve on board a vessel without taking leave during COVID-19 pandemic. AMSA will not take any action for crew that have served on board for less than 11 months, however, they will be concerned about any crew who have served on-board for more than 11 months.

Are crewmembers who are either sick or injured permitted to be disembarked?

Yes, It is generally possible for crew members to come ashore to seek medical assistance or repatriation and procedures have been put in place to facilitate this. For non-urgent medical assistance, the vessel's local agent will need to apply to MSQ for approval by completing and submitting the **attached below** medical assistance form. This will need to be submitted even if the crew member is more than 14 days from the last overseas port and not displaying covid-19 symptoms.

For urgent medical assistance, the master or ship's Agent should contact Queensland Ambulance Service (QAS) using the triple-zero '000' call network and arrange emergency assistance as required. As soon as practicable the Agent/Master is to advise VTS and the Terminal of the incident as well in accordance will standard procedures. The Regional Harbour Master will then ensure that the State Health Emergency Coordination Centre is notified.



MSQ Update 123 .pdf



Crew Changeover Checklist.pdf



Queensland Health - Protocol for maritime



Border Restrictions Direction (No. 15) _ Q



marine-notice-20200
4.pdf



MSQ Medical
Assistance Request Fc



Measure
No.2-International Tra



Direction
1-Controller-V.pdf

Cocks Macnish Solicitors
NB Update as of 11.02.21

The government has given **notice** to the “Shipping Industry” (owners, charterers, master, exporters, importers and the shipping industry generally) of the “WA Government’s Expectations” and “the measures that **might** be adopted if those expectations are not met”.

The **inescapable influence** of this is that if any particular operators bring or threaten to bring Covid into Western Australia (WA) then they will significantly increase the chances of the WA Government introducing more stringent anti-covid measures on top of the ones that already exist and have been subject of **my previous emails**.

In summary:

A. WA Governments Expectations of Shipping Industry as a **minimum**

- 1) Provide full, accurate and transparent reporting and disclosure, including information required prior to arrival as part of the Commonwealth’s Biosecurity processes and for compliance with individual Port Authority protocols.
- 2) Ensure safe and well documented crew change practices at previous ports of call and during passage to WA including:
 - the **vaccination of crew**;
 - a) suitable **quarantine of crew overseas** prior to embarking the vessel, with safe transfer to the vessel;
 - b) use of accredited COVID-19 testing of crew for early and ongoing detections; and
 - c) keeping records of quarantine, testing and vaccination of all crew;
- 3) Ensure, where practicable, any vessel with positive COVID-19 infectious cases on board does **not continue** to WA.
- 4) Ensure that any crewmember who reports symptoms or exhibits signs of COVID-19 follows safe practices (including isolation measures) to limit the risk of transmission to others on board the vessel.

B. WA Governments Expectations of Shipping Industry using **ports of higher risks**

The government recognises that the risk profile of some vessels is higher than others.

Whilst particular jurisdictions (other than Indonesia) have not been named, the government has said that the Chief Health Officer may identify that vessels operated by a **particular company** or that have visited ports of certain jurisdictions pose a higher risk.

Therefore, in addition to the expectations referred to in (A) above the government expects the Shipping Industry (but specifically importers and exporters) to make every effort to avoid interactions with higher risk jurisdictions wherever feasible and requires the following measures to be in place for a vessel seeking to enter WA waters after having been in a **higher risk location**:

- 1) There be **no crew changes** at a higher risk location.
- 2) There be **no onshore crew visits** at higher risk locations involving the disembarkation and embarkation of crew at that location.
- 3) Maritime workers boarding the vessel at the higher risk location must wear appropriate PPE.
- 4) PCR COVID-19 testing of any maritime workers boarding the vessel at the higher risk location will need to return a negative result.
- 5) **Second daily rapid antigen COVID-19 testing** to be conducted of the entire crew from the time of arrival at higher risk locations until just before entry into WA waters and evidence of negative tests could be made a precondition of entering WA waters.
- 6) All crewmembers disembarking in WA from a higher risk location will be required to be vaccinated.
- 7) A **declaration of adherence** to the measures outlined above by the vessel's Master prior to entry into WA waters.

C. Existing Management and Forecast Initial Management

The government has made the point that to date the Covid risk has been managed using the following:

- 1) Directions under the Emergency Management Act prohibiting the entry of certain vessels suspected of having COVID-19 on board and prohibiting the disembarkation of crew from those vessels.
- 2) Requiring those who have arrived on a vessel with a declared COVID-19 outbreak to comply with quarantine and other directions; and
- 3) Legislative amendments to the Public Health Act to hold vessels accountable for costs and expenses associated with cleaning and disinfecting vessels

D. More stringent measures if Governments "Expectations" are not met

If the expectations are not met the government has given notice that more serious restrictions may include the following:

- 1) **Denying entry** to WA ports for incoming vessels with suspected exposure to COVID-19 and the vessel instead being kept at anchor where determined appropriate by the State Emergency Coordinator on advice from the Chief Health Officer.
- 2) **Imposing temporary prohibitions** on entry of vessels which have been through higher risk ports into WA waters **unless they can demonstrate** that all proper measures have been taken to mitigate the risks to public health.

- 3) **Preventing vessels** operated by a **particular company** that have arrived repeatedly with COVID-19 outbreaks from subsequently being granted permission to berth.
- 4) Introducing an **offence** to knowingly or recklessly bring COVID-19 into WA via a commercial vessel which carries with it a fine or potential term of imprisonment.
- 5) **Increasing penalties** for providing false or misleading information.
- 6) Pursuing maritime claims under the Admiralty Act.
- 7) **Imposing port charges** under the Port Authorities Act to cover costs associated with services, provisions and equipment that is supplied to assist in the event that a vessel has a COVID-19 case on board.
- 8) Continuing to engage with the Commonwealth Government in relation to regulation of arrivals.
- 9) Amending legislation.

There has been no amendment of legislation to date but, as can be seen from the above, **digressions** by an operator or small number of operators has the very real potential to make it more difficult for all operators.

NB Update as of 02.08.2021

WESTERN AUSTRALIA - COVID - PROCESS OF TRANSITIONING THE STATUS OF A VESSEL FROM AN EXPOSED TO AN UNEXPOSED VESSEL IN WESTERN AUSTRALIA

The Western Australia Department of Health has released information concerning the **process to transition the status of a vessel from exposed to unexposed in Western Australia.**

There are now **two options.**

The shipping company is required to develop and submit a detailed transition plan to the Public Health Emergency Operations Centre (“PHEOC”) outlining the adoption of either Option 1 or Option 2 below.

Option 1

Under this option the COVID risk is mitigated by placing **the vessel into fourteen days of quarantine** on its arrival into Western Australia and undertaking testing of the crew. At a minimum, depending upon the travel history of the vessel, testing occurs at day 0 (initial test) and on day 11 (11 days after the first test).

The testing requires the approval of the Chief Health Officer and is a PCR test

There are particular rules in relation to the swab collection and **self-collected swabs will not be accepted.**

The testing is required to be through a private pathology company or contractor who must have Chief Health Officer approval.

Details of the doctor who will complete the request forms for testing must be provided and the cost of specimen collection and testing is the responsibility of the vessel.

1. Option 2

The second option to mitigate COVID risk is by undertaking an **enhanced cleaning** of the vessel.

Under this option all persons who were onboard the vessel when it arrived in Western Australia waters must disembark from the vessel and be managed as follows:

- a) enhanced cleaning of the vessel occurs so that the new crew embark onto cleaned areas of the vessel and the old disembark from areas of the vessel that are then cleaned after they leave;
- b) any interactions between the disembarking crew and the new embarking crew must be minimised with appropriate infection prevention and control measures in place to mitigate risk of transmission; and
- c) all crew must follow current State directions when disembarking from the vessel and quarantine in State hotel facilities for fourteen days if remaining within Western Australia.

Furthermore, a **detailed cleaning plan** must be provided to PHEOC outlining the cleaning protocols to be used that mitigate risk of cross contamination and infection including how cleaning will occur as the last of the old crew disembark. The plan **must be specific to the vessel type and number of crew onboard** and be a comprehensive plan that includes all areas of the vessel. Once again there are particular requirements regarding testing of crew which must be at private pathology collection centers.

More specific details are available if required.

We are of course available if required to assist Club/Members with vessels entering this jurisdiction in relation to this issue.

RE: IMPORTANT COVID UPDATE IN RELATION TO VESSELS ARRIVING IN WESTERN AUSTRALIA (PARTICULARLY FROM INDONESIA)

As a result of a number of COVID infected vessels recently arriving in Western Australia the Premier has announced a number of measures which, if implemented, will affect ships seeking to enter Western Australia after transiting via higher risk countries. This is particularly relevant to Indonesia through which the recent vessels have transited.

The new measures which have not yet come into effect include:

1. A ban on crew changes or onshore visits;

2. Daily swabs of crew before arrival in Western Australia;
3. Any seafarers seeking to disembark in Western Australia being required to be vaccinated;
4. Ships Masters being required to sign declarations of adherence to the rules;

The Government has warned that if the protocols are not met then it will consider a temporary ban on vessels from high risk countries.

There is a possibility of a new offence of “knowingly or recklessly” bringing COVID into Western Australia via a vessel which may carry penalties including fines and imprisonment.

There has also been reference to seizure (presumably arrest) of vessels pursuant to the Commonwealth Admiralty Act.

This issue is particularly high on the agenda of the State government because it is aware that there are currently a further six vessels sailing to Western Australia having transited in Indonesia.

NB Update as of 11.02.21

Whilst the below is by no means exhaustive the Western Australian Government has published a document entitled “Infection prevention and control management of international maritime crew transfers and transits” which summarises the process.

Whilst the below is by no means exhaustive the following key points should be noted:

a) Metropolitan Port

International maritime crew that disembark their vessel at a metropolitan port (Fremantle or Kwinana) will be met by WA Police and transferred to either Perth airport to leave Australia (onward flight within 8 hours) or transferred to a state quarantine facility until their onward flight is scheduled to depart or until their 14 days quarantine is complete.

b) Regional Port

International maritime crew that disembark their ship at a regional port will require transfer from the port of disembarkation, via a transit service, to a charter flight. Upon landing in Perth, they will be met by WA police and transferred to Perth airport to leave Australia (onward flight within 8 hours) or transferred to a state quarantine facility until their onward flight is scheduled to depart or until their 14 days quarantine is complete.

c) International Maritime Crew

Various requirements are set out in relation to surgical masks, social distancing and hygiene.

There are also particular requirements in relation to delays and rest stops.

The WA Government has also published a document entitled “Infection prevention and control management of international maritime crew medical transfers” which should be referred to by the local agent when arranging such transfers.

NB Information correct as at 14.12.20

We have had a plethora of constantly changing rules and regulations under our emergency legislation and we now have new maritime crew directions (which will be the sixth set of rule changes in as many months).

The greatest difficulty now faced is the requirement that where a crewmember disembarks a vessel at a port that is not at Fremantle or Bunbury (that is, if the crewmember is landed at one of the remote regional ports) there are difficulties as all international flights leave from Perth (near Fremantle).

The rules require that the vessel must be scheduled to depart the regional port not earlier than 8 hours before the charter flight (which is a requirement to fly the crewmember from the regional port to Perth) is scheduled to depart. The charter flight must have been hired for the exclusive use of the crewmember or crewmembers who disembarked from the vessel and this obviously adds considerably to the cost. Also, there may be additional quarantine requirements upon arrival of the charter flight at Perth.

The rules also impact upon crewmembers disembarking vessels to receive medical treatment.

Due to the length of the current Maritime Crew Directions I have not attached them to this communication but, should you require a copy, I will of course send them to you.

Wallmans Lawyers

NB Information correct as at 28.10.20

Are routine crew changes permitted in your port? **Yes permitted in all Flinders Ports.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **Yes there are restrictions as per Government regulations – Covid test and 14 day self-isolation is mandatory for all International arriving passengers including crew.**

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **Yes they are permitted – Government guidelines apply.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) – **Covid test applicable depending on symptoms.**

Azerbaijan

Azores

Bensaude – Shipping Agents Ltd

NB Information correct as at 23.10.20

Azorean ports of Ponta Delgada, Praia da Vitória and Horta:

Are routine crew changes permitted in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **Crew change are feasible at Ponta Delgada, but still require authorization from the Health authority.**

As per the Covid-19 procedures, joiners must arrive at Ponta Delgada with a negative Covid-19 test, issued 72 hour prior the embark on the flight to Ponta Delgada. This will allow them to be taken directly to the vessel.

If this is not possible, they will have a test made at the airport on arrival, and will wait in isolation at the hotel for the result, before being allowed to embark the vessel. This could take between 12 to 24 hours.

The off-signers will be tested on arrival, and taken to the hotel to wait in isolation at the hotel for the result, before being allowed to fly. Flights must be arranged only after the results are known.

Regarding the Health authority authorization, we require:

- Copies of the passports of off-signers and on-signers.
- Covid-19 statement completed by Master
- Copies of the Covid-19 tests from the on-signers, before they fly to the Azores. If available.

Please note that the crew changes must be performed after 08:00 Hrs Lt, and the test for the off-signers will be arranged by the Azorean Government (free of charge).

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **Yes.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **At the Azores, the vessels must contact the MRCC Search and Rescue on the below contacts, in order for the operations to be coordinated:**

Maritime Rescue Coordination Centre Delgada (MRCC Delgada)

E-mail: <mailto:mrcc.delgada@marinha.pt>

TEL: +351 296 281 777 | TLM: +351 917 777 461| Fax: +351 211 938 518

ISat(B): +870 776 600 188 | Inmarsat C: 426 300 065 | MMSI: 002040100

B

The Bahamas

TBS Adjusting Inc – Freeport, Grand Bahama Island

NB *Information correct as at 23.10.20*

Crew changes are permitted, however, for those departing the vessel, Covid test is required prior to departure, whereby agents arrange a doctor to board the vessel to administer the test. The crew is required to wait onboard for results which usually take up to 48 hours. A negative test is required to land on the island.

For crew going to the vessel, a negative test is required before arrival on the Island and the crew is taken directly to the vessel.

Sick/injured crew are allowed to disembark depending on the nature of the medical situation which must be reviewed by a competent authority ie emergency situation and type of sickness/injury, etc as hospital facilities are limited.

NASSAU

Nassau is considered a Covid hotspot and is completely shut down for disembarking crew for any reason. The medical facilities are full to capacity at this time.

Again, these are the present rules with regards to the major Bahama Islands and can change situationally and at a moments' notice.

Bahrain

BMMI

NB *Information correct as at 23.10.20*

The crew change is allowed as well as the sick or injured crew to disembark from the vessel.

Crew change procedure

Procedure for the on—signing crew: the crew will pass Covid-19 test at airport and the test fees is 30 USD. The result will come out in 3 hours. if the result is negative then the crew will be transferred to vessel or hotel as per the vessel availability. If the result is positive, then the crew will be transferred to hospital until the crew is cured.

Procedure for the off-signing crew: Doctor will go on board so that the on-signer take the Covid-19 test and the result will come out 24 hours. If negative, the ministry of health will deliver certificate which is valid for 72 hours. If positive the crew will be transferred to hospital until the crew is cured.

Disembarkation of Sick or Injured

The vessel should send the sick/injured crew medical report in advance so that the health ministry send the right doctor on board. Once the doctor goes on board and check the situation of the sick/injured crew then the doctor will decide if the crew situation is critical and need to visit a hospital or not.

Bangladesh

Interport Maritime Ltd

NB Information correct as of 26.3.21



TRANSLATED-Strict
compliance to "No Me

JF (Bangladesh) Ltd

NB Update as of 23.03.21

1. Are routine crew changes permitted in your port?

Yes, crew change are regularly taking place both at Chittagong and Mongla Ports.

2. If they are allowed, are there any restrictions in do so? (e.g. Mandatory COVID-19 tests, quarantine requirements etc.).

2.1 Off signing crew:

i. Master issues letter addressed to Immigration authority confirming that crew are Coronavirus free.

ii. Chittagong Quarantine officer's Certificate may require stating that the crew is Coronavirus free is submitted to Immigration authority.

iii. Disembarked crew to undergo another test by the Immigration Health officer and then crew to present themselves to Immigration Officer for Bio-metric recording.

iv The Crew can then be accommodated in the Hotel but moving around is not permitted. During stay at the hotel the agents have to report the following to the Port Health Officer on a daily basis:

Pulse

BP

Respiration

Temperature

The agents is responsible to provide the above information and it will be necessary to appoint a Doctor for the purpose.

v. Upon submission of air tickets crew will be allowed 72 hrs exit visa and they must leave Bangladesh within the said 72 hrs Visa period.

vi. Furthermore, please note that repatriation formalities are allowed now in Chittagong subject to E-Ticker from Dhaka onward for off-signers are arranged by the overseas Principals. Also please note that we have to arrange COVID-19 test and report from approved

government lab at Chittagong prior to 72 hours for off-signers to depart from Dhaka Airport. In this respect we shall have to submit copies of Air-Ticket for off-signers to Government Lab.

2.2 Joining Crew

i. Visa on arrival will be granted provided that

a) Health certificate in English issued by the health authority of the seafarers nationality confirming that the seafarer is Coronavirus free is carried and presented to the airport immigration,

b) Seafarers carry contract of employment,

c) Seamen Book of the seafarers nationality,

d) Letter of introduction from the vessel's agents with flight details,

e) the health certificate issued by the seafarers nationality must not be dated any earlier than 72 hrs before travel date.

ii. Visa on arrival for seafarers is granted for 3 days without any fees and the seafarers must join the vessel within the said 3 day period.

iii Where necessary, joining crew is permitted to stay in hotel but moving around is not permitted.

iv. All joining Crew must follow health Guidelines, must use Masks, hand sanitizer and maintain social distancing.

3. Are crewmembers that are either sick or injured permitted to be disembarked in your port? Yes, crewmembers either sick or injured are permitted to be disembarked in both the Ports.

4. If they are allowed, are there any restrictions in doing so? (e.g. Mandatory COVID-19 tests, quarantine requirements etc.)

Please see the 2.1 as stated above.

NB Information correct as at 23.10.20

Please note that current crew change is allowed in Bangladesh and formalities are as under:

A) Off signing crew:

1.1 On arrival of vessel quarantine officer will board vessel for screening of the crew and issue certificate that the crew is Coronavirus free. Disembarkation of crew on basis of same is permissible.

1.2. Master issues letter addressed to Immigration authority confirming that crew are Coronavirus free.

1.3. Chittagong Quarantine officer's Certificate stating that the crew is Coronavirus free is submitted to Immigration authority.

1.4. Disembarked crew to undergo another test by the Immigration Health officer and then crew to present themselves to Immigration Officer for Bio-metric recording.

1.5 The Crew can then be accommodated in the Hotel but moving around is not permitted. During stay at the hotel the agents have to report the following to the Port Health Officer on a daily basis:

Pulse
BP
Respiration
Temperature

The agents is responsible to provide the above information and it will be necessary to appoint a Doctor for the purpose.

1.6. Upon submission of air tickets crew will be allowed 72 hrs exit visa and they must leave Bangladesh within the said 72 hrs Visa period.

1.7. We enclose copy of Circular No. 30.31.0000.112.42.001.20-3226 dated 22.07.2020 issued by The Civil Aviation Authority of Bangladesh in respect of COVID-19 test for foreigners for your reference and guidance.

1.8. Furthermore, please note that repatriation formalities are allowed now in Chittagong subject to E-Ticker from Dhaka onward for off-signers are arranged by the overseas Principals. Also please note that we have to arrange COVID-19 test and report from approved government lab at Chittagong prior to 72 hours for off-signers to depart from Dhaka Airport.

B) Joining Crew

2.1. Visa on arrival will be granted provided that

a) Health certificate in English issued by the health authority of the seafarers nationality confirming that the seafarer is Coronavirus free is carried and presented to the airport immigration,

b) Seafarers carry contract of employment,

c) Seamen Book of the seafarers nationality,

d) Letter of introduction from the vessel's agents with flight details,

e) the health certificate issued by the seafarers nationality must not be dated any earlier than 72 hrs before travel date.

2.2. Visa on arrival for seafarers is granted for 3 days without any fees and the seafarers must join the vessel within the said 3 day period.

2.3. Where necessary, joining crew is permitted to stay in hotel but moving around is not permitted. Health condition reporting as per serial 1.5 must be followed.

2.4. All joining Crew must follow health Guidelines, must use Masks, hand sanitiser and maintain social distancing.

B) Covid-19 situation at Chittagong.

Situation is changing by the day, but not on alarming as in other countries.

D) Are crewmembers who are either sick or injured permitted to be disembarked in your port?

Yes, the crew members who are sick and injured , they are permitted to disembark in Chittagong Port and Mongla Port..

E) If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Covid –19 test of the seafarers is mandatorily to be carried out prior to repatriation. If the crew members found Covid-19 positive, he will be kept in a hotel for 14 days isolation and will not be allowed to move around. Thereafter another Covid-19 test will be carried out.

Barbados

Cariconsult International Limited
NB Information correct as at 5.11.20



CREWCHANGES2011
05.docx

Belgium

Belgian P&I
NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? **Yes.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Depending on the condition of the crew members who are disembarking towards the Covid situation, the Port Authorities/Health Authorities might impose quarantine periods before the crew members are allowed to be repatriated to their home country.

When a positive crew member is assessed, the authorities will normally also instruct that a testing of the other crew members is taking place.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **Yes.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) We would reply similarly as for question 2 here above. Depending on a case by case basis, and on the condition of the crew member, restrictions/quarantine periods may be imposed by the Authorities before the crew member is allowed to be repatriated home.

Belize

Benin

Africa Marine Services (Benin)

NB Information correct as at 23.10.20

Routine crew changes are permitted in Cotonou Port.
There is no restriction, except for a mandatory COVID-19 test.

Sick crew are allowed to disembark at Cotonou Port
There is no restriction, except for a mandatory COVID-19 test before being taken to the hospital, to ascertain if the sickness is related to COVID-19.

N.B.: There is now a new lab near the port where the result of the COVID-19 test can be released at no more than 4 hours after the test.

Brazil

Abacus Representacoes Ltda

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? Disembark of seafarers are permitted for medical issues or, once authorized by immigration, for repatriation on crew changing or end of contract. The formal request to disembark a seafarer shall be made by the shipping agents to both immigration and health authorities, wherein signing a term of responsibility for all costs are covered and air ticket issued.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Covid-19 PCR test is required and permission of Immigration which is granted once the seafarer is financially supported through the mentioned Term of Responsibility agents shall sign.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes.

Disembark of seafarers are permitted for medical issues or, once authorized by immigration, for repatriation on crew changing or end of contract. The formal request to disembark a seafarer shall be made by the shipping agents to both immigration and health authorities, wherein signing a term of responsibility for all costs are covered and air ticket issued.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Covid-19 PCR test is required and assure all costs are covered - refer to above previous item.

Representacoes Proinde (Belem) Ltda

NB *Information correct as of 17.09.2021*

Following recommendations of the [National Health Surveillance Agency \(ANVISA\)](#), on 24 June 2021, the federal government issued [Ordinance 655](#), updating the exceptional and temporary restrictive measures for the entry of foreign nationals into the country. Procedures for crew changes have also been revised.

Novelties

The revised regulation included a procedure already provided for in [ANVISA's Technical Note 5/2021](#), which is the need for maritime crewmembers to provide [proof of an RT-PCR test for COVID-19](#), with negative or undetectable results, performed 72 hours prior to joining the vessel or disembarking for repatriation.

Another novelty introduced by the revised Ordinance is the need for travellers who have had COVID-19 in the last 90 days but are asymptomatic and persistent with detectable RT-PCR testing. Travellers in this category will be allowed to enter Brazil upon presentation of i) two detectable RT-PCR results, with an interval of at least 14 days between them and the latter performed up to 72 hours before boarding at the airport of origin; ii) antigen test with a negative or undetectable result, after the last detectable RT-PCR report; and iii) medical report, issued in Portuguese, Spanish or English, certifying that the individual is asymptomatic and fit to travel. The report must contain the intended date of travel and the name and signature of the physician.

Exceptions

The temporary travel restrictions do not apply to:

- Brazilian nationals and foreign residents;
- Foreign professional on a mission at the service of an international organisation;
- Foreign employee accredited to the Brazilian government;
- Foreign spouse, partner, son, father, or curator of a Brazilian national;
- Foreign nationals whose entry is explicitly authorised by the Brazilian government in the public interest or for humanitarian reasons;
- Bearer of the National Migration Registry (RMN); and
- Cargo transportation by any means of conveyance

Crew change and shore leave

Restrictions do not apply to maritime crew changes and repatriations unless the seafarer has come from or passed through the United Kingdom of Great Britain and Northern Ireland, South Africa, and India within the last fourteen days, in which case they must undergo a 14-day quarantine in another country before entering Brazilian territory.

Off-signers: seafarers are allowed to disembark for medical care or repatriation related to operation issues or after the termination of their contract of employment, under the following conditions:

- A financial undertaking of the shipping agents bearing the costs incurred with the seafarers during their stay in Brazil;
- RT-PCR laboratory test for COVID-19 with a negative or inconclusive result performed not later than 72 hours prior to disembarking;
- ANVISA's prior consent; and
- Presentation of the corresponding air tickets

On-signers: seafarers who arrive to work aboard vessels and platforms operating in Brazilian waters are exempt from the travel ban, as long as they meet the migratory requirements appropriate to status as a seafarer, including having an entry visa when necessary, and provide:

- A financial undertaking of the shipping agents bearing the costs incurred with the seafarers during their stay in Brazil;
- Digital or printed Traveller's Health Declaration (Declaração de Saúde do Viajante – DSV)
- RT-PCR laboratory test for COVID-19 with a negative or inconclusive result performed not later than 72 hours prior to boarding at the airport of origin; and
- Prior consent from ANVISA

Shore leave: no shore leave is permitted, except for technical or operations reasons associated with the vessel's operation.

Medical disembark: all seafarers are allowed to disembark for emergency medical or dental treatment upon medical recommendation and consent from ANVISA.

Vessel quarantine: if a crew member on board is COVID-19 positive, the entire crew must be tested and the vessel quarantined for 14 days, counted from the onset of symptoms or the positive test date. If other cases are detected while the quarantine is in progress, it will be started over. Those infected with COVID-19 must be quarantined in their cabins, following ANVISA protocols, and disembarkation will only be allowed for emergency medical assistance.

***NB** Information correct as at 26.10.20*

Are routine crew changes permitted in your port?

Yes. Crew changes are permitted.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

For on-signers: Subject to presentation of COVID-19 RT-PCR negative test, confirmation/declaration of 14-day quarantine, including daily temperature and medical report issued at crewmember's place of origin stating that he/she is in good health condition. Before boarding the vessel in Brazil, the crewmember should be submitted to a further RT-PCR test and clinical examination by a local doctor.

For Off-signers: Subject to presentation of COVID-19 RT-PCR negative test. Vessel should arrange tests via local agents.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

Yes, however, a disembarkation request must be submitted to the port health authority (ANVISA), via agents who have to assign a medical facility to issue a medical report supporting the request for disembarkation for hospitalization or consultation.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Disembarkation for hospitalization/treatment is allowed when supported by a medical report. In case COVID-19 is suspected, ANVISA will order testing of the crewmember and, if found positive, the entire must be tested and if infection is confirmed, the vessel will have to undergo quarantine.

More information on COVID-19 in Brazil available on:
<https://proinde.com.br/manuals/coronavirus-covid-19-in-brazil-practical-guidance/>

Bulgaria

Fidelitas Ltd

NB Information correct as at 26.10.20

I have spoken to my colleagues, and they said that these rules apply differently for each ship - it depends on factors such as - where the ship comes from, and mainly whether the health authorities here will permit the crew to disembark from the ship.

At the moment, I think, COVID-19 test is mandatory if the crew disembark, however the quarantine again depends on the health authorities.

Are routine crew changes permitted in your port? - Yes, routine crew changes are allowed in all bulgarian ports.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) - Covid-19 (PCR) tests are generally not required for crew members with EU nationalitiy. Such tests are required for Crew members from other nationalities.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? - Injured or sick (other than Covid-19) crew members are generally allowed to disembark and receive medical assistance as required.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) - Crewmember suspected to have the Covid-19 (arriving from high-risk destinations or have symptoms/positive test) are generally not allowed ashore and are quarantined on board the vessel/s. They of course will be received at a hospital but only if their symptoms deteriorate and hospitalization is deemed by the health authorities imperative.

C

Cabo Verde

Cambodia

Cameroon

Budd SA

NB Information correct as at 23.10.20

Crew Changes

Are routine crew changes permitted in your port? **Yes** it resumed mid of July 2020.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Seamen seeking to fly into Cameroon may undergo a rapid PCR-COVID-19 test at the airport upon arrival and if positive will be required to be in isolation at home or in a government-contracted hotel at their own expense depending on their symptoms. If negative, they can join their vessels or hotel directly from the airport.

Travelers / Seamen must also present a negative test result from within 72 hours of boarding their flight to Cameroon. We shall revert with any updates.

Airlines may have their own requirements regarding testing and other issues related to COVID-19. The above measures may be inconsistently applied and are subject to change, but travelers should be prepared for all of them and remain in close contact with their airline concerning all necessary requirements for travel in these difficult times.

Medical Evacuations

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

In any case the landing/hospitalization process must be carried out under the supervision of the Port Health Service who must authorize the crew to be disembarked and treated in a suitable medical facility.

Canada

Langlois

NB Information correct as at 23.10.20

The situation concerning crew changes in Canada is described in a Safety Bulletin issued by Transport Canada on June 30, 2020. The Bulletin is self explanatory and can be found at <https://tc.canada.ca/sites/default/files/2020-07/SSB-18-2020E.pdf>

The Shipping federation of Canada web site contains useful information on this matter. See: <http://www.shipfed.ca/news/5e6f9c8130be3eb>

Stewart McKelvey – New Foundland

NB Information correct as at 26.10.20

Are routine crew changes permitted in your port? Yes. Ships' crew and workers in the shipping industry generally are considered essential workers. The Federal government has in place a general ban on non-essential entry to Canada for non-residents. However, foreign nationals who are considered essential workers and are asymptomatic are allowed to enter the country. Newfoundland and Labrador has in place very strict travel requirements, including a general ban on non-essential travel, however, as with the federal exemption, asymptomatic workers in the shipping industry are exempted, subject to the restrictions below.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Ships' crew are considered essential workers. When asymptomatic, they are allowed to enter the province for the purposes of travelling to and from work, but must otherwise self-isolate. This is modified slightly by relaxed isolation requirements for anyone who qualifies as a 'rotational worker' travelling from elsewhere Canada.

In April 2020, the government of NL introduced detailed requirements for employers bringing in foreign nationals for work – click here for guidelines and forms. The primary requirements for employers are:

- Developing 'credible' self-isolation plans – In the marine sector, these would cover time spent travelling to and from work and in housing or hotels as necessary upon arrival and before departure.
- Preparing employer pre-screening checklists for each self-isolation facility, confirming that various documents, supplies, and sanitation measures are in place. The requirements in the guidelines are extensive.
- Preparing a manifest detailing all travelling workers and their transportation from arrival site.
- Putting in place daily Health Monitoring Plans and Illness Response plans for use during self-isolation and generally.

Self-isolation plans and other forms must be filed along with the workers' declarations and approved in advance of worker arrival, ideally a week or more before then. When arriving in the province, and when leaving the vessel to fly home or to return to their residence after a crew change, the crew member must file a declaration form stating that they will abide by self-isolation requirements except for the purposes of travelling home. Crew members are allowed to stay at a hotel if necessary en route to their workplace or the airport, but for foreign crew these arrangements should be covered in the employer's approved plans. No other detours between vessel and airport are allowed.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Yes. Local immigration authorities (Canadian Border Services Agency) should be informed as far in advance as possible if it is expected that a seafarer on an incoming ship needs medical attention. We have been told that authorities will take steps (including if they think it necessary having a doctor attend on board) to satisfy themselves that the patient is not suffering from COVID-19 and, if so satisfied, then permission will generally be granted to attend a hospital. I have not heard of a case in Newfoundland and Labrador in which

treatment was being sought for a seafarer ill with COVID-19 and so am not aware what this answer may be, but I suspect that unless it was very critical that the seafarer receive prompt treatment then his or her coming ashore would be denied. Again, early notification to and co-operation with local authorities is invariably the best policy.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) See previous answer. To the best of our knowledge, there are no written or official requirements in such a situation, however, the seafarer would almost certainly be required to abide by the same rules they were exempted under – they would only be allowed to enter if they are asymptomatic (or critically ill), and must self-isolate for all purposes except for travelling to and from medical facilities and any accommodations they may need to stay in before returning to work or flying home.

Stewart McKelvey – Nova Scotia/Atlantic coast ports
NB Information correct as at 26.10.20

Unfortunately but I suppose understandably, Canadian regulatory responses to COVID-19 have been made both federally and by each of the 10 provinces, and although there is supposed to have been co-ordination amongst the various governments there seems a certain amount of diversity in provincial rules. Therefore please do not take this email as reliable or even relevant in any province other than in Nova Scotia. Under the Canadian constitution shipping and navigation and immigration (including the disembarkation of seafarers) are under federal regulatory jurisdiction but provinces regulate, among other local matters, public health and so there is concern to ensure that incoming ships and their staff comply with both federal and local provincial rules. Where port-specific rules exist, it will be prudent to ensure compliance also with those, though I am not aware of any such incremental rules having been made in any of our Nova Scotia ports.

To answer each of your sets of questions in turn:

Are routine crew changes permitted in your port, and if they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

The applicable Canadian federal rules are summarized in Ship Safety Bulletin 2020-18, link to which is <https://tc.canada.ca/en/marine-transportation/marine-safety/ship-safety-bulletins/mobility-asymptomatic-workers-marine-sector-during-covid-19-ssb-no-18-2020>. As a general statement, crew changes (arriving and departing) are permitted, as are brief shore leaves, in all cases only for asymptomatic seafarers.

Again speaking generally, seafarers on ships entering Nova Scotia ports are considered essential workers and if asymptomatic are exempted from the general requirement that persons entering Nova Scotia must quarantine for 14 days. See <https://novascotia.ca/coronavirus/docs/health-protection-act-order-by-the-medical-officer-of-health.pdf>

All that said, fairly early during the so-called lockdown there was the case of SIEM CICERO, a vehicle carrier en route from Germany to Halifax, which on 17 March was, under general federal quarantine powers, denied entry to the port of Halifax because of symptomatic crew members. See news story at <https://globalnews.ca/news/6761227/cargo-ship-denied-entry-to-port-of-halifax/>. Although resolution of the case was not later reported in the media, I am told by the port agent that the ship was eventually permitted into Halifax where she discharged routinely, though delayed.

Are crewmembers who are either sick or injured permitted to be disembarked in your port, and if they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

This is governed more as a matter of practice, my information concerning which is provided to me by a local port agent. Local immigration authorities (Canadian Border Services Agency or CBSA) must be informed as far in advance as possible if it is expected that a seafarer on an incoming ship needs medical attention. I have been told that authorities will satisfy themselves (including if they think it necessary having a doctor attend on board) to ensure that the patient is NOT suffering from COVID-19, and if so satisfied then permission will generally be granted if more than the four-hours routine shore leave will be needed. I have not heard of a case in Nova Scotia in which treatment was being sought for a seafarer ill with COVID-19 and so am not aware what this answer may be, but I suspect that unless it was very critical that the seafarer receive prompt treatment then his or her coming ashore would be denied (see above references to exemptions being available to asymptomatic workers). Again, early notification to and co-operation with local authorities is invariably the best policy.

Borden Ladner Gervais LLP
NB Information correct as at 26.10.20



Current Status of Crew Changes and



20-113077-308



2020-03-27COVIDSP



COVID-19_

Signed Group Exem|ECIALMARINESECURGuidance Material.p

Further to Dino’s email of earlier today, we provide below a summary of the relevant information regarding crew changes in Canadian ports generally. There are no specific guidelines as such as regards the Port of Montreal.

We do highlight below some specific reporting requirements from the St. Lawrence Seaway Management Corporation (SLSMC), the non-profit corporation responsible for the safe and efficient movement of marine traffic through the Canadian Seaway facilities, which consists of 13 of the 15 locks between Montreal and Lake Erie.

Are routine crew changes permitted in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **See below operational details**

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) See below reporting details:

All ports follow Federal directives for OPERATIONAL and REPORTING requirements during COVID-19 are summarized below:

1- OPERATIONAL

Mobility of asymptomatic marine sector workers during the COVID-19 pandemic. “Marine Sector Workers” include marine crew, marine pilots, inspectors, equipment operators, and essential workers from other sectors who work on a marine vessel.

Crew changes

Asymptomatic foreign crew members travelling to Canada to join a vessel have been deemed to fall with the class of “Essential Service” providers and as such are exempted from the current travel restrictions which have since been imposed by Canada in response the Covid-19 pandemic and from the otherwise mandatorily applicable 14 day self isolation requirement. While exempted from the 14 day self isolation requirement, crew members must still take required preventative measures, self-monitor for symptoms, and self-isolate if they begin to exhibit any symptoms.

- Prior to travelling to Canada, crew members from non-visa exempt countries must apply online for a Temporary Resident Visa (TRV) and email IRCC to ask to be exempted from COVID-19 travel restrictions as essential, non-discretionary travel, if an applicant has not received any communication about their application after 5 business days. Crew members from visa exempt countries must apply on-line for an Electronic Travel Authorization (eTA). An application for an eTA is typically processed 24 - 72 hours.

Departing crew members are required to leave Canada within 72 hours of being discharged by the master. Canada Border Services Agency (CBSA) Officers will grant extensions to this deadline on a case by case basis based on the exit plans presented by the local agent and in consideration of Covid-19 related travel challenges.

- Documentation: Crew members should carry with them a copy of the Transport Canada (TC) Ship Safety Bulletin, TC’s Guidance for Air Operators (Annex A2 (b) deals with crew members), a copy of the Public Health Agency of Canada’s (“PHAC”) Essential Service General Group Exemption and documentation for identification purposes (Seafarer Identity Document / Seaman’s Book issued in accordance with the International Labour Organization (ILO) , discharge book, a Certificate of Competency, passport with TRV imbedded therein in the case of non-visa exempt nationals and proof of employment – copy of employment contract and a letter of introduction from a local Canadian agent confirming the crew member identity and appointment. We attach for your convenience copies of TC’s above-mentioned Ship Safety Bulletin and Guidance for Air Operator as well as PHAC’s Essential Service General Group Exemption.
- As in the case of all air passengers, crew members must wear a non-medical mask / face covering to cover their mouth and nose while in a Canadian airport and while in flight. They should also wear their non-medical mask / face covering where social distancing is not possible while travelling to and from the vessel.

Shore leave

Seafarers on-board foreign vessels, at Canadian ports, terminals and marine facilities: Shore leave that is essential and is not optional or for a discretionary purpose may be granted to an asymptomatic seafarer of a ship. This shore leave is not to exceed four hours in duration. Non- discretionary purposes include accessing local stores for products such as pharmaceuticals or urgent personal care products, or to access health support services, however they must follow PHAC's COVID-19 prevention recommendations and the advice of local health officials. The PHAC COVID-19 prevention recommendations include hand washing, physical distancing, and sneeze etiquette.

- Seafarers in the Arctic: complete ban on shore leave until December 31, 2020.

2 - REPORTING

Reporting requirements if individual onboard ship exhibits COVID-19 symptoms:

Prior to arrival

As per the Quarantine Act, prior to arrival of a vessel at its destination in Canada, the vessel operator must:

- inform a Quarantine Officer if any person, cargo or other things on board the conveyance could cause the spreading of a COVID-19.
- complete a 96 Pre-Arrival Information Report (PAIR) and 24 Hour Report in accordance with section 221 of the Marine Transportation Security Regulations (MTSR).
- report health situation changes to Transport Canada Marine Safety and Security (TCMSS).
- Upon receipt, PHAC will provide follow-on direction to the vessel and notify other entities (this may include but is not limited to the CBSA, Canadian Coast Guard, Transport Canada Marine Safety, and appropriate pilotage and port authorities).
- If symptoms are reported, a PHAC Quarantine Officer will speak to the master and crew, to assess symptoms and may require public health measures. For example, the crew may be asked to isolate themselves, wear a mask, or seek medical care.

Upon arrival

- Should a vessel have an ill or symptomatic crew member after having arrived in Canada, the master / vessel operator should inform the appropriate local health authorities, pilotage authority, the ship's agent and the TCMSS for further direction.
- Anyone who had close contact with someone who has or is suspected to have COVID-19 must self-isolate for 14 days.

TCMSS details: B.C. (marsecw@tc.gc.ca) & Atlantic, St. Lawrence, G-L, Arctic (marsece@tc.gc.ca)

Phone numbers of provincial health authorities are listed in the following link: [Click here](#)

In addition to the federal directives, the SLSMC, as per Notice#20, requires all vessels to promptly notify the nearest Traffic Control Center of any suspected or confirmed cases of COVID-19 by contacting the following numbers:

- Ships between CIP2 and mid-Lake Ontario must call St. Lambert Traffic Control at: 450-672-4110 ext. 2232

- Ships between mid-Lake Ontario and CIP16 must call Niagara Traffic Control at: 905-641-1932 ext. 5370

The SLSMC also strongly encourages vessel operators to notify the SLSMC and its USA counterpart, the St. Lawrence Seaway Development Corporation, TC or the U.S. Coast Guard, as applicable, if a crew member is confirmed to have contracted COVID-19 within 14 days of departing a vessel which has operated in the Great Lakes - St. Lawrence Seaway System or if within 14 days of departing the pilotage waters, the vessel has a suspected or confirmed case of COVID-19.

Bernard LLP

NB Information correct as at 26.10.20

Are routine crew changes permitted in your port? Yes, crew changes are permitted in Vancouver if crewmembers are asymptomatic. See attached Transport Canada – Ship Safety Bulletin dated June 30, 2020 which explains there is an exemption for asymptomatic seafarers from the mandatory 14 day quarantine period. Crewmembers may arrive and depart without restriction if asymptomatic.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) No restrictions if crew members are asymptomatic. If a crewmember has had close contact with someone who has or is suspected to have Covid-19, they must self-isolate for 14 days.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Yes, sick or injured crewmembers who are asymptomatic of Covid-19 symptoms may be disembarked and treated locally or repatriated without restriction.

For crewmembers with any Covid-19 symptoms, the management of any confirmed case of a crewmember with Covid-19 symptoms would be led by the federal Public Health Agency of Canada (PHAC)(see attached Transport Canada - Special Marine Security Notification), following a report of Covid-19 symptoms (see reporting overview below).

The PHAC will provide direction to the vessel. The PHAC will notify other organizations including CBSA (Canadian Border Services Agency), CCG (Canadian Coast Guard), TC Marine Safety (Transport Canada), and pilotage and port services.

For the affected crewmember(s), the response is likely to be isolation and treatment locally for the treatment and quarantine periods. If a case arises following arrival, the local public health agency would respond, expected to be isolation and treatment locally for the treatment and quarantine periods.

Note that at present vessels have reporting requirements prior to arrival in Canada. The general process is:

- 1) Pre-arrival – Pre-Arrival Information Report (“PAIR”) (96 Hr.) and 24 Hr. Report

When a vessel sends in their PAIR REPORT – required to be sent prior 96 hours of arrival time they receive a confirmation and a request for health status. If there is a crewmember who has Covid-19 symptoms, the master is required to

immediately isolate the crewmember, and notify the local CBSA office (Canadian Border Services Agency).

2) FPOA report- Marine Health Screening questionnaire (see attached)

Once the vessel arrives at the First Port of Arrival (“FPOA”) they are required to then submit the attached Health Screening Questionnaire (e-mail or phone). If there is a crewmember who has Covid-19 symptoms, the master is required to immediately isolate the crewmember, and notify the local CBSA office (Canadian Border Services Agency).

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) No restrictions for sick or injured crewmembers who are asymptomatic of Covid-19 symptoms. For sick crewmembers experiencing Covid-19 symptoms, the above protocol regarding notification, direction and treatment/quarantine applies.

Transport Canada – Ship Safety Bulletin dated June 30, 2020 – “Mobility of Asymptomatic Workers in the Marine Sector During Covid-19”.



Transport Canada -
Ship Safety Bulletin

Transport Canada – Special Marine Security Notification “2020-07” – Covid-19



MSN_2020-007-
ENGLISH_COVID-19_

CBSA Health Screening Questionnaire for vessels arriving in the West Coast of Canada



200901__west_coa
st__marine_health_

Brisset Bishop s.e.n.c.

NB Information correct as at 26.10.20

Are routine crew changes permitted in your port? Yes, routine crew changes are permitted in Canadian ports, subject to the answer to Question 2 below

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Both the off-signing and on-signing crew members (1) must be asymptomatic, (2) do not need to self-isolate/quarantine, and (3) are subject to Public Health Agency of Canada’s recommendations regarding COVID-19 prevention, including proper hand washing hygiene, physical distancing, cough/sneeze etiquette and wearing face-covering in indoor public spaces or where social distancing is not possible.

- 1) Pursuant to section 2 of Order PC2020-0184 (Minimizing the Risk of Exposure to COVID-19 in Canada Order (Prohibition of Entry into Canada from any Country other than the United States)) made under section 58 of the Quarantine Act, there is a total prohibition of entry into Canada by foreign nationals via countries that are not the USA. Sections 3(1)(d) and (v) of that Order further stipulate that this prohibition does not affect crew members as defined and marine transportation workers, unless they show symptoms of fever and cough or cough and breathing difficulties (section 3(2)).

The same rules apply where a foreign national enters Canada via the USA (PC2020-0185 Order: Minimizing the Risk of Exposure to COVID-19 in Canada Order (Prohibition of Entry into Canada from the United States)). They may do so if they are crew members or marine transportation workers defined in section 3(1) of Order PC2020-0184.

- 2) Pursuant to section 2 of Order PC2020-0175 (Minimizing the Risk of Exposure to COVID-19 in Canada Order (Mandatory Isolation)) made under section 58 of the Quarantine Act, all travellers to Canada must self-isolate or, where unable to so, quarantine for 14 days. Section 3(1)(b) stipulates that this 14 day requirement does not apply where the person is presently a member of a crew or is entering Canada for the purposes of on-signing, unless a person enters Canada and in fact is showing COVID-19 related symptoms (section 3(4)).
Normally, an off-signing crew has 72 hours to leave Canada (section 184 of the Immigration and Refugee Protection Regulations). However, the Canada Border Services Agency has been granting extensions of 1 week for departure when a longer stay is required and when a departure plan is provided. Further extensions should be obtainable upon valid reasons being provided, such as visa or transportation issues depending on the country of destination. These extensions are provided by applying for a “visitor record”.
- 3) Lastly, during any time in Canada between the moment on on-signing or off-signing, whether within or beyond the normal 72 hour window, crew members must follow the applicable Provincial public health guidelines in place for things such as wearing of face covering, size of group gathering, restrictions on mobility, and other hygiene practices.

Based on Brisset Bishop’s recent experience with crew changes and repatriation effected in the Ontario and Quebec regions, we can confirm that Transport Canada and Canada Border Services Agency personnel have been proactive in approving crew change plans and granting extensions of time ashore for off-signing crew. We have also seen Immigration officials issue visas in an expedited manner by email allowing for faster on-signing crew arrival in order to relieve asymptomatic crews with expired contracts.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? will vary depending on whether the sick or injured crewmember is asymptomatic or not.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) will vary depending on whether the sick or injured crewmember is asymptomatic or not.

A) Asymptomatic crewmember

Based on the Ship Safety Bulletin No. 18-2020 on Mobility of Asymptomatic Workers in the Marine Sector During COVID-19 issued by Transport Canada on June 30, 2021:

- Controlled shore leaves are permitted to asymptomatic crewmembers for a period of four hours at a shore-based welfare facility located either on port grounds or in a nearby location, or in a “designated area on port grounds” if such an area has been identified for that purpose.
- As mentioned above, asymptomatic crewmembers are not required to self-isolate, nor are they required to undergo COVID-19 testing, but, during these shore leaves, they are expected to:
 - o follow port specific COVID-19 protocols;
 - o follow Public Health Agency of Canada’s recommendations regarding COVID-19 prevention, including proper hand hygiene, physical distancing, and cough/sneeze etiquette;
 - o minimize contact with local workers at a destination;
 - o closely self-monitor; and
 - o self-isolate and contact the local public health authority should they exhibit any symptoms.
- If crew members are to access local stores (e.g. for pharmaceuticals, urgent personal care products, etc.) or interact with health support services, they must follow PHAC advice as per above and any advice of local health officials.

B) Symptomatic crewmember

If a sick or injured crewmember shows COVID-19 symptoms or is employed on board a ship where COVID-19 (or symptoms) have been reported, then such crewmember will be expected to isolate him or herself and would not benefit from the above permission. If the health of the crewmember is at stake, then it will be up to the local (Provincial) health authorities to determine how the crewmember is to receive treatment. In this respect, operators have been directed to contact Transport Canada Marine Safety and the relevant Provincial authority who will issue the appropriate directive. Should it be determined that the crewmember must receive health care ashore, one would expect that he or she would be directed to a location that has been designated, by the local authorities to treat patients with COVID-19.

Cape Verde

Budd SA

NB Information correct as at 27.10.20

For Cape Verde Ports crew changes are permitted subject to a Covid-19 test both the embark and disembark, the vessels can be alongside or at anchorage.

The crew that is disembarked is tested for Covid-19 and waits in quarantine until the results.

It is also possible to disembark and repatriate sick or injured crew members subject to Covid-19 tests.

Chile

Cave y Compania Limitada

NB Information correct as at 05.11.20

We confirm that on October 19th the Authorities informed the agents that crewmembers of any nationality can enter or leave the country without a visa or special permit. Also, they can fly in domestic flights to the different Chilean ports, subject to having a negative PCR test.

If they arrived without a PCR test, they have to carry out the corresponding quarantine for 14 days.

Crewmembers, sick or injured, are allowed to disembark and go to the corresponding clinic/hospital.

PCR tests are carried out on all the crewmembers that are disembarked.

It is important to mention that the situation is being checked weekly by the Authorities so it could change in the near future.

China

Huatai Insurance Agency & Consultancy service Ltd

NB Update as of 06.09.2021

We summarize the latest information regarding COVID-19 restrictions among major Chinese ports as below for your easy reference.

Ports Covered by Dalian Branch

The COVID-19 policy remains unchanged at present. All crew on a foreign vessel need to take a nucleic acid test. If any crew is tested positive, all crewmembers' disembarkation will not be permitted. In Bayuquan port (Yingkou, Liaoning Province), if any crew tested positive, all the crew shall be subjected to a 14-day quarantine and recheck. Operation may resume until all the crewmembers onboard are tested negative. However, In Dalian port, whether the operation can resume is on a case by case basis, because it has not been clearly instructed from the local authority yet.

Ports Covered by Qingdao Branch

Weifang port

Embarkation is permitted on vessels haven't passed through any high risk areas lately. However, this policy is prone to change from time to time.

Yantai port

All embarkation is prohibited.

Longko Port

Embarkation is permitted temporally. A nucleic acid test within 48 hours issued by local authority is needed.

Shidao, Weihai

Embarkation is permitted temporally. A nucleic acid test within 48 hours issued by local authority is needed.

Dongjiakou:

Embarkation will be approved under normal circumstances.

Dagang port:

Embarkation will be approved under normal circumstances.

Huangdao port:

Embarkation varies depending on types of the terminal. Embarkation is permitted in bulk cargo terminal under normal circumstances. At container terminal, all embarkation is prohibited.

Lanshan, Rizhao port:

All embarkation is prohibited.

Lianyungang (Jiangsu Province):

All embarkation is prohibited.

Dongying:

All embarkation is prohibited.

Ports Covered by Tianjin Branch

The COVID-19 prevention policy basically remains the same, except tightening the inspection of nucleic acid within 48 hours provided by staffs intended to board international vessels of shipping agents, ship maintenance companies or third-party inspection organizations.

Ports Covered by Xiamen Branch

There is a time restriction on berthing and sailing in Xiamen port. And surveyors are prohibited to board vessels. The requirements are as follows.

COVID-19 Prevention Requirement:

1. If a vessel called at a port of India and adjacent countries within 28 days, the Customs will attend on board vessel for nucleic acid inspection after berthing. It takes about 12 hours to get the test result. Prior to the result no cargo operation is allowed.
2. If there are crew changes during last 14 days the crew shall hold a nucleic acid test report within 3 days prior to signing-on. Such report shall be issued by institution recognized by Chinese government. After vessel's berthing, the Customs will board the vessel for nucleic acid inspection. It will take about 12 hours to get the test result. Prior to the result, no cargo operation is allowed.
3. There must be no crew affected with COVID-19 on board the vessel.
4. Time period for Berthing: 0600lt-2000lt /Time period for Sailing: 0600lt-2300lt

Other ports in Fujian province remain unchanged at present.

Ports Covered by Ningbo Branch

The COVID-19 prevention policy remains the same at present.

Ports Covered by Guangzhou Branch

The COVID-19 prevention policy basically remains the same, except tightening the inspection for staffs intended to board international vessels of any shipping agents, ship maintenance companies or third-party inspection organizations.

Ports Covered by Shanghai Branch

Extensive COVID-19 restrictions have been imposed in Jiangsu Province where the restrictions have led to delays. The new local regulations are as follows:

1.1 All port reception facility providers which provide services for vessels engaged in international voyages shall establish designated shift of personnel to carry out operation. All the pollutants/wastes such as garbage and sewage shall be received, transferred and disposed of by reference to requirements of the disposal of medical waste

1.2. Service providers who provide onboard services for vessels engaged in international voyages shall draw up designated shift plan which shall be approved by local authorities. Approval shall be given by local authorities before onboard operation takes place. Close loop management shall apply. During the shift, the designated shift of personnel are only allowed to stay in work place and designated area where they are required to take temperature every day and receive nucleic acid test every three days at least. After shift ends they have to receive 2 nucleic acid tests with an interval of 48 hours and if both results are negative, they could leave the shift/designated area. If crew member tests positive for COVID-19, the personnel shall receive nucleic acid test and quarantine as per the local regulation.

1.3 Provision of service for vessels engaged in international voyages at anchorage is prohibited. Ferry/traffic/launch boat service is suspended except for rescue service for the injured or sick personnel and transportation of pilots. Provisions services including bunkering and reception of

wastes and temporary repair at anchorage is not allowed. The service providers for provision of supplies including bunkering and reception of wastes and temporary repair at berthing for vessels engaged in international voyages shall take precautions as per local regulation.

2. We understand from local agents in various ports in Jiangsu Province

2.1 Nantong:

Due to the shortage of workers after the new regulation, the cargo operation has been affected. In the meantime, local authorities are reluctant to grant foreign vessel's port entry application in normal circumstances. It is advised by a local agent that the restrictions are changeable and they are notified verbally.

2.2 Taicang:

Foreign vessels are not allowed to anchor at temporary anchorage in Taicang. For chemical terminal, quarantine officers from the Customs can only inspect 6-8 vessels per day and this may delay cargo operation in chemical terminals to a certain extent. Cargo operation has been affected.

2.3 Zhangjiagang:

Cargo operation has been affected in particular for bulk or general cargo carriers where cargo operation is labor-extensive.

2.4 Jiangyin:

The cargo operation has not been affected but there is a shortage of pilots due to new requirements.

2.5 Changshu:

The operation of 6 out of 9 terminals in Changshu have been resumed, after their designated shift plans had been approved by local authorities.

2.6 Zhenjiang:

The operation of the terminal is normal.

2.7 Yangzhou:

The operation of the terminal is gradually back to normal but due to strict control policy of the city, the berthing and unberthing operation may be affected due to shortage of pilots because some pilots are subject to stay-at-home order.

2.8 Nanjing:

Cargo operation has been affected. There is a shortage of pilots. The bunker supply via barge is not allowed when the vessel is at berth.

Recent days, we are advised by some agents that the requirements for entering Chinese ports

become more and more strict due to the new outbreak. As the restrictions vary from port to port and are prone to change in a short notice, we suggest that Members consult with local agent before proceeding to the port of call. Due to the strict restriction policies taken by local government, together with the isolation or traffic limit of local people working for port affairs at the request of local government especially at Yangzhou and Nanjing cities, there has been an apparent shortage of local workers/pilots/Customs officers serving for ocean-going vessels.

NB *Information correct as at 11.11.20*

Further to our message below, please be advised that we just reported by our Xiaman office that the control measures in the port of Xiaman was changed in this couple of days.

The new control measure is that all personnel except employee of the port should provide a report of negative nucleic acid test results within 14 days when entering the dock or boarding the vessel. Therefore, surveyors available to attend the survey in the port area or on the vessel is very limited. In an urgent case, it may not be possible to arrange the survey.

We have just issued a circular on this point which is attached hereto for your kind reference. For your easy reference, the circular is issued in both English and Chinese. Besides, we are collecting the control measures of main ports in China including Chinese crew change, quarantine and testing regimes, port operations and surveyor attendance. Will send in separate message early next week.

Generally speaking, routine crew changes are allowed in principle, but it is different from Chinese crew with foreign crew. Chinese crew change has been allowed for several months. Thousands of Chinese crew have been changed in various ports following some specific procedures.

Foreign crew change was reported to be allowed early this month but limited in ten Chinese ports. But only Shanghai and Qingdao has carried out such operations. You will note from the attachments that restriction on Chinese crew change is far more less than foreign crew change and the procedure is much more simple.

Disembarkation for treatment is always allowed. But as you will note from below circular that the treatment on shore should be limited to urgent case. Mandatory COVID-19 tests are required, but for urgent matter, the tests can be taken on shore.



PNI[2020]13(1).pdf



中文版_PNI[2020]13
(2).pdf

Further update 4.11.20



Collection of control
measures of Main por

PICC P&C Company Limited

NB *Information correct as at 26.10.20*

Are routine crew changes permitted in your port? According to the latest guidance promulgated by the authorities concerned, about 10 ports in P.R. China, including Dalian, Tianjin, Qingdao, Shanghai, Ningbo, Fuzhou, Xiamen, Guangzhou, Shenzhen and Haikou, have been permitted crew changes. Among them, the ports of Shanghai and Qingdao have successfully changed crewmembers recently. However, the specific requirements need to consult local governments and agencies. Moreover, as per the fresh news report, it is worth noting that when 29 Philippines crewmembers were conducted crew changes at Qingdao Port, P.R. China, the covid-19 test results of the said 29 crews were all found positive. Hence, the requirements of crew changes at Qingdao port will be stricter than the other ports in the recent period.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) For foreign crewmembers who are planning to carry out crew changes at ports in P.R. China, they must comply with the management regulations on port entry, disembarkation and residence during the epidemic period. First of all, they are required for certain departure air tickets, ferry tickets or bus tickets. Secondly, the ships are required to leave the previous overseas port for 14 days and quarantine health record of crews on board shows that they are healthy for 14 consecutive days or more, if there is no abnormality after customs inspection and the covid-19 test result is negative, the crews are allowed to change at the designated port in China. Crew changes shall be directly transported to the exit port in the same city by chartered vehicles from the point of disembarkation to the exit point, or directly transferred to the port of disembarkation to change ship for departure, and shall not be stranded in the city. In addition, within 3 days of boarding, foreign crew members must require a covid-19 test report from the designated or certificated authorities from Chinese Embassy.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? For the changed of sick/injured foreign crewmembers at the ports of P.R. China, firstly, the crewmembers are required to obtain the approval of disembarkation from local immigration authorities and also apply for the visa issued by the local police authority.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) The covid-19 test will be conducted once by the local immigration authority, and then they are required to carry out another covid-19 test before admitting into the hospital. Whether mandatory isolation or not will be subject to the decision from the local health department. The foregoing is the general situation for the crew changes in P.R. China. As for the specific situations at each port, we suggest that Members could consult the local agents.

Shanghai P&I Services

NB Information correct as at 26.10.20

Crew Changes

The crew changes for Chinese crewmember are allowed in principal, but it still need go through complex formalities with related local authorities (such as local CDC, Customs, Immigration office, MSA and terminal) in order to achieve the crew changes, which means the owners / local agents will require certain time in preparation for the crew change in advance. Furthermore, prior to the crew changes, all the crew involved will need to take mandatory nucleic acid test (NAT) for covid-19.

The crew changes for foreign crewmember (other than Chinese) is still under strict control at Chinese port, although recently there is rumor that green-light was given in specific case at some

Chinese ports, such as Shanghai & Qingdao. As per our understanding, so far there is still NO routine crew changes for foreign crewmember in China.

Crew disembarkation for medical treatment:

In principle, the crewmembers who are either sick or injured would be permitted to be disembarked for medical treatment in Chinese ports. However, each port may have their own standard in granting the permission for crew disembarkation. Generally speaking, there was a tendency to relax in granting treatment to crew members ashore. Earlier this year, crew members were allowed to be disembarked for treatment only in life-threatening situations, but now at some Chinese ports the local authority may allow for disembarkation for relatively minor sick / injury.

Prior to the disembarkation for medical treatment, the crewmembers is required to pass the mandatory nucleic acid test (NAT) for covid-19 in advance, unless the actual circumstances require emergency surgery or treatment.

Oasis P&I Services Company Ltd
NB Information correct as at 08.02.21

As a result of a spike of new COVID19 cases this January, China is taking stricter epidemic prevention and control measures amid higher risks of the epidemic before the Spring Festival Holidays which will commence on Feb 11, 2021. Following our earlier circular No. 2013 dated Nov 10, 2020 “Foreign Crew Change Procedures at Qingdao, Tianjin, Dalian and Shanghai”, we have checked the current crew change policy at the major ports and hereby update as below for your reference:

Dalian

Foreign crew change

Foreign crew members are not allowed to sign on or off the vessel.

Chinese crew change

Chinese crew members with a negative NAT report issued within three days are allowed to sign on.

No sign-off of Chinese crew members is allowed unless for an emergency.

Qingdao

Foreign crew change

Foreign crew members who meet the requirement can disembark, but it is difficult to arrange for them to sign on.

Chinese crew change

Chinese crew members with a negative NAT report issued within three days are allowed to sign on.

Shanghai

Foreign crew change

All foreign crew have to wait for the results of the NAT test before they can be disembarked, so for container ships, usually there is not enough time to arrange the disembarkation without delaying the ship's schedule; for bulk ships, their longer stay at port will make it relatively easier.

Chinese crew change

Chinese crew members with a negative NAT report issued within three days are allowed to sign on.

Chinese crew members on container ships can be disembarked without having to wait for the results of the NAT test, while those of bulk carriers still have to wait for the results of the NAT before they can be disembarked.

Tianjin

Foreign crew change

A ship can only sail after the departure of the crewmember who has been disembarked, so the crewmember's international flight should take off before the ship's scheduled departure, otherwise the ship's schedule would be affected. In addition, the voyage of the ship from the last foreign port to Tianjin should not be less than 21 days. Otherwise, an application should be submitted to the authority for special consideration.

The sign-on foreign crew member should have a valid negative nucleic acid report and enter China directly at Tianjin with quarantine for 21 days upon arrival.

Chinese crew change

The crew change of Chinese crew members are allowed in Tianjin.

Ningbo

Foreign crew change

No foreign crew change would be permitted unless for special reason which would be assessed and determined by the local authorities on a case-by-case basis.

Chinese crew change

The Chinese crew change in Ningbo is normal now. A negative NAT test result should be in place before they disembark the vessel and after disembarkation, they should be quarantined in the hotel for 14 days.

Xiamen, Fuzhou and Haikou

Foreign crew change

No foreign crew change is permitted unless for special reason which would be assessed and determined by the local authorities on a case-by-case basis.

Chinese crew change

The Chinese crew change is suspended during/around the Chinese New Year Festival holiday.

Shenzhen and Guangzhou

Foreign crew change

The sign-off of foreign crew can be arranged on the condition that: a. the outbound international air ticket is available; b. the crewmember has been in China for more than 14 days; c. negative results from multiple nucleic acid tests during the 14 days; d. the crew will be sent to the airport directly on basis of closed-loop control without local stay after disembarkation; e. the approval of the application from the local authorities including the MSA, immigration office, Customs, port authority and etc. have been obtained.

The sign-on of foreign crew is unfeasible and no successful case has been heard of recently.

Chinese crew change

The Chinese crew change is normal in both of the ports now.

As a whole, crew change policies are now becoming stricter in all Chinese ports. For foreign sign-on crew members, it depends on whether they can get an invitation letter from the Foreign Affairs Office and as far as we know, there are very few successful cases of foreign crew signing on ships in Chinese ports recently.

As the epidemic situation in China develops and changes constantly, the crew change policy at each port may be adjusted accordingly. Owners who plan to change crew in China is strongly suggested to contact with their local agent in advance to learn the update policy and discuss the crew change issue.

We hope the above is of assistance. If there is any query, please feel free to contact us at oasis@oasispandi.com.

Colombia

Pandi Colombia S.A. (Head Office)

NB Information correct as at 03.11.20

Are routine crew changes permitted in your port? If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Routine crew changes are permitted in Colombia. However, crew members must meet the following requirements:

On-signers: They must fill out a survey on the Migration webpage (Check-Mig) at least one hour prior arrival in Colombia. Additionally, they must present a negative result of a PCR test done in the last 96 hours. The transfer from the airport to the vessel must be carried out in the shortest possible time. Port health authorities must be notified and provided with the negative PCR test result. Stays in hotels are allowed, avoiding as much as possible to go to outside.

Off-signers: They must fill out a survey on the Migration webpage (Check-Mig) at least one hour prior arrival in Colombia. PCR test showing negative results must be performed in the previous port and must be sent before disembarking. The transfer from the vessel to the airport must take place in the shortest possible time.

Crew members may enter Colombia without visa as long as they prove their status as seafarer through the seaman's book, and they must arrive directly to the port on a flight from abroad (exit and entering is only allowed through the port where the crew change was notified). Additionally, crewmembers must carry an Ok to board.

Please find below a link for the Migration form:

<https://apps.migracioncolombia.gov.co/pre-registro/public/preregistro.jsf>

Please note that the Port Captains (Harbour Master) may restrict routine crew change at Port. For instance, we were informed that routine crew changes were currently not being permitted in Buenaventura.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Crewmembers who are either sick or injured are permitted to be disembarked in all our ports following the following procedure:

- After being alerted of the situation of the crewmember, Port Health Authorities first assess his health condition on board to determine the complexity of the injury/sickness and the next steps to be taken.
- Depending on their findings, the crew member may be allowed to disembark for medical attention and their subsequent re-embarkation will be allowed under medical examinations that may include the COVID-19 test.
- If the crewmember is not able to be re-embarked, he may be repatriated following strict health protocols, preparation of a letter from the migration agency explaining the reasons of the disembarkation, attaching the medical history, photocopy of the passport with the port migration visa and the itinerary. Said letter must be signed and sealed by migration.
- This letter must be presented to the airline at the airport and the Check-Mig mentioned above must be done 24 hours before the flight on the Colombia migration webpage. Without the latter, crewmembers will not be able to leave the country.

Congo, Democratic Republic

BUDD c/o Safety Marine Office sprl
NB Information correct as at 26.10.20

Here in Congo Kinshasa, there is no restriction for changing crew members in all our ports. This practice is allowed in our ports without any problem.

But currently with the Covid-19 pandemic, tests are mandatory before disembarking and also before boarding the plane, a second confirmation test is imposed on all passengers on national and international flights.

Sick or injured crew members are also disembarked and can undergo treatment on site or in Kinshasa where there are more appropriate medical structures or outright transferred home.

Comoros

Congo

Congo, Democratic Republic of the

Costa Rica

Côte d'Ivoire

Budd CI
NB Information correct as at 05.11.20

Crew changes are authorized. Joining crew must have a negative Covid-19 test result dating from less than 7 days. All crew flying out of the Ivory Coast will also need to provide a negative Covid-19 test result.

It is possible to disembark sick or injured crew members. They will systematically undergo a Covid-19 test carried out on board by the National Institute of Public Hygiene before being disembarked and hospitalized.

Croatia

Adriatic P&I Correspondents d.o.o. Split
NB Information correct as at 27.10.20

Are routine crew changes permitted in your port? Routine crew changes are permitted in all Croatian ports, but with respect to the provisions of the attached Recommendations and instructions of the Croatian Institute of Public Health for passengers crossing the state border of the Republic of Croatia.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Restrictions do not apply to EU nationals and passengers from the Schengen areas and Schengen associated countries, while the crewmembers from third countries would be best to treat as "Transit passengers" when embarking a vessel in Croatian ports. In that case it would be enough for the crewmembers to have a negative nasal and pharynx swab test for SARS-CoV-2, not older than 48 hours, as described in the attached Recommendations.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? When disembarking from the vessel, it would be necessary to follow the instructions of the country in which the crewmember will first land on the way home.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) For disembarking from a vessel for sick or injured crewmembers, especially in an emergency case, there are no restrictions and it is to be expected that the COVID-19 test would be performed at the medical facility where the crewmember would be admitted or before admitting the facility, depending on assess of the attending physician.

I would like to note that the attached Recommendations are valid until 2 November 2020 and that I will notify you of any changes that could be causing by the current situation of the spread of COVID-19 infection.



Recommendations
and instructions of

Curacao

Cariconsult International Limited
NB Information correct as at 5.11.20



CREWCHANGES2011
05.docx

Cyprus

Hull Blyth Araouzos Ltd
NB Information correct as at 26.10.20

Covid - 19 Regulations

For On Signers

Category A

Crew members coming from Category A countries are not required to present a laboratory Covid-19 test Certificate

Category B

Crew members coming from Category B countries are required to possess a Covid 19 (real-time PCR) test results negative, max 72 hours (test date & time and NOT the test results) prior their arrival / flight. In other case, test will be done upon arrival, the crew member cannot embark on the vessel until the test results come out (from our experience usually it takes 24-48 hours for the results to come out) they will remain in self-isolation until the examination result is issued.

Category C

Crew members coming from Category C countries are required to possess a Covid 19 (real-time PCR) test results negative, max 72 hours (test date & time and NOT the test results) prior their arrival / flight. In other case, test will be done upon arrival, the crew member cannot embark on the vessel until the test results come out (from our experience usually it takes 24-48 hours for the results to come out) they will be accommodated at isolated shelter approved by the government. Prior their arrival, we will need to apply for code-Permission code, as needed by the seafarer for the completion of Cyprus Flight Pass.

All crew members regardless of their categorised country , are obliged to apply for their Cyprus Flight Pass through the page <https://cyprusflightpass.gov.cy/> within 24 hours prior to their departure flight.

For Off signers:

Will be disembarked and accommodated at an isolated shelter approved by the government until their flight if needed.

Due to the spread of Covid-19, you are kindly requested from your side with your travelling agents to review the Latest restrictions published by the Government of the country of their destinations through transit airports & make sure that they are permitted to enter.

Please note that the above instructions may be changes at any time

Furthermore kindly note that sick and/or injured crew who wishes to visit Doctor are allowed to do so.

Port agent must inform authorities and receive the green light for relevant Doctor visit. Furthermore all protection measures must be in effect i.e. wearing of a mask, gloves.

D

Denmark

Danish P&I Aps

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? *yes, Permitted in Denmark.*

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) *Covid test required*

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Not faced situations, where we did not managed to get sick or injured disembarked.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) *Covid test will be carried out. Required to wear masked at hospital.*

P&I Scandinavia

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port?

Yes, according to the Danish Police, signing on or off in Denmark in connection with crew change is allowed, as it is deemed a worthy purpose.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) *No.*

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes, after contact to:

Radio Medical Denmark

rmd@rsyd.dk

+45 75 45 67 66

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

If a seafarer on board falls with symptoms of COVID-19, the ship's master must, in consultation with Radio Medical, consider the best treatment. As a rule, the seafarer must be placed in isolation on board.

Contact Radio Medical Denmark

rmd@rsyd.dk

+45 75 45 67 66

Radio Medical Denmark

Precautions for other crew members, prevention of infection, etc. must be decided in consultation with Radio Medical. If treatment is to take place ashore, the Danish Maritime Authority can assist the shipping company with contact to relevant authorities at home and abroad.

NORDIC P&I GROUP- Denmark

NB Information correct as at 27.10.20

Are routine crew changes permitted in your port? Please be advised that routine crew changes are presently allowed in Denmark, and there are no requirements from the health authorities for covid-19 testing nor quarantine. Denmark is, in this respect, a favourable country/ hub for routine crew changes. Crew changing in Denmark was specifically made easy by the government in July.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Having said that, the industry recommends the owners to follow IMO general guidelines for Coronavirus “Circular Letter No.4303/Add.6 “Coronavirus (COVID-19)” with regard testing and quarantine. However, this is just a recommendation. Also, should the crewmember travel further by plane, the rules at the land of destination apply regarding potential negative covid-19 tests.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

If a crewmember needs hospital treatment, he is allowed for that, regardless whether the treatment is needed due to covid-19 or other sickness/ injury. If, when admitted to the hospital, he shows symptoms of covid-19, then he will be tested at the hospital. If disembarked after the hospital treatment in Denmark, general rules for testing apply, so that should the repatriated crewman’s home country require a negative covid-19 test, this needs to be provided.

The covid-19 cases in Denmark are increasing on a daily basis, thus the government up-dates the guidelines also almost on a daily basis. The above is based on today’s guidelines, thus they are subject to amendments with any new restrictions by the government.

Should a crewmember travel to Denmark by flight for embarking a vessel a negative covid-19 test taken no later than 72 hours from travelling is required if the crewmember arrives from a quarantine country, high risk country inside EU, Schengen or UK. The test result to be provided to the authorities at the airport in Denmark.

Dominican Republic

Frederic Schad

NB *Information correct as at 23.10.20*

Routine crew change is possible in Dominican Ports.

Immigration Authorities must receive passport copy, crew details and preliminary flight details at least 3 days in advance.

PCR TEST is not mandatory to travel to the DR. Quarantine is not required.

Disembarkation for medical reasons sickness/injury is possible in Dominican ports.

E

Ecuador

Ecuapandi S.A.

NB *Information correct as at 25.10.20*

First, it is necessary to know that for crew changes in Ecuadorian ports that in the case the crew member is of a nationality included in a restricted list, a Visa is needed to go ashore or enter the country. A list of nationalities that need Visa is herewith attached, the same was provided by a local shipping agent.

Are routine crew changes permitted in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc. **Crewmembers arriving in the country by air:**

1.-Letter to the SPTMF (Maritime Authority) requesting the boarding of the crew member where the flight information is detailed and to which ship the crew member is going, attaching on board registration (seaman book) and passport and informing Migration Authority and Public Health Ministry.

2.- Upon arrival at the airport, above documentation is reviewed by a Public Health Ministry delegate, verifying the respective PCR test that should have a validity of no more than 7 days and be negative.

3.- If the ship is berthed, the Marine Health doctor is informed of crew member embarking and the doctor proceeds to verify the data certificate for the crew member's departure.

4.- If the ship is not berthed, crew member has to go to a hotel and stay there until the ship arrives, and if the crew member's PCR test exceeds 7 days before boarding, another test must be done in a local laboratory before going out on the vessel.

Crewmembers disembarking in the country:

1. Letter to the SPTMF (Maritime Authority) requesting the boarding of the crew member where the flight information is detailed and to which ship the crew member is going, attaching

on board registration (seaman book) and passport and also informing Migration Authority and Public Health Ministry.

2. The Maritime Health doctor is informed of the crew member's disembarkation so that the doctor can verify the crew member's health status and temperature record on board.

3. Then the crew member has to be taken for a medical evaluation and a PCR test taken to confirm crew member's condition.

4. During this time the crew member has to go to a hotel and stays there until test results are known and then wait for his/her flight.

A sample letter for submittal of the above mentioned information is enclosed to this message.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) No restrictions are imposed for sickness or injuries not related to Covid-19, still the crew members involved will be subjected to health checks by International Sanitation Doctors, including temperature-taking and checking for respiratory symptoms prior to their disembark and subsequent mobilization to a medical facility. For Covid-19 cases, the Protocol issued by Ecuadorian Maritime Authority is applied; a free translation of such protocol is herewith attached.



CREW CHANGE
INFORMATION.pdf



Carta
Tripulantes.docx



SPTMF-
CORONAVIRUS PRO

Egypt

MESCO

NB Information correct as at 25.10.20

Are routine crew changes permitted in your port? Yes , please check the circular.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) please check the circular.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes , injured or sick crew are disembarked upon establishing the medical necessity , after applying medical examination by health quarantine doctors who are notified via the port to which master submits his request for crew disembarkation.

At that moment , the ship agents is the sole party that is responsible for evacuation , once the crewmember is examined and proved by quarantine that he needs hospitalization , the crewmember can be admitted to hospital where agents or correspondent assist him in admission and follows up his condition in the usual manners.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Health quarantine officers/doctors who board the ship carries out primary covid tests on board , no matter what the result is , the crewmember will be discharged for urgent treatment and in case he is positive at the primary test , he will be under treatment for both illness and covid.



Signing on & off
During covid 19.pdf

El Salvador

Equatorial Guinea

Budd SA

NB Information correct as at 27.10.20

1.2 MAIN GUIDELINES

All persons travelling to Equatorial Guinea - Malabo by air require a Letter of Invitation (LOI) or a valid visa in their passport.

Exemption to above :

- US citizens do not need LOI to enter in GQ
- CEMAC citizens holder of a biometric Passport are granted a 90 days visa on arrival without need of LOI

Visa on arrival obtaining subject to prior obtaining of LOI authorized by National Security.

Off-signer can disembark at any port and fly from Malabo international airport.

3.2 ARRIVING BY AIR

A letter of invitation (LOI) or a visa is necessary before travelling to EG

APPLICATION FOR A LETTER OF INVITATION (LOI):

- LOI to be obtained in EG (**usually takes two weeks although for the moment they are not issuing LOI's**)
- LOI (scanned copy) is sent to the applicant to:
 - launch the visa request application to the EG embassy at country of origin
 - travel to EG and obtain a 30 days visa upon arrival

- Validity of the visa (Estancia): usually of 30 days, counting from the day of arrival in EG

DOCUMENTS REQUIRED FOR THE APPLICATION:

- Passport copy
- Criminal record (Spanish, English and French are accepted)
- Medical certificate

NOTES:

- Local Officials reserve the rights to ask for additional documents as deemed necessary
- If travelling with an LOI only and OKTB (OK to Board) shall be issued and accepted by the airlines agent in GQ before boarding from origin.
- The LOI or visa shall be used within 60 days after the issuance then it loses its validity

Covid 19 situation:

- On Signers coming via airport: A PCR must be obtained from origin (original shall be taken on board), 48 hours before boarding date of the first departure plane to final destination Malabo International Airport in Equatorial Guinea. The Technical Committee for Surveillance and Response to COVID 19 reserves the right to
- perform an additional PCR test at the point of entry in Malabo International Airport for those passengers
- who present a PCR certificate of doubtful origin, falsified or scanned
- Off signers disembarking from the vessel: A PCR test will be requested to make a test upon arrival at shore.
- It take at least 2 days for results. Off signers will have to wait at the hotel prior taking the flight.
- Regarding **medical assistance** on board due to non-COVID injuries and illnesses; when emergencies occur and a sick crewmen needs to disembark the vessel and be taken to hospital, the crewman will undertake a PCR test to assess COVID-19 infection. Until findings are disclosed, crewman will remain isolated. Once the results available, if positive, then crewman will be taken to the appropriate medical facilities. Vessel/crew shall bear all costs incurred during this process.

Terminal Restrictions:

- The terminals have a restriction in place where crew changes cannot be arranged through their facilities. Therefore, all embark and disembark of crew members will be arranged through an external boat (crew boat) at Malabo anchorage either before berthing or after sailing from the terminal. ASENS, SERPENTINA and CEIBA TERMINAL do not allow crew changes but it can be performed also at Malabo port anchorage area.
- Terminal and Malabo anchorage are under day light restrictions from 17:00 LT to 06:00 LT.

Eritrea

Mutual Marine Services - al Mushtaraka
NB Information correct as at 27.10.20

Currently no crew changes in Eritrea as there are no international flights due to COVID-19.

The level of medical care in Eritrea is not of a good standard. Sick crew members can be afforded medical assistance, but will be tested for COVID-19 during medical examination.

Estonia

Van Ameyde Krogius

NB Information correct as at 26.10.20

Are routine crew changes permitted in your port – Yes, all routine precautions measures to be followed

If they are allowed, are there any restrictions in doing so? – precautions measures to be followed.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? – Yes

If they are allowed, are there any restrictions in doing so? To be advised case by case, COVID 19 tests may be required.

Relevant information is published at <https://www.kriis.ee/en/crossing-estonian-border> and is subject to change. Team changes are and have been possible all the time, including in the spring when the worst time was. In case of illness or injury, getting help in Estonia is not a problem either.

Virus-free crew members are allowed in Estonia, but it is more case by case, ie in case of injury no obstacles to hospitalization. If COVID is suspected, it will be agreed how to take the person to the hospital.

F

Falkand Islands

The Falkland Islands Company Limited

NB Information correct as at 23.10.20

For crew changes here in the Falklands, there's no need to quarantine for seafarers that have stayed at sea for a minimum of 14 days. However there's still a requirement to quarantine for the same period of time for all on-signer joining their vessels here in the islands.

Fiji

Finland

France

Budd SA

NB *Information correct as at 27.08.21*

Covid-19 Measures in Le Havre/Rouen/Channel and Atlantic ports

For vessels, the permanent health watch procedure remains in place.

Under the current alert level, Masters of ships calling at French ports must inform the Harbor Master's Office of any illness on board by filing a standard Maritime Health Declaration (Déclaration Maritime de Santé - DMS) on the port's S-WiNG (one-stop shop). DMS are automatically forwarded to the Regional Health Agency (**ARS**).

The ARS analyses the DMS and decides on any measures to be implemented in accordance with sanitary information provided and the origin of the vessel.

The Harbor Master's Office is informed of the measures decided by the ARS and is provided with instructions to be sent to the people who will be worked on board.

Ship agents must ensure that the Maritime Declarations of Health that they receive from ships are duly submitted via the port's S-WiNG and that the Harbor Master's Office is informed without delay if any difficulties are encountered.

COVID CASES ON BOARD:

Regarding COVID and variant cases on board, a negotiation with the Port and local health authorities is necessary for the berth of the vessel, an organization of a total or partial evacuation of the crew and their transfer to quarantine facilities, disinfection of the vessel by specialized companies is also recommended allowing to the lift up of the vessel's quarantine.

EUROPEEN SANITARY PASS:

is a digital Covid certificate of the European Union (is an interoperable digital certificate format on digital or paper, officially launched on July 1st, 2021 by the European Union and issued by the Member States or their services. This health pass uses a secure QR code readable by smartphone and allows to certify that a person has been vaccinated, tested negative (-72h) or has recovered from Covid-19.

The QR code can be scanned by the authorities of various European countries.

MEDICAL ASSISTANCE:

Medical assistance remains available for non-COVID19 injuries or illnesses. Evacuation and transfer of non-COVID seafarers to hospitals is authorized. Upon arrival, a Covid-19 test is carried out to ensure that the person is not carrying the virus. They then receive the necessary care in the hospital.

The Sanitary Pass (PCR test of less than 72 hours or proof stating that person is fully vaccinated) is compulsory for scheduled surgeries **except for emergencies and a city doctors which are authorized without a Sanitary Pass for the time being.**

Visits to hospitalised seafarers have only been possible subject to authorisation, which could be granted by the doctors in charge with presentation of Sanitary Pass. Repatriation is also possible if the borders of seafarer's country are open with Sanitary Pass.

SURVEY OPERATIONS:

Port operations and surveyors' attendances are still taking place normally. Strict compliance with hygiene measures, social distancing and mask-wearing are mandatory. Surveyors and stevedores are not required to be vaccinated nor to provide a negative PCR test to access to the port nor to get on board.

CREW CHANGES:

Crew changes are permitted for locals and foreign nationals subject to the following conditions:

- Either an RT-PCR /an antigen test (-72h) or vaccination proof must be provided before embarking/disembarking. PCR tests can be carried out at French airports.
- The curfew has been lifted in most of France however crew members cannot go ashore except for crew changes or medical reasons.
- Access to shops or restaurants is subject to the Sanitary Pass

COVID-19 Vaccination requirements

Up to date, the vaccination is recommended but not yet compulsory.

FRENCH COURTS:

The French courts are still opened, the hearings are maintained, generally if they are postponed it is for procedural reasons.

Villeneuve Rohart Simon & Associates
NB Information correct as at 22.4.21

1. **the RT-PCR test** for early detection of the presence of the virus in nasopharyngeal swabs by molecular biology. A poorly taken sample can lead to a negative result in a patient. This test remains the test of reference, particularly for diagnosing the presence of Covid-19.
2. The **self-test** is a screening test where the person takes the sample, carries out the test and interprets the results. There is no intervention by health professionals. It is a self-screening kit

which is complementary to the tests already used in France. It is carried out on a deep nasal sample and not a nasopharyngeal sample (which is even deeper).

The result can be read in a few minutes:

- (+) The result is **POSITIVE** if two coloured bands appear in the (C) and (T) areas. The CCMM (Maritime Medical Center of Consultation) should then be consulted.
- (-) The result is **NEGATIVE** if only one coloured band appears in the control area (C).
- (X) If the control line (C) does not appear, the result is **INVALID**. A new self-test is required.
- the kit items should be disposed of in a plastic bag to avoid contamination. The bag must be closed and placed in a second plastic bag and thrown into a normal waste bin. Hands must be washed after handling.

These tests are recommended for use in large-scale targeted iterative screening, particularly in cluster contact tracing. They can be used during crew rotations.

They are less reliable than RT-PCR tests with almost 40% false negatives. This means that a significant proportion of people carrying the virus will have a negative result.

For these reasons, even if the self-tests of the entire crew are negative, barrier measures must be implemented for a period of fourteen days (including any isolation period before boarding).

3. **Antigenic tests** are performed on a nasopharyngeal swab. Although less reliable than RT-PCR tests, with almost 40% of false negatives, the main advantage is that the result is obtained very quickly.

The Ministry of Labour's recommendations for screening tests in companies have changed with the introduction of these new tests.

Companies can now offer to carry out antigenic tests on employees who volunteer, strictly subject to medical confidentiality.

These tests can therefore be made available to shipping companies, either in the context of crew rotation or to confirm an on-board diagnosis whilst in isolation. These tests require the seafarer's consent.

The sample is taken by medical or paramedical staff on board or on land.

On-board health care providers with level 3 medical training may be authorised to take nasopharyngeal swabs under medical supervision after undergoing specific training in accordance with the recommendations of the French Microbiology Society.

To assist in selecting a supplier, the Ministry of Health has published a list of available tests: <https://covid-19.sante.gouv.fr/tests>

4. **Saliva tests** require in addition a RT-PCR test. These are not recommended for asymptomatic people and are not useful in the workplace.

5. **Serological tests** to detect the presence of antibodies (IgM and IgG immunoglobulins) in the blood either by the ELISA method or by rapid tests known as TRODs. These are late screening tests which are only significant at the earliest four to six days after infection. The use of these tests in the workplace is of limited value and is only recommended for people who are vulnerable to Covid-19.

A positive RT-PCR or antigenic test carried out upon boarding should lead to eviction from work, medical consultation, isolation or hospitalisation and a search for all persons who have been in contact with the patient.

All persons who have been in contact with the patient on board should be sought out and the same test should be carried out on them.

Seafarers should not be allowed to board until the results of the tests have been communicated and confirmed as negative.

NB Information correct as at 29.03.21

1. Are routine crew changes permitted in your port?

Yes - Seafarers are now recognised as priority workers at a European and international level. As a result, they are allowed to cross the internal and external borders of the EU on presentation of their professional card and the duly completed travel certificate.

The following ports are open to international crew changes :

Grand port maritime de Dunkerque,
Grand port maritime du Havre,
Grand port maritime de Rouen,
Grand port maritime de Nantes-Saint-Nazaire,
Grand port maritime de La Rochelle,
Grand port maritime de Bordeaux,
Grand port maritime de Marseille,
Grand port maritime de Martinique,
Grand port maritime de La Réunion.

The other ports are also open, unless otherwise advised by the prefectural authorities.

2. If they are allowed, are there any restrictions in do so? (e.g. Mandatory COVID-19 tests, quarantine requirements etc.).

The recommendations provided by the Ministry of Health are the following.

A. **Recommendations applicable to seafarers embarking from a French port:**

a. General recommendations applicable to all seafarers prior to embarking:

Seafarers self-assess their health through the pre-embarkation health questionnaire/attestation.

A positive response to any of the questions should result in an appointment with the attending physician or the seafarers' physician (see questionnaire attached to this

email).

This questionnaire is handed out to the employer or Ship Master.

b. Recommendations applicable to seafarers embarking for several weeks:

- Period of isolation for any seafarer prior to embarkation, in an isolated situation and for several weeks. The isolation period should preferably last 10 days. It may be shortened to 7 days if two RT-PCR tests are performed at the beginning and end of the isolation period and both are negative.
- A screening test by RT-PCR method or by antigenic test shall be carried out before embarkation. Seafarers should only be taken on board after the test results have been communicated and confirmed as negative.
- The journey from home to the ship needs to be secured against Covid-19.
- When the period of isolation has been less than 10 days, social distancing measures should be followed on board for a period of time that will allow the 10 days to be completed : wearing of masks during group activities, taking meals away from those already on board, no social activities.

B. Recommendations applicable to seafarers entering the national territory:

a. Recommendations applicable to seafarers entering the national territory as part of crew rotation

Seafarers entering the national territory as part of an international rotation are subject to a quarantine of seven days whether as part of a crew rotation or departure on leave after boarding.

If a quarantine has already been imposed by the country of origin prior to arrival in France, and the employer sets up a sanitary corridor from the airport to the ship, then the 7-day isolation can be carried out on board. An antigenic test will be carried out at the end of the 7-day isolation period (or as soon as possible if conditions do not allow it to be carried out at sea).

b. Seafarers traveling by air from an EU country must provide:

- The negative result of an RT-PCR test carried out less than 72 hours before the flight;
- A statement to comply with the rules relating to entry into the national territory;
- A statement to comply with the rules relating to entry into mainland France from an EU country and certifying that:
 - o that he/she has no symptoms of infection with Covid-19 and that he/she is not aware of having been in contact with a confirmed case of Covid-19 within the 14 days preceding the flight;
 - o that he/she agrees that an RT-PCR or antigenic test may be performed upon arrival.
- A certificate of derogatory movement and his maritime booklet.

c. Seafarers traveling from a country where the virus is circulating must provide:

- The negative result of an RT-PCR test carried out less than 72 hours before the flight;
- A certificate for travel to mainland France from a country outside the European zone (there are two models of certificate for European nationals and for non-EU citizens) certifying that:
 - o that he/she has no symptoms of infection with Covid-19 and that he/she is not aware of having been in contact with a confirmed case of Covid-19 within the 14 days preceding the flight;
 - o that he/she agrees that an RT-PCR or antigenic test may be performed upon arrival;
 - o that he/she agrees to a 7-day prophylactic isolation period upon arrival and to perform an RT-PCR or antigenic test upon arrival and to perform an RT-PCR test at the end of this isolation period.
- A certificate of derogatory movement and his maritime booklet.

1. Are crewmembers that are either sick or injured permitted to be disembarked in your port?

Yes - under the following conditions (see below).

2. If they are allowed, are there any restrictions in doing so? (e.g. Mandatory COVID-19 tests, quarantine requirements etc.)

Strict isolation and/or temporary eviction from the ship is necessary for:

- Symptomatic persons (fever, respiratory symptoms, even digestive or sensory symptoms) for 10 days after the first symptoms appear. Isolation is maintained for up to 48 hours after the fever has subsided, beyond 10 days if necessary.
- Asymptomatic persons with a positive RT-PCR test for Covid-19, for a period of 10 days after testing;
- Contacts of identified patients for 7 days after the last contact. A test should be done on day 7.
- Seafarers who have tested positive for Covid-19 for a period of 10 days.

For French seafarers who have tested positive, a return visit to a seafarers' doctor is recommended before resuming sailing, even if the period of absence from work is less than 30 days.

* * *

I have several comments on these rules.

First of all, they are recommendations and not mandatory legislation.

Secondly, they apply in principle to ships flying the French flag. However it is likely that they also apply to other vessels, the vast majority calling at French ports being under foreign flags.

Thirdly, they can apply to any crew member working on a French vessel regardless of his nationality (whether French or foreign).

The 7 day isolation period can be done on board the ship, which in my view means that the sailor self-isolate while he is on the ship (in his cabin – therefore not working) or at home before sailing, or as arranged by the shipowner in a place controlled by him. The 7 day isolation period for members who disembark can probably also be done either in a place controlled by the shipowners or during the last days of the voyage in the sailor’s cabin (not working).

However these comments are assumptions based on my observations of the French government’s recommendations issued by the “Ministère de la Santé” and the “Ministère de la Mer”.

Normandy P&I and Brittany P&I (McLean Group)

NB Information correct as at 23.10.20

Routine crew changes are permitted in our ports. Port authorities have not instituted any additional mandatory requirements for off/on-signing crew within limits of their ports than is already done at airports where controls are supposed to be done by border authorities for passengers arriving from abroad, and with airline companies when flights are booked.

Medical assistance to all crewmembers calling in French ports or transiting in French waters, whether for Covid or non-Covid cases, is always available and provided at all times.

For non-Covid illness or injury, there is no quarantine imposed on admittance / discharge from hospital.

In the event of any suspicion of Covid on board a vessel, port authorities must imperatively be immediately informed. Regional health authorities (ARS) then take over and are in charge of procedures. The ill crewmember will be collected by ambulance and taken to hospital for treatment, and would only be released when fit after all risk of contagion is dispelled. Health authorities will put the vessel in quarantine before any further contact is authorized between crew and shore. During this quarantine period, if any crewmember remaining on board calls for medical assistance, he will of course receive it and be taken to hospital by ambulance.

G

The Gambia

Africa Marine Services (Europe) Limited

NB Information correct as at 30.10.20

Are routine crew changes permitted in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **Clearance from immigration authority required. Clearance to be arranged by agent. Covid test required for on signers. Covid test required for off signers.**

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

Yes

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **Clearance from immigration authority required. Covid test and quarantine might be required by Health Authority.**

Georgia

Vitsan Mumessillik ve Musavirlik A.S.

NB Information correct as at 26.10.20

Are routine crew changes permitted in your port? **Yes, crew changes are permitted in all Georgian ports**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

For on signers:-

-The on-signer crews should prove that the crew has been in quarantine for at least 14 days prior to departing from his/her home country and has been well throughout that period.

-The PCR test with negative result at his / her home country not more than 48 hours prior to his / her departure flight.

-Fit to travel medical certificate issued by a doctor at his / her home country more than 24 hours to his / her departure flight.

For off-signers:-

Confirmation that the crew has not gone ashore in the last 14 days before leaving the ship and had not showed signs of Covid-19 throughout that period.

Fit to travel certificate is issued by medical institution authorized by the Maritime Transport Agency of the Ministry of Economy and Sustainable Development of Georgia.

Proof of expiry of employment contract or unfit for work medical report, where applicable.

-Relevant documents supporting crew change.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
There is no restriction for the crew member who has an urgent request to visit the doctor / hospital.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) In case of sick persons on board, doctor's visit can be arranged by the agent, in exceptional cases (if hospitalization is required) disembarkation of sick person will be allowed.

Germany

Claas W. Brons (GmbH & Co.) KG
NB Information correct as at 29.10.20

Are routine crew changes permitted in your port? As of now, routine crew changes are permitted in German ports.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Given that on-signing crew need to carry a negative COVID-19 test for their incoming air travel anyway, there are no additional restrictions such as additional COVID-19 test in Germany or quarantine requirements. Restrictions for off-signing crew may depend on requirements at their destination. COVID-19 test is required prior to air travel from Germany. As of now there are no additional restrictions.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Sick or injured crewmembers are allowed to be disembarked in German ports.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) As of now there are no restrictions.

Pandi Services J&K Brons
NB Information correct as at 23.10.20

Crew members entering Germany to embark the ship:-

If the crew member has been the last 14 days in one of the countries the local authority RKI has designated as being a "risk country", the crew member has to go straight into quarantine after arrival until a negative test result can be presented (there are COVID19-test station at every main airport, where a crew member can attend to carry out a test); unless the crew member can present a negative COVID19 test result, which is not older than 48 hrs on arrival.

Kindly find below the link of the countries which are designated as being a "risk country" (dd 22.10.2020):-

https://www.rki.de/DE/Content/InfAZ/N/Neuartiges_Coronavirus/Transport/Archiv_Risikogebiete/Risikogebiete_22102020_en.pdf?blob=publicationFile

In this connection it is also important to mention that the COVID-test must be a PCR-test.

If the crew member is entering Germany from a country that is NOT assigned as a risk country, no special restrictions in respect of COVID19 apply.

Crew members disembarking the ship in Germany, which go straight from the vessel to the airport don't have to present a COVID19-test result.

However, if they are intending to stay in a hotel to wait for their repatriation to their home countries they have to present a negative COVID19-test result.

(COVID-test can be usually arranged at the next nearby testing-station and costs of the test are currently in the range of EUR 140,00 per test.)

Kindly note that the subject mentioned restrictions can change any time. The number of new cases in Germany is increasing significantly and with almost 15,000 new cases in 24 hours we had reached the peak of the new cases last Friday. Some regions in South Germany are back in a lockdown again and the situation in other regions might change any day as well.

We therefore recommend all Members who would like to conduct a crew change in Germany to check the actual situation, either with us or their agents, on an individual basis.

Dohle Havariekontor GmbH & Co. KG (DHK)

NB Information correct as at 26.10.20

Are routine crew changes permitted in your port? Routine crew changes are possible in our ports.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) In our ports there are no restrictions as well, Covid Test will be made only after decision from your side. You have to check by your side if airlines need a covid test (On-Signer or Off-Signers).

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Yes crewmembers who are sick etc. can disembark from the vessel.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) There are also no restrictions.

Ghana

Africa Marine Services (Ghana)

NB Information correct as at 27.10.20



GHANA PORTS
UPDATE ON COVID19

Gibraltar

Inchcape shipping Services (Gibraltar) Ltd

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? [Yes, provided they comply with immigration requirements.](#)

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) [See attached, PCR tests compulsory if accommodation is required.](#)

Are crewmembers who are either sick or injured permitted to be disembarked in your port? [Not if positive or suspected to have Covid 19.](#)

Cariconsult International Limited

NB Information correct as at 5.11.20



CREWCHANGES2011
05.docx

H

Haiti

Frederic Schad

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? [Routine crew changes are permitted in Haiti.](#)

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) [No restrictions.](#)

Are crewmembers who are either sick or injured permitted to be disembarked in your port? [Sick crew members can disembarked.](#)

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) [No restrictions whatsoever.](#)

Honduras

Agencia Mivigar SA de CV

NB Information correct as at 23.10.20

Due to quarantine requirements NO crew changes or crewmembers who are sick or injured are permitted to be disembarked in our ports.

Hong Kong

Thomas Miller (Hong Kong) Ltd
NB Information correct as at 05.02.21

For goods vessels which have called at the ports of any places outside China during the 21 days prior to arrival in Hong Kong, but have not stayed in Group A specified places, those signing-off sea crew for crew change purposes must possess a negative SARS-CoV-2 nucleic acid test result done at an ISO15189-accredited laboratory or a laboratory recognised by the Government within 72 hours prior to the vessel's scheduled time of arrival in Hong Kong.

Alternatively, the shipping companies/agents should arrange the signing-off sea crew to take a SARS-CoV-2 nucleic acid test by one of the recognised testing institutions in Hong Kong, and these crew members will need to stay on board until their negative results are available.

If the sea crew members are Hong Kong residents and will stay in Hong Kong after signing off, they must also use the point-to-point transport to travel to designated quarantine hotels from designated pick-up points, and undergo 21-day compulsory quarantine as with other inbound travellers.

Dated 5-Feb-2021

The full text are found in below link;

https://www.news.gov.hk/eng/2021/02/20210205/20210205_205833_672.html?type=category&name=health

Further to above, sometime third week of Jan 2021, Marine Department of Hong Kong had prohibited vessels and personnel whom have stayed in Brazil, Ireland, South Africa or the United Kingdom for more than two hours in the 21 days before boarding will also not be allowed to board the flight to Hong Kong. The full text can be found in the below link;

https://www.mardep.gov.hk/en/pub_services/ocean/pdf/doh_notice_20Jan.pdf

I

Iceland

Law Office
NB Information correct as at 28.10.20

Are routine crew changes permitted in your port? Yes
If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) All arriving from abroad need to quarantine, either with test and

a short quarantine for 5 days in-between the 2 tests, or quarantine for 14 days (or the duration of stay if shorter). Exemption is granted for crew after at least 14 days at sea.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Same as above except have to be tested if being treated in hospital.

India

Pandi Correspondents PVT Ltd – Kolkata
NB Information correct as at 24.10.20

Haldia & Kolkata port is concerned:

Crew change of Indian & Foreign crew is permitted at Haldia & Kolkata.

Sign-on of Indian & Foreign crew must first stay in a designated hotel at Kolkata to carry out COVID test. Result within 2 days. If negative then they can join ship.

For Sign-off Indian & Foreign crew, first agent has to give full information to Immigration, Customs & Port authorities of crew of crew signing-off. Then they are shifted to designated hotel near Kolkata airport where COVID test is done. Result in 2 days. If negative then can fly out. If positive then 14 days quarantine.

Sick and injured crew permitted to be disembarked at Haldia & Kolkata. COVID test has to be carried out. If positive 14 days quarantine.

Pandi Correspondents PVT Ltd – Mumbai
NB Information correct as at 24.10.20

Are routine crew changes permitted in your port? Yes

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) PCR / COVID-19 Test mandatory before joining

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) 14 days quarantine, (counted from date of departure from last port of call) for off-signers & covid-19 test.

NB Further update: information correct as at 18.12.2020

Please find attached, **latest DGS order 35/2020 which has just been issued by DG Shipping . As per the order**, the 14 day quarantine period for vessels arriving at Indian ports has been removed. The details mentioned in the order are self-explanatory.



DGS Order removing
14 days quarantine fo

James Mackintosh & Co Pvt Ltd

NB Information correct as at 25.08.21



Update on Port
Services in India due t

NB Information correct as at 15.04.21



Update on Port
Services and Courts



Supreme Court
Order dated 8.03.20

Indonesia

Spica Services (Indonesia)

NB Information correct as at 25.10.20

Are routine crew changes permitted in your port? Due to the Covid19 situation, up to now, the crew changes in Indonesia only for Indonesian seafarers only.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Before the crew joins the vessel, it is mandatory for the manning agent to arrange the PCR test before their crew on-board. If the crew found positive for Covid19, they have to quarantine 14 days.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? The crewmembers who are sick or injured permitted to be disembarked, if it is an emergency.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Usually, before the crew receiving further medical treatment, local Health Port and Quarantine Offices will on-board to conduct a rapid test for all vessel crew in the first instance. If they found there is a reactive crew, immediately conduct the PCR test and the vessel will be disinfected. The crew positive Covid19 will quarantine 14 days.

Iran

Calm Sea Culture Marine Services

NB Information correct as at 24.10.20

Are routine crew changes permitted in your port? Yes

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Performance of valid Covid-19 tests (PCR) that are no older than 72 hours will be required by the Iranian authorities for both on/off signers.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) No but Given there are suspicions on board of the vessel for instance crewmembers with Covid-19 symptoms, then a test will be required prior to disembarkation.

Lastly, we have check the matter with the immigration authorities who informed that « it is more advisable for the crew change agent to apply for one month stay visas instead of 72 hours particularly for off-signers in order to ensure that sufficient time is provided for the test results to get ready/airport restrictions etc. during the pandemic.

Iraq

Mutual Marine Services Al Mushtaraka Ltd.LLC
NB Information correct as at 29.10.20

Are routine crew changes permitted in your port? Please note that crew sign-off could be arranged while the vessel is alongside . COVID-19 test / PCR required. Crew sign-on the agent can apply for sign on visa and the approval could take 2-3 months for approval. Covid-19 / PCR test also required before arriving to Iraq.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) As above

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes, COVID-19 test at the hospital.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) As above.

Ireland

P & I Shipping Services Limited
NB Information correct as at 28.10.20

Under the Covid restrictions in Ireland at all levels, Maritime Staff are deemed “Essential Workers”. As a result they are permitted to join their vessels immediately on arrival, are exempt from completing Covid Declarations on arrival, quarantine requirements and mandatory testing unless of course they become ill on route to Ireland or are ill on arrival. However when they are due to leave the ship to be repatriated from Ireland, many of the airlines require a negative Covid test before they are allowed to board their flight. This involves the cost of a PCR test of €130 and also a 24 hours wait for the result which means additional hotel expenses for the vessel owners. Although this is not an imposition by Irish Port Authorities it is having a bearing on crew changes and so needs to be borne in mind.

Members are therefore advised to keep up to date with requirements imposed by the various airlines that they are using for crew members joining or leaving their vessels.

Israel

M Dizengoff & Co

NB *Information correct as at 25.10.20*

Are routine crew changes permitted in your port? In principal yes. Subject to restrictions.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Yes. 14 days of quarantine is required. The quarantine maybe conducted at OECD country as well.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Obviously, positive Covid 19 patients will not be allowed to attend on airplanes.

Italy

Studio Legale Mordiglia - Genoa

NB *Information correct as at 30.10.20*

The repercussions of the COVID-19 pandemic continue to have a significant impact also on Italian trade and shipping industry.

On 20th May 2020, Italian Government adopted the Legislative Decree no. 34/2020 (the so called “Decreto Rilancio”), which in light of the decrease of the commercial traffic within Italian ports due to the Covid-19 emergency also includes a number of measures concerning port works and maritime transport (see Art. 199 of the Legislative Decree no. 34/2020).

The above measures are all aimed at supporting companies operating in Italian ports in order to assist them in facing the business disruption directly and indirectly connected to the spread of Covid-19. Such measures follow and implement the provisions of the Law Decree no. 18/2020, issued by the Italian Government at the beginning of the Covid-19 emergency (17th March 2020). In particular, the “Decreto Rilancio” provides for the possibility for Port Authorities to temporarily change, through a reasoned order, the designated use of port areas and quays (as originally planned within the Harbour Town Development Plans). Said order can be issued until six months after the end of the emergency and has to be justified by the necessity to assist port activities and commercial traffic directly and indirectly affected by the spread of Covid-19.

Further to the “Decreto Rilancio”, the Italian Government kept on implementing preventive measures in the attempt to contain the spread of COVID-19. In particular, on 7th October 2020 the Italian Government extended the healthcare national emergency until 29th January 2021, with the subsequent extension of the relevant safety measures until (at least) that date. In

particular, due to the worsening of the current healthcare emergency in Italy, Authorities are trying to balance the necessity of monitoring day by day the evolution of the pandemic with the goal to not excessively prejudice the usual practice.

As far as criticalities still affecting crew changes operations are concerned, the Italian Harbour Master Headquarter reported that in some cases the replacement of seafarers was not allowed even in circumstances of sudden and serious injuries unrelated to Covid-19 (e.g. accident on board, heart attack, etc.). The Italian Harbour Master Headquarters also pointed out that, upon arrival at the embarkation country, local Authorities frequently do not accept Covid-19 medical certificates issued by the Authorities of the seafarers' country of origin and this has led to a repetition of the medical examination or to a quarantine period in the embarkation country, with negative effects for the seafarer/marine personnel and with additional costs caused by the resulting delay to the ship's activities.

Turning to your specific queries below, we would advise as follows:

Are routine crew changes permitted in your port?

In principle crew changes are permitted in Italian Ports. Changes of Italian national crew are allowed, provided the compliance with the safety measures adopted so far by the Italian Government.

As to crew changes for foreign nationals, they are allowed provided there is a proved emergency situation which is to be examined on a case-by-case basis.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

With specific reference to the measures for preventing the transmission of Covid-19, Italian Government has imposed various precautionary actions, such as (i) body temperature measurement, (ii) protection of vulnerable groups, (iii) limitation of personal interaction, (iv) physical distancing, (v) personal hygiene measures, (vi) use of face masks, (vii) adequate ventilation, (viii) cleaning and disinfection.

In the absence of virus symptoms, no mandatory tests have been imposed so far by the Italian Government.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

Crewmembers may find difficulties to access medical attention ashore for both Covid-19 and non-Covid-19 illnesses and injuries. As a matter of fact, there is often uncertainty due to a lack of information concerning the health conditions of the marine personnel provided to the arrival/departure shore services which board the vessel for many reasons (e.g. Pilot, ship's agent, surveyors) for which it is not mandatory to show any documentary evidence attesting a Covid-19 medical examination.

In light of the above, the Italian Harbour Master Headquarter is tending to treat on a case by case basis any single seafarer for any specific ship, trying to ensure at the same time that seafarers on board ships who are in need of immediate medical care are given access to medical facilities on-shore, as provided for by the IMO Safety of Life at Sea (SOLAS).

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Seafarers who are permitted to disembark the vessel must wear protective equipment but, in case of high body temperature or other virus symptoms, are bound to carry out a medical test (“covid swab”) to check whether they are affected by Covid-19 and must observe a strict quarantine of 10 days until the outcome of the afore said test is available.

Finally, please note that Italian Authorities, according to several IMO circulars, are trying to draw the attention of the EU Council and Member States to the issues arising out of the Covid-19 emergency relating to crew changes operations, which are seriously affecting the whole maritime transport chain. In particular, the Italian Harbour Master Headquarter pointed out that seafarers and marine personnel should be considered as “key workers”, taking into consideration that they provide for an essential service by ensuring movement of goods and people in a safe manner and, as a consequence, they contribute to the mitigation of further negative impacts caused by Covid-19.

Studio Legale Vincenzini Batini

NB Information correct as at 30.10.20

Are routine crew changes permitted in your port? **Generally yes.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **No specific restrictions except the need to use private transportation to access or leave the port, mandatory face masks and temperature check.**

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **If without Covid symptoms (sick for different reasons), there are no reported restrictions. Short passes are issued only to reach local medical facilities always by private transportation, so no more general short passes for personal reasons. In case of Covid symptoms, crew members are disembarked following the special Covid emergency procedures which requires special equipment**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **No, Covid-19 tests are effected in Hospital in dedicated Covid-19 Wards, quarantine requirements are depending upon medical advice.**

In Piombino, we have been informally reported about a general tendency of local ship’s agents to insist with the Owners to choose different ports of disembarkation in case of non-Italian crew members. In general there are no written guidelines circulated to local ship’s agents and the situation is very fluid and subject to change.

Further update 9.11.20

Further to our last email concerning the ports of Livorno and Piombino, let me now update you about a very recent Circular Letter of the Italian HMO (Harbour Master Offices) General Directorate issued at national level on 3rd November 2020 (attached) which is of interest for crew changes in all Italian Ports.

The Circular recalls two prior interventions of the HMO Directorate (at national level). The first, dating back in May this year, identified “the necessary documentation required for the assessment of the extension of the enrolment period on board beyond the 11 months provided by the MLC 2006”. The second, dating August, provided “further conditions for the prolonged stay on board of crew members beyond 14 months”. In furtherance to these two interventions,

the Circular, considered that the parties agreements (at trade unions level) extended progressively the time limits originally stipulated in the collective bargaining agreements and reminded that MLC 2006 provides, differently than the collective agreements at trade unions level, a maximum enrolment period on board of 11 months, concludes that “without prejudice for the existing collective agreements in force”, the directions issued in May and August “shall be applied also for the seagoing personnel of Italian or other EU nationality”.

The trade unions asked the HMO Directorate for clarifications in order to understand if the aforesaid Circular “replaces the collective bargaining agreements or, to the contrary, said collective agreements continue to be required to legally extend the maximum period of enrolment on board. In other words trade unions want the HMO Directorate to clarify if, for the future, extensions of enrolment period (due to the ongoing pandemic situation) will require a preliminary negotiation between any concerned ship owner and the trade unions or if the ship owner could proceed unilaterally to the extension, save for the abidance to the conditions dictated by the General HMO Directorate.



HMO General
Directorate Ordinance

Samer & Co. Shipping S.p.A.

NB Information correct as at 28.10.20

Are routine crew changes permitted in your port? **YES CREW CHANGE PERMITTED**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) [See Below](#)

FOR HEALTH AUTHORITIES:

SIGN OFF:

Ship agent needs to receive the attached form “self declaration USMA” + doctor’s declaration (attached a sample) with temperature + updated DMS (attached) **BEFORE** immigration control.

(it is suggested that this be sent in the morning very early i.e. 08:00.)

SIGN ON:

Ship agents need to receive the “self declaration USMA” with temperature (attached) + DMS **BEFORE** immigration control.

(usually agents send the form to the manning agents when they receive notice of crew members arrival.)

The problem is that now the health authority needs to authorize the embarking/disembarking before immigration control.

It is suggested that updated DMS be sent every morning around 08:00 when there is crew signing ON/OFF.

FOR IMMIGRATION

SIGN OFF:

If crew member has valid visa / not required, after ok of health authority, check at police station to make usual formalities.

If they need visa, need to fill up special form/ take appointment to make it then routine formalities.

SIGN ON:

Need before arrival flight details, copy of passport + Seaman's book, upon arrival (after ok of health authority) face control at police station.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Yes, we have to submit case by case.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Yes, we have to submit case by case.



SELF DECLARATION
USMA.xlsx



DMS.pdf



DOC_DECL.pdf



2020-10-21 Polmare
Dichiarazione ai fini

Nicole Girone SrL

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? At moment crew change operations are allowed only for Italian /European crew members, no Visa can be released for extraeuropean citizens.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) The allowed crew change ops needs to be approved/authorized by local Health Sanitary Office + Immigration Office. Considering the last ports of call during the past 15/20 days, the involved crewmembers, could be submitted to COVID-19 tests to be carried out (for offsigner crewmembers) or to be showed upon arrival (for onsigner crewmembers) + selfcertifications.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? At moment, only in case of real emergency and absolutely equipped with all necessary precautions (selfcertification, safety masks, gloves, etc.etc.)

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Of course all restrictions belonging to COVID-19 disease provided by local Health Maritime + Immigration offices (possible COVID tests + quarantine

period in case of positive results) and absolutely equipped with all necessary precautions (selfcertification, safety masks, gloves, etc.etc.).

Needs to be pointed out that this is **only the present situation** with absolutely “Work in Progress” until next issues by Italian Government,

considering the rampant infection situation, the line and direction is to keep caution by far and to avoid crew change operations as much as possible.

Vincenzini Batini

NB Information correct as at 30.10.20

Are routine crew changes permitted in your port? Generally yes.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) No specific restrictions except the need to use private transportation to access or leave the port, mandatory face masks and temperature check.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

If without Covid symptoms (sick for different reasons), there are no reported restrictions. Short passes are issued only to reach local medical facilities always by private transportation, so no more general short passes for personal reasons.

In case of Covid symptoms, crew members are disembarked following the special Covid emergency procedures which requires special equipment.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) No, Covid-19 tests are effected in Hospital in dedicated Covid-19 Wards, quarantine requirements are depending upon medical advice

In Piombino, we have been informally reported about a general tendency of local ship’s agents to insist with the Owners to choose different ports of disembarkation in case of non-Italian crew members.

In general there are no written guidelines circulated to local ship’s agents and the situation is very fluid and subject to change.

Holme & Co

NB Information correct as at 25.10.20

Are routine crew changes permitted in your port? If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

disembarks are allowed, subject to a declaration of responsibility (self-declaration form attached hereto) according to the directives of the Campania Region and the DPdC along with all the other obligations required by Polmare Naples Immigration: letter / passport / contract / possible visa / flight plan with arrangements such that no non allowed airports are used in transit during the itinerary to final destination with a verification to be made on the part of

those arranging the crew changes that the country of arrival as final destination is made with the Embassy or Consulate giving their country's acceptance for the repatriation of the crew member as some countries have restrictions on numbers they allow to return each month etc. etc. there is a site "travel safe" where one is to verify the acceptance for eventual repatriations of the airline companies involved for the flight itinerary which should indicate whether they require an attestation of COVID free swabs or other tests having been performed and last but not least, bear in mind that the disembarking crew members cannot overnight in Italian territory and therefore, once disembarked, their itinerary must be such that flights are set up as soon as possible to final destination.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? For illnesses/ any medical consultations ashore i.e. dentist /scans etc. etc. with requirement to go ashore for non COVID-19 issues, seafarers subject to visa requirements, apart from the above documentation to be presented and Doctor's request for this type of medical assistance ashore, and the usual shore pass is to be issued for the subject to visa crew once Sanitary Free Pratique has been granted on arrival.

ALL crew, also nationalities not subject to visa requirements, are NOT allowed ashore during ship's permanence in port except for those ships that can demonstrate on arrival that, for 14 days they have not been in waters and countries/ports not provided for in the provisions, as brought out by the Governor of Campania and the relative DPdC.

Instead, when facing a suspect Covid-19 case, ambulance authorized/equipped ambulance is to be organized for the transportation of infected seafarer and in addition, the entire ship will be put in quarantine with a yellow flag in the Harbor under strict surveillance on the part of the Maritime Health Authority.

For injuries not due to Covid 19 based also on the self-declaration already provided, if this entails actual disembarkation, a Schengen Visa will be required for seafarers from non-Schengen countries As concerns ALL crew, they can proceed ashore for eventual consultations only once the Sanitary Free Pratique has been granted and when they come for a vessel with an itinerary such that in the past 14 days has not touched non Schengen ports or after touching a non-Schengen port, the vessel has been at sea for at least 14 days (this in fact would correspond to a quarantine).

What quarantine and testing regimes are in place for seafarers joining and disembarking the vessel? See answer above points in respect for declarations of responsibility as being COVID free etc. to be made and documentation to be presented for ALL crew disembarking whilst for joining crew they have to be in possession of COVID test having been performed and obviously with negative response.

What is the impact on port operations and surveyor attendance? At present, all ships arriving in port must make application for Sanitary Free Pratique prior to arrival and if, based on the declarations made by the ship, this is not granted, then ship is to arrive flying yellow flag which entails that no operations can take place and nobody is allowed ashore until eventual clearance is granted by the Port Health Authorities. When instead free pratique is granted no seafarers can proceed ashore except for those ships that can demonstrate that for 14 days they have been in waters, ports and countries not provided for/listed in the provisions of the Governor of Campania and the DPdC.

How are commercial courts affected and impact on time bars, such as suspensions and extensions? As of today there is no law or mandatory Covid-19 related regulation which affect the normal rules on extension or interruptions of time bars. Commercial Courts are slowly resuming their normal activities, allowing lawyers to attend Court hearings, though presently,

most of the hearings (Civil Courts) are dealt with by means of written submissions, lodged by lawyers via email, in the Court's electronic files.

Radonicich Insurance Services Srl - Venice

NB Information correct as at 26.10.20

Are routine crew changes permitted in your port? **Yes.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) For joining crew, depending on the country of origin, mandatory COVID-19 tests may be required. No quarantine is requested provided the joining crew transit directly from airport to the vessel (i.e. with no stay in hotel).

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **Yes, sick/injured crewmembers are permitted to go to the hospital for urgent treatments.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **Once arrived at the hospital, the crewmembers are COVID-19 tested and, if found positive, the vessel may be requested to undergo quarantine.**

Radonicich Insurance Services Srl – Ancona

NB Information correct as at 25.11.20

Are routine crew changes permitted in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **restrictions are listed in DPCM (Decree issued by the President of the Council of Ministers) updated on 09/11/2020 at the following link: <http://www.salute.gov.it/portale/nuovocoronavirus/dettaglioContenutiNuovoCoronavirus.jsp?lingua=english&id=5412&area=nuovoCoronavirus&menu=vuoto>**

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **the same rules as above.**

J

Japan

Thomas Miller KK

NB Information correct as at 23.10.20

Are routine crew changes permitted in Japan ports? **Yes** under condition as below 2.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **Yes, On-signers** : need to take PCR test within 72hours before departure / need to take covid19 test again upon arrival at Japanese airport , Crew are to join the ship with the earliest schedule. **Off-signers**: need to check Port call list and ensure ship did not call any foreign ports within 14days before arrival at Japanese port. PCR for off-signers are not mandatory, but some airlines may require PCR test within 72horus before check-in.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

Only upon submission of quarantine questionnaire and subject to its approval (all the crewmember's health condition must be informed in advance).

There have been some cases of crew illness/injury disembarkation in Japan ports.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **Subject to the port hence need to check every time.**



Japan - Crew Change
Guidelines 30 Septem

Jordan

Red Sea Shipping Agency

NB Information correct as at 24.10.20

Are routine crew changes permitted in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Off signers :

- PCR test on board and waiting the result to appear before leaving the ship.
- Get approval from authorities 1 day before disembarkation.
- Confirmed flight tickets.
- Off signers should be directed to Airport as they are not allowed to stay in Aqaba city.

On signers :

- PCR test negative from the country they departed from.
- Fill an application on visit Jordan website.

- PCR test on arrival to Airport .

- Crew should be transferred to the ship directly and quarantine on the ship for 7 days then do another PCR test if the ship staying in Aqaba more than 7 days.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

- PCR test on the ship and should wait the result to appear.

- Notify and get approval from the authorities .

- Ambulance transfer to the hospital.

- Once completed the treatment at the hospital, crew will be transferred either to Airport for repatriation or to the ship by ambulance.

K

Kenya

Protecting & Indemnity (K) Ltd

NB Information correct as at 23.10.20

We confirm that the crew change is allowed in Mombasa. Please see attached guidelines by the Kenya government for your information. Note also that it is allowed to bring sick crew ashore for medical attention. While there are no guidelines for bringing sick crew ashore, the authorities (port health) have to be involved and sanction such movement. The sick crew issue therefore is handled on case by case basis.



KenyaCovid-19 Crew
Change Guidelines - a

Korea, South

Hyopsung Surveyors & Adjusters Corporation

NB Update 26.3.2021

1. Are routine crew changes permitted in your port?

Crew changes is permitted but subject to the following restrictions.

2. If they are allowed, are there any restrictions in do so? (e.g. Mandatory COVID-19 tests, quarantine requirements etc.).

1) Korea Disease Control and Prevention Agency and National Quarantine Station announcements

In order to prevent importation of COVID-19, the Korea Disease Control and Prevention Agency and National Quarantine Station announced as follows.

- All foreigners including on-signers that are arriving at Korean airports as of 00:00 hours on 8 January 2021 are required to submit a PCR negative certificate taken at any testing facilities within 72 hours prior to departure.

As for all foreigners including on-signers from high-risk countries (currently listed as Philippines and Nepal) and Russian ports that are arriving at Korean airports are required to submit a PCR negative certificate (QR code is required for Russia) taken at a testing facility designated by Korean embassies within 72 hours prior to departure.

- All foreigners including crews who newly join ships from foreign ports as of 00:00 hours on 15 January 2021 that are arriving at Korean ports are required to submit a PCR negative certificate taken at any testing facilities within 72 hours prior to departure.

As for all foreigners including crews who newly join ships from high-risk countries (currently listed as Philippines and Nepal) and Russian ports that are arriving at Korean ports are required to submit a PCR negative certificate (QR code is required for Russia) taken at a testing facility designated by Korean embassies within 72 hours prior to departure.

For your reference, we enclose herewith the list of the testing facilities designated by Korean embassies (updated on 10 March 2021) and our translation.

The National Quarantine Station provides the following example.

If departure is at 10:00 hrs on 10 January 2021, a valid certificate is those issued after 00:00 hrs on 7 January 2021.

In principle, the PCR test result negative certificate shall be issued in Korean or in English.

If issued in other local language, shall be submitted together with a translation in Korean or in English and its translation authentication documents.

As for private translation, authentication is required by the local notarization agency or embassy.

As for translation by officially recognized translation office (including officially recognized translator), authentication of the translation is not required.

According to the Korea Disease Control and Prevention Agency, the following information is required in the PCR negative certificate.

- Name (same as in passport)
- Name of the test
- Result of the test
- Date of issuance
- Date of birth (or passport number or ID number)

- Date of the test
- Stamp (or signature) of the testing facility

According to the National Quarantine Station, if crew(s) submit an improper PCR test result negative certificate (such as issued in excess of 72 hours from departure or issued at an undesignated hospital & testing centres that is not approved by South Korean embassies) or if fail to submit;

- All crews are prohibited to disembark.
- Undergo COVID-19 testing by specimen method for the crew(s) that submitted the improper PCR test result negative certificate.
- Ship's discharge operations and other works shall be commenced after COVID-19 negative confirmation (all works is suspended before negative confirmation).
- Inappropriate crew(s) shall be formally charged in accordance with the applicable law or penalized by fine*.
- If next port of call is a Korean port, the next port of call shall be informed and shared with the information in connection with the improper PCR test result negative certificate and other related details.

*Regarding penalties and fines, the Quarantine Stations may apply different provisions (Article 12 or Article 12-2) of the Quarantine Act.

If apply Article 12, the Quarantine Stations reports to the Korean Coast Guards for criminal punishment as violation of Article 12 where the Korean Coast Guards and Prosecutors Offices may pursue criminal charges (such as punished by imprisonment with labour for not more than one year or fine not exceeding 10 million Korean Won according to Article 39) against the individual crews and the Owners, if applicable, under the Joint Penalty Provisions.

The Quarantine Stations have recently been imposing administrative fine in the level of around 2 million Korean Won (and if the crew voluntarily pays the penalty, about 20 % discount was applied) applying Article 12-2 whereas the maximum penalty is 5 million Korean Won according to Article 41.

Meanwhile, according to the Korea Disease Control and Prevention Agency and National Quarantine Station, **ships exempted from submitting PCR negative certificate if more than 28 days have passed after departing from last port of embarkation and sailed via two or more countries (not high-risk countries) before entering Korean port.**

(1) Ships exempted from submitting PCR negative certificate

- More than 28 days have passed after departing from last port of embarkation and sailed via two or more countries (not high-risk countries and not Russia) before entering Korean port.
- No plan to enter Korea but arrived at Korean port due to bad weather for sheltering.
- The Director of National Quarantine Station shall determine for other unscheduled but unavoidable situations.

(2) Exception to violation of the submission of PCR test negative certificate (to be proved)
Although received the issued PCR test negative certificate within 72 hours prior to departure, resulted as unproper document (issued in excess of 72 hours from departure) due to the following reasons of delay of departure.

- Bad weather and natural disaster.
- Breakdown of the vessel.
- The Director of National Quarantine Station shall determine for other unavoidable reasons.

2) On-signing ship crews

(1) All foreigners including on-signers that are arriving at Korean airports as of 00:00 hours on 8 January 2021 are required to submit a PCR negative certificate taken at any testing facilities within 72 hours prior to departure.

As for all foreigners including on-signers from high-risk countries (currently listed as Philippines and Nepal) and Russian ports that are arriving at Korean airports are required to submit a PCR negative certificate (QR code is required for Russia) taken at a testing facility designated by Korean embassies within 72 hours prior to departure.

(2) Starting from 24th July 2020, regardless of nationality, all on-signers need Korean visa (C-3-11) and are not allowed to enter Korea without a Korean visa.

(3) Even though submitted negative test result, subject to the special entrance procedure* with installing the self-diagnosis mobile app and to undergo 14 days of quarantine isolation at government designated facility** and to receive virus test after arrival in Korea.

*The special entrance procedure for the quarantine inspection is to submit the travel record declaration, health questionnaire, self-diagnosis mobile app installation, undergo temperature checks, immigration formality (including phone number and address in Korea), and etc.

**The on-signer will require 14 days of quarantine isolation upon arrival at the airport at their own expenses which will be around USD150 per day and additional transportation charges will be incurred.

(4) Exception to the mandatory 14 days of quarantine isolation for on-signing ship crews may be requested (with supporting documents) to local authority subject to approval under the following conditions.

- If the vessel departure time is confirmed
- The on-signer is possible to be released 12 hours before the vessel's departure time
- If Crew transportation from the facilities to the port is safely secured by the agent.

In this case, the following documents is required for submission to the quarantine facilities and to be approved.

- Vessel departure report or Documentary evidence for vessel departure
- Crew list for departure
- Crew employment contract

In order to smooth proceeding of the seafarers' transportation and cost for quarantine facilities, the shipowner's protective agent should be appointed in Korea.

3) Off-signing ship crews

(1) As of 06 July, all crews disembarking from vessels are required to undergo COVID-19 testing on board and to await on board for the results of which takes about 24 hours. As for crews showing symptoms, await isolated on board for the COVID-19 test results.

Results may be received by the shipowner or shipping agency on behalf of the crews.

Quarantine Certificate may be issued for those crews whose test results are negative.

(2) As of 13 July, all crews disembarking from vessels and entering Korea after the special entrance and immigration procedures are also required isolation for 14 days at a government designated facility* (requested in advance) with installing the self-diagnosis mobile app.

* Some USD150 per day for quarantine isolation would be incurred and additional transportation charges will be additionally incurred.

(3) An exception to the mandatory 14 days quarantine isolation (however installing the self diagnosis mobile app is required) may be requested (with supporting documents) to the local authority subject to approval due to flight schedule with crew's transportation from port and quarantine isolation facility to airport is secured by a local maritime agent and under the following conditions;

Prove that (i) the crew remained on board the vessel, (ii) there was no embarkation/disembarkation of crews and no crew changes, and (iii) there was no crew with

symptoms and no crew infected with COVID-19 on board the vessel for 14 or more days prior to arrival.

4) Ships

On board quarantine inspection (temperature checks, health questionnaire, and etc.) is required for vessels arriving within 14 days from (including via) quarantine management areas if come under one or more of the following.

- If vessel is arriving from COVID-19 high-risk countries,
- If there is a patient infected with COVID-19 (including symptomatic cases) etc. on board or if there is death on board,
- If there is crew embarkation due to crew change or etc. within 14 days from the date of arrival,
- If vessel does not have the Ship Sanitation Control Inspection Certificate (including expired validity),
- Other vessels that the quarantine officer deem necessary for on board quarantine inspection.

Important Note

Crew changes in Korean port(s) is NOT allowed for the vessel had called any Russian port and The Philippines port within 14 days before arrival at a Korean port.

3. Are crewmembers that are either sick or injured permitted to be disembarked in your port?

Sick or injured crewmembers are permitted to be disembarked but subject to the following restrictions.

4. If they are allowed, are there any restrictions in doing so? (e.g. Mandatory COVID-19 tests, quarantine requirements etc.)

Effective as of 6 July, shore leave subject to the special entrance procedure with installing the self-diagnosis mobile app is permitted for medical treatment only after approval from Quarantine officer.

Disembarking crew from vessel is required to undergo COVID-19 testing on board and to await on board for the results of which takes about 24 hours. As for crews showing symptoms, await isolated on board for the COVID-19 test results. Results may be received by the shipowner or shipping agency on behalf of the crews. Quarantine Certificate may be issued for those crews whose test results are negative.

The COVID-19 testing on board may be skipped for those crew that require transport to hospital due to emergency medical attention.

After the emergency medical treatment, the crew may be subject to COVID-19 testing and to undergo 14 days of quarantine isolation at government designated facility if not return to the vessel.

We advise the Club's Members to contact their local agents for more updated information on the requirements prior to calling at Korean ports in order to avoid possible delays or penalties.



Testing Facilities - updated on 10 March



Translation - Testing Facilities - updated on

NB Information correct as at 12.01.21

We would like to update on the COVID-19 situation in South Korea especially with reference to the South Korean government's latest announcements regarding the mandatory PCR testing as follows.

The South Korean government announced that all foreigners (including seaman) arriving at South Korean airports as of 8 January 2021 are required to submit a certificate showing negative PCR tested for COVID-19 taken at any testing facilities within 72 hours prior to departure.

The government also announced that all foreigners (including seaman) on boarding ships from foreign ports as of 15 January 2021 and arriving at South Korean ports are required to submit a certificate showing negative PCR tested for COVID-19 taken at any testing facilities within 72 hours prior to departure.

As for all foreigners (including seaman) arriving at South Korean airports and South Korean ports from high-risk countries, which the Korea Centers for Disease Control and Prevention (KCDC) lists as: Bangladesh, Kyrgyzstan, Philippines, Uzbekistan, and Nepal are required to submit a certificate showing negative PCR tested for COVID-19 taken at a hospital and testing facilities designated by South Korean embassies within 72 hours prior to departure. Whilst Russia is not currently listed as a high-risk country they too are required to comply with this particular requirement.

We advise the Club's Members to contact their local agents for more updated information on the requirements prior to calling at Korean ports in order to avoid possible delays.

Spark International

NB Update: Information correct as of 17.08.21



South Korea
Quarantine Regulator

NB Information correct as at 12.04.21



South Korea
Quarantine Regulator

Kuwait

Gulf Agency Co (Kuwait) Ltd

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? As of now crew changes are temporarily halted due to Covid 19 pandemic in the Commercial ports of Shuwaikh and Shuaiba. However Sign off is permitted at KPC terminals (Mina Al Ahmadi and Mina Abdullah).

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) The crew will be taken directly from the ship to the airport. No tests are conducted or neither is there any quarantine period.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes. Subject to approval by Ministry of health and Ministry of interior.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Subject to mandatory Covid 19 tests. There is also a 14 days quarantine period.

L

Latvia

Pandi Balt Ltd

Update as of 20.09.2021

Latvian ports:

- General restrictions - Use of face masks is compulsory in all enclosed spaces (including public transport/taxi). Face masks are also compulsory outside, in public gathering places. Exclusions are contemplated for vaccinated persons at workplace, if all employees working in the same room are vaccinated.
- Travel restrictions - It is compulsory for all persons, who are planning to cross Latvian border, to complete an electronic form at the web portal <https://www.covidpass.lv/en/> before crossing the border. For non-submission of the electronic form an administrative liability (a fine from 100 to 2000 Euro) is contemplated by law.
 - Persons without Covid-19 certificate (non-vaccinated, not recovered from the illness, without a negative test) are allowed to perform non-essential travel from the EU, EEA, Switzerland, the United Kingdom and low-risk third countries, but non-vaccinated persons must be tested before travel and self-isolate upon arrival. When returning from high-risk third countries, these persons must additionally perform a test after arrival in Latvia.
 - The ban on non-essential travel, the requirement to take a Covid-19 test and go in self-isolation when entering Latvia is not in force if a person can present a Digital Covid-19 Certificate confirming the completion of vaccination or recovery from the disease.
 - The ban on non-essential travel to Latvia for vaccinated and recovered persons, the requirement to perform a test before and after the trip, as well as the requirement for self-isolation remain only when traveling from countries where there is a particularly high risk to public health.
 - The fact of vaccination or recovery from disease is confirmed only by an interoperable EU Certificate (electronically on a smart device or printed out) or a certificate of vaccination or recovery issued in the EU, EEA countries, the Swiss Confederation or the United Kingdom. Proof of recovery is valid for 11 to 180 days from the onset of illness. If a person does not have such a certificate, the requirements applicable to unvaccinated or non-recovered persons shall apply.
 - Link to a website with a list of applicable travel related restrictions: <https://covid19.gov.lv/en/support-society/careful-travel/overview-entry-restrictions-and-security-measures>
 - Some of the restrictions shall not apply to seafarers who must reach their workplace aboard a ship or must return from it;
- Crew change is allowed.

- There are no issues with ambulatory treatment of seafarers. Disembarkation of Covid-19 infected crewmembers from a ship to a hospital or special hotels, where a seafarer must observe a quarantine for 10 days, is allowed;
- Prior to entering the port all ship agents of all cargo ships calling at the ports shall provide the port authorities with accurate information on the composition of the ship's crew and the health status of all crew members. Any cases of illness or bad feeling among the members of the crew shall be reported to the authorities;
- Calling of cruise ships to Latvian ports is not restricted but is still on a very low level. Special management plan for cruise ships is in force in the Freeport of Riga (see attachment and link: <https://rop.lv/sites/default/files/2021-08/ROP%20COVID-19%20MANAGEMENT%20PLAN.pdf>);
- All activities related to cargo handling and ship maintenance are performed observing general safety rules. Surveyors and other service providers may visit the vessel in case of necessity, observing general safety rules that are in force in Latvia;
- Courts operate in a normal regime.

Lithuanian ports:

- General restrictions - Use of face masks is mandatory in all enclosed spaces (including public transport/taxi). Face masks are not mandatory outside (only recommended). Larger malls are only accessible for people with EU digital certificate or document proving vaccination or recovery after covid (positive SARS-Co-V2 PCR test and that maximum 180 days have passed).
- Travel restrictions - All persons, arriving to Lithuania by all means of transport, are obligated to register with the [National Public Health Center](#). If using air or sea transport, persons may be asked to show a proof of registration before the beginning of their trip. All persons, arriving to Lithuania by car, are obligated to register with the [National Public Health Center](#) within 12 hours of arrival. Cruise ship passengers are not required to complete a passenger form if the ship's crew submits a Maritime Declaration of Health to the National Public Health Centre in accordance with the International Health Regulations and Medical-Quarantine Control Regulations of the NPHC.
 - People, who arrive from COVID-19 [affected countries](#) or specific regions, should isolate themselves for 10 days (with a possibility of shortening the isolation time by taking a coronavirus test at their own expense on the 7th day of isolation) and present a negative COVID-19 test result, which has to be received not earlier than 72 hours before arrival (PCR) and 48 hours prior to arrival (antigen). Crew members and transiting are in exemptions. Isolation exemptions: <https://nvsc.lrv.lt/en/information-on-covid-19/for-arrivals-from-abroad/everything-you-need-to-know-about-isolation/isolation-exemptions>
 - Those who are full vaccinated or have already been sick (positive SARS-Co-V2 PCR test and that maximum 180 days have passed) do not need testing nor isolation (more info: see the link above)
 - [Official FAQ section](#)
- Crew change is allowed.
- There are no issues with ambulatory treatment of seafarers. Local marine doctors currently carry out PEMEs, so the seafarers can undergo medical examinations and obtain PEME Certificates.
- All activities related to cargo handling and ship maintenance shall be performed to minimize physical contact between persons.
- There is a certified COVID 19 testing laboratory at Klaipeda port central terminal.
- Court hearings are held online via Zoom platform. Courts operate in a normal regime.

Estonian ports:

- General restrictions - From 26 August, a mask must be worn in public indoor areas where COVID certificates are not checked. In public areas where infection safety must be proved, all customers or participants, regardless of the number of people, must present a COVID certificate. In addition to the current obligation to wear a mask in public transport, the requirement will also extend to shopping centres and shops, as well as the provision of services in banks, post offices, and elsewhere. The obligation to wear a mask does not apply to children under the age of 12 or if wearing a mask is not possible for health or other crucial reasons.
- Travel restrictions – All persons, arriving to Estonia by all means of transport, are obligated to register with the [The Health Board's self-service portal \(terviseamet.ee\)](https://terviseamet.ee) three days prior to arrival.

Crossing of the state border for the purpose of entering Estonia is allowed for:

- Estonian citizens and residents and their family members. Estonian citizens and residents are admitted to the country regardless of whether they are symptomatic or not;
- citizens and residents of the European Union, the Schengen countries, the United Kingdom of Great Britain and Northern Ireland, Andorra, Monaco, San Marino, and Vatican City, and long-stay visa holders and their family members if they are asymptomatic;
- citizens of countries on the list in Annex 1 to the recommendation of the Council of the European Union;
- vaccinated third-country citizens for any purpose;
- third country citizens who have not completed a course of vaccination and who come to Estonia to work, study, see their family, or on a special permit if they have taken a coronavirus SARS-CoV-2 RT-PCR-test 72 hours before entering Estonia or a rapid SARS-CoV-2 antigen test 48 hours before and can provide a certificate of a negative result.
- other exceptions remain, pursuant to which, for example, transporters of goods and raw materials, people involved in international freight and passenger transport, people involved in the technological work of a company operating in Estonia, health care providers, diplomats, people arriving in Estonia in the framework of international military cooperation, and people with special entry permit.
- As of September 1, people returning to Estonia from countries at-risk from COVID-19 can get tested at airports and harbours in order to reduce their self-isolation period so they can return to work earlier. Testing is free of charge for Estonian residents, and foreign nationals can make a card payment on-site. The test can be done at the Port of Tallinn, Terminals A and D for foot passengers, and at the Tallinn Airport based on a letter of referral, which will be made out on the spot.
- Disembarkation of crew members at Estonian ports and calls by foreign vessels. Restrictions on disembarkation have not been imposed. Regular disembarkation of crew members while their ship stays at an Estonian port is subject to possible restrictions imposed in the country. In case a crew member develops symptoms of disease, a health declaration must be submitted via the electronic maritime information system (EMDE) to the Health Board. Crew change is possible in ports which have official border crossing points of the Police and Border Guard Board. Ports with considerable international vessel traffic are the following: Sillamäe, Kunda, Muuga, Miiduranna, Vanasadam, Paljassaare, Lahesuu, Vene-Balti, Bekkeri, Meeruse, Paldiski North, Paldiski South, Heltermaa, Rohuküla, Kuivastu, Virtsu, Roomassaare, Saaremaa and Pärnu.
- Medical assistance - There are no issues with ambulatory treatment of seafarers. Local marine doctors currently carry out PEMEs, so the seafarers can undergo medical examinations and obtain PEME Certificates.
- Navigation in Estonian waters is ensured as usual, and no restrictions have been imposed due to the spread of the COVID-19 virus. Navigational information is being published via

the ordinary channels. The pilotage service is being provided in the customary manner and no special measures have been established. The VTS and GOFREP systems continue operation in the ordinary manner and the safety of vessel traffic is ensured. The electronic maritime information system (EMDE) functions as usual; no additional reporting obligations have been added. As before, a completed health declaration form must be submitted through EMDE if there is a case of infectious disease on board.

- Port supervision all supervisory activities are performed in ports, taking health protection precautions. All activities related to cargo handling and ship maintenance shall be performed to minimize physical contact between persons.
- Courts operate in a normal regime.

NB *Information correct as at 26.10.20*

The following important changes in Covid-19 related restrictions must be taken into account:

It is now compulsory for all persons, who are planning to cross Latvian border, to complete an electronic form at the web portal <https://www.covidpass.lv/en/> at least 48 hours before crossing the border. For non-submission of the electronic form an administrative liability (a fine from 10 to 2000 Euro) is contemplated by law.

A principle of inclusion of countries to the list of “unsafe” countries due to a high number of confirmed COVID-19 cases has been amended. From 09.10.2020 a 14-day cumulative number of Covid-19 cases per 100,000 inhabitants is linked to the 14-day cumulative number of Covid-19 cases in Latvia. The exact data are published every Friday. From 23.10.2020 until 30.10.2020 the figure is 82,7 persons per 100,000 inhabitants. Only four EU countries currently are in the safe list: Finland, Norway, Greece and Estonia. The information about the situation in EU/EEA and the UK can be found here <https://www.ecdc.europa.eu/en/cases-2019-ncov-eueea>

Face masks are currently compulsory in all enclosed spaces (including the inside of the ships calling Latvian ports and ports’ facilities and any transport).

Crew changes are allowed for both local and foreign seafarers, but it should be noted that any seafarer, who was in a country in which a 14-day cumulative number of COVID-19 cases per 100 000 exceeding the number mentioned in point 2 above, must observe 10-days self-isolation rule if he stays in Latvia. If the seafarer is transported directly from the ship to an airport or over the border or to the ship, there is no necessity to observe self-isolation.

Inland transportation over the Baltic countries has been limited, but currently it is still possible to arrange transportation of seafarer between Lithuania, Latvia and Estonia. A lot of flights that can be found at the web page of Latvian company AirBaltic in fact are unavailable, so their office should be contacted by phone prior to arranging any transportation of seafarers. Direct transportation to/from the countries in which a 14-day cumulative number of COVID-19 cases per 100 000 is two times more than average cumulative number of cases in EU is prohibited.

Medical attention. If the seafarer must observe self-isolation (according to the rules mentioned above), it is complicated to visit a doctor ambulatory. However, if the seafarer requires any urgent medical assistance, it is possible to call an ambulance and he will be hospitalized if the ambulance doctors decide so. In some cases, it can also be allowed to pass a COVID-19 test prior to visit an ambulatory doctor, but there are certain limitations and every case considered separately.

Lebanon

Baroudi & Associates

NB Information correct as at 30.10.20

Are routine crew changes permitted in your port? Routine crew changes are generally permitted at all Lebanese ports.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Mandatory COVID-19 tests are currently in place. Thus, crewmembers' travel is conditional upon testing negative for COVID-19 (the test is usually arranged on board prior to the disembarkation of the crew).

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Crewmembers who require hospitalization are permitted to be disembarked at all Lebanese ports.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Mandatory COVID-19 tests are in place. Depending on the condition of the crew member, the test is carried out either on board the vessel or on admission to the hospital.

Maurice G Mouracade & Co

NB Information correct as at 23.10.20

If crew changes are allowed for both nationals to that country and for foreign nationals; and if so, what are the restrictions or difficulties? Foreign crew members signing on & off is feasible provided entry procedures into Lebanon satisfy the Immigration and Health Authorities (i.e. visa for arriving crew member as well as a recent PCR test) . For outgoing crew, PCR test prior to departure is also available against a fee.

Are seafarers able to access medical attention ashore for both COVID-19 and non-COVID illnesses and injuries? Access to medical care for illness and injuries is feasible, however we have not faced any COVID-19 case so far with crew members thus we are not able to advise on this issue at present time. For arriving vessels the medical Authority checks for routine COVID-19 symptoms prior to granting the Free Pratique.

What quarantine and testing regimes are in place for seafarers joining and disembarking the vessel? A seafarer arriving from abroad should be in possession of a recent PCR test certificate, and upon arrival, a PCR test is made locally at the airport against a fee like any other passenger arriving into Lebanon

Liberia

Africa Marine Services (Liberia)

NB Information correct as at 27.10.20

Currently there are no restrictions on change of crew in Liberia, however, there is a requirement of COVID-19 test at Port of entry and if results are positive, there is a 14 days quarantine period and a retest afterwards.

Sick/injured members are allowed to disembark but a COVID-19 test is also required prior to disembarkation for a fee which range between US\$100 - US\$200 per person. COVID-19 results are obtained within 72hrs before disembarkation is allowed.

M

Malaysia

Spica Services (M) Sdn. Bhd.

NB Information correct as at 30.10.20

Crew changes is permitted in Malaysia subject to strict procedure off set by the Authority.

We attached the latest guidance for crew change in Malaysia. Along with the notice also show the crew change guidelines for the ship-owner reference.

In regard of sick and injury on board, we can confirmed the crew can get treatment ashore if the incident said to be happened in our port.

If crew sick and injured on board and the vessel is not destined for Malaysia, Authority may not able to received request for the crew disembarked from the vessel to Malaysia shore for treatment.



MSN152020.pdf



GarisPanduan_Pro
sesPertukaranAnakKa

Spica Services (M) Sdn. Bhd.

NB Information correct as at 27.10.20



27102020094754.pd

f

We provide the copy of STANDARD OPERATION PROCEDURES (SOP) of our on-going subsidiary company, BEN LINE AGENCIES on Crew Changes at Butterworth, Penang for your kind perusal where detailed answers to your enquiries are well explained therein.

Are routine crew changes permitted in our port of Butterworth ,Penang? Yes – routine crew changes is allowed at port of Butterworth, Penang.

If they are allowed, are there any restrictions in doing so? See the detailed explanation stated in the attached SOP

Are crewmembers who are either sick or injured permitted to be disembarked at our port of Butterworth, Penang? Yes, crewmembers are allowed but on a case-to-case basis, subject to approval by the following Authorities – Port Health, Immigration and from Harbour Master.

If they are allowed, are there any restrictions in doing so? The Port Health's officer will initially conduct relevant tests on the sick / injured crew on board the vessel before allowing him to be disembarked ashore to seek further medical treatment in a Hospital, Medical Centre in Penang.

Malta

H Vassallo & Associates Limited

NB Information correct as at 26.10.20

Are routine crew changes permitted in your port? Are there any restrictions in doing so? Yes, crew changes are being permitted, subject that all crew arriving in Malta follow the Ministry of Foreign Affairs' requirements, which are regularly being updated depending on the local and global COVID19 situation:

<https://foreignandeu.gov.mt/en/Pages/Travel-Advice.aspx>

Passengers arriving from the below mentioned countries, are being allowed entry without the need to quarantine:

Andorra, Australia, Austria, Belgium, Bulgaria, Canada, China, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Indonesia, Ireland, Italy, Japan, Jordan, Latvia, Lebanon, Liechtenstein, Lithuania, Luxembourg, Monaco, Morocco, Netherlands, New Zealand, Norway, Poland, Portugal, Romania, Rwanda, San Marino, Slovakia, Slovenia, South Korea, Spain, Sweden, Switzerland, Thailand, Tunisia, Turkey, United Arab Emirates, United Kingdom, Uruguay, Vatican City.

Gibraltar, Hong Kong, Macau and Taiwan are also considered as within Malta's travel corridor countries (considered with UK and China respectively).

However, another amber list has been issued requiring anyone visiting from the said countries listed below, to present a negative COVID-19 test upon their arrival in Malta:

- Austria;
- Belgium (all airports);
- Bulgaria;
- Czech Republic;
- France (all Paris airports, Marseille);
- Hungary;
- Ireland;
- Netherlands (all airports);
- Poland (Gdansk, Krakow);
- Portugal (Porto);
- Spain (Madrid, Barcelona and Girona airport);

- Switzerland (all airports);
- Tunisia;
- United Kingdom (Belfast, Cardiff, Leeds, Liverpool, Manchester, Newcastle).

Anyone travelling to Malta from any other Country not mentioned in the above, must have spent at least two weeks (14 days) in any one of the above countries prior to their arrival in Malta, in order to be allowed entry without the need to quarantine.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? If they are allowed, are there any restrictions in doing so? Such circumstances are being considered on a case by case basis by the Port Medic and Health Authorities. However, up to the time of writing this message, we can confirm that any crew member requiring medical assistance following an injury, has been allowed to disembark and enter port, subject to compulsory COVID19 test being carried out upon arrival. The seafarer would then have to self-isolate until such time when the COVID test results have been issued. If positive, the seafarer will then have to self-quarantine for a minimum of 14 days, and until such time when COVID19 swab test results come back negative.

On a slightly different note, any crew who tests positive on board a vessel, is not being allowed to disembark and to enter Maltese Territory.

Marshall Islands

Reeder & Simpson PC

NB *Information correct as at 23.10.20*

RMI borders are currently closed so no crew member would be able to fly into the RMI at this time. Additionally, it is my understanding crew members are unable to disembark from vessels at this time.

Mauritius

Indoceanic Services Mauritius

NB *Information correct as at 26.10.20*

Hereunder some details in favour of crew change in Mauritius

To note that our borders has partially opened on 01st of October and the protocol for incoming member has just been finalized but with limited flights and also all incoming persons should go through a mandatory quarantine period of 14 days. Please find the step to follow:-

1. Book your ticket
2. Book the quarantine centre / hotel on the site <https://booking.mymauritius.travel/>
3. The quarantine centre booking is compulsory to fly to Mauritius.
4. The personnel will stay there for 14 days.
5. After the 14 days, once they have their negative PCR test result they may move to another hotel and wait for the arrival of their vessel.

Off signers is on a case to case basis.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Permitted on a case to case basis.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Upon disembarkation, the patient will be sent directly to the public hospital where a PCR test will be done.

Mexico

Pandi Nave SA de CV

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port?

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Yes, crew changes are allowed but restrictions are imposed. Crewmembers are requested to arrive at the port where the change will occur at least 5 days before the change. Crewmembers are kept in a hotel and agents make the necessary arrangements with the authorities to have a PCR test made. Results come back between 3-4 days after test is made. If negative, crewmember is able to board vessel. If positive, crewmember must stay in hotel for 14 days and then have PCR test made again. Once negative, crewmember can either join the vessel or be repatriated.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Crewmembers that are injured or sick are able to disembark. Agents inform health authorities for them to assess situation and allow their disembarkment. Usually PCR testing is made when crew arrives at the hospital. If crew is diagnosed with COVID-19 after disembarkment, hospital/agents inform the health authorities of the situation and crew is taken to a hotel to continue quarantine (14 days) with all the medications they require. PCR tests are made until crew is clear and can then be repatriated.

P&I Services (Mexico) S.A. De C.V.

NB Information correct as at 27.10.20

Are routine crew changes permitted in your port?

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Routine Crew changes are now permitted in most Mexican ports. Please bear in mind that Mexico has a States system, kind of like the USA, and States may impose their own local and varying restrictions.

Nonetheless, the protocols in general are as follows:

A. On-signers are quarantined in a Hotel from anywhere between 7 and 14 days.

B. A COVID test is administered at a certain point of the Hotel-Quarantine. Should there be positive tests, those specific crewmen are to remain in quarantine until the test results are negative (usual 4-5 day intervals).

C. Crew that develop strong symptoms may be shifted to a suitable hospital.

D. We have also seen that crew receive a COVID test nearly upon arrival and can board the vessel upon receiving a negative test.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Injured crew are able to receive medical treatment ashore subject to the urgency and severity.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Covid test may be administered as a precaution, and handling of these matters is largely left to the discretion of Sanidad Internacional (International Health Service) and the individual overseeing the matter at the specific port.

Our office has been able to deliver COVID tests on board and also arranged sanitization of ships as precautionary measures or following a known positive COVID test. With regards to the tests results themselves, we have experienced a varying degree of result submission ranging from 2 to 7 days (for a PCR tests).

We must stress that each Mexican Port has had varying protocols in their handling of the pandemic.

Morocco

Maclaims Maritime Morocco

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? No especially since Morocco border are still closed (for the time being till Nov 10th 2020, this may be prolonged). Only limited categories of persons can enter the country such as Moroccan citizens, foreigners with resident permit , foreigners travelling for business purpose in certain conditions or tourists not subject to visa and having a firm hotel booking.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Any person entering Morocco must present a negative PCR test of less than 72hrs

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Yes. In practise however local authorities tend to impose the crewmember's return on board once medical care was received – as long as the vessel is still at port.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) No; The port health authorities will board the vessel as per general procedure in relation to Covid pandemic and will check whether the sick/injured crewmember or any other crew member present signs of Covid 19. If not they will allow the disembarking for medical care of the sick/injured crewmember.

Soc. Maghrebine de Defense Maritime
NB *Information correct as at 23.10.20*

Are routine crew changes permitted in your port? In terms of the gradual lifting of the confining and the relaxing of the measures taken to face the propagation of Covid-19, the movements of crew members of commercial vessels is authorized from 20/06/2020 (attached the notice of the Merchant Marine).

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) For on-signers: crew must have a booked flight (with cancellation and modification option) + negative PCR COVID-19 tests (not exceeding 72 hours prior flight date) then when the crew is at Casablanca airport, ship agent will proceed as per current procedure for embarkation.

For off-signers: crew must have a booked flight (with cancellation and modification option) and must proceed with PCR COVID-19 tests which must be negative, prior disembarkation. Three or four days are needed for this operation, since ship agent shall book an appointment next to local laboratory, then wait for the result about (24 hours).

Crewmembers not needing visa to enter in Morocco, they need invitation from local company (ship agent) or confirmed booking hotel. (Attached notice of the ministry of foreign affairs.)

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Only emergency cases are authorised to be disembarked, subject to the approval of the local authorities in the light of visit of health port authority representative.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) If the crew member is authorised to be disembarked he will be transported directly to hospital for necessary treatment / consultation.

Mozambique

P&I Associates (Pty) Ltd
NB *Information correct as at 09.12.20*

Our sources in Mozambique have confirmed that crew changes are now permitted at the ports of Maputo and Matola. The conditions for crew changes at these ports are subjected to the protocols outlined on the attached circular issued by the Harbour Master.

Vessels intending to perform crew changes at Maputo & Matola will need to communicate their request for crew changes to the Port Authorities in writing via their nominated local agents in advance. The names, ranks and details of the on & off signers, as well as the estimated dates of the operation, must be submitted to the Port Authorities in writing via the local agents.

Below are the responses for the specific questions raised by the Club,

Are routine crew changes permitted in your port?

Yes, routine crew changes are now permitted at the ports of Maputo and Matola subjected to the procedures and regulations of the Port Authorities, as per the attached circular.

If they are allowed, are there any restrictions in doing so?

On signers entering Mozambique are required to present a valid and official negative COVID-19 PCR test report not older than 72 hours before the date of their travel. All travellers will be subjected to screening by Port Health Officials upon arrival. Any travellers detected with symptoms (which includes elevated body temperatures and flu-like symptoms) or was in contact with an infected person, will be expected to take a mandatory COVID-19 test in Mozambique. If the result is positive, the traveller will be subjected to a 14-day quarantine at a designated site.

The costs of the PCR test and accommodation at a quarantine site will be at the traveller's cost.

Off signers are required to be in possession of a valid and official negative Covid-19 PCR test report, done in the city of Maputo by an approved laboratory. The crewmember will not be permitted to leave the vessel without a negative Covid-19 test result. Furthermore, the release of the off signing crewmember from a vessel must be done with written permission of the Harbour Master after the official information is received from the Health Authorities.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

Yes.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Once in hospital, a mandatory Covid-19 test will be conducted on the crewmember. The crewmember will be placed in a quarantined area within the hospital until the results are obtained. The results are usually obtained within two to four days after the crewmember is swabbed. Should the crewmember test positive for Covid-19 he will have to remain in quarantine for 14 days.



Maputo Port Circular
Crew Changes Covid-

Myanmar (Burma)

Spica Services (S) Pte Ltd

NB Information correct as at 26.10.20

Are routine crew changes permitted in your port? Routine crew change of International Crews are not permitted and only crew change of only Myanmar Nationals are allowed for crew change in ports in Myanmar.

For Myanmar Nationals to land in port in Myanmar, after clearing necessary immigration and custom clearance procedures, they will be directly sent to government approved facility quarantine center (or) hotel quarantine, before they can be returned to their home states. Additional quarantine period may likely be imposed by their home state authority.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Subject that necessary steps and clearances are taken care of, it is possible to land the crews in case of medical emergencies. Landing crews for routine medical review or non-emergency medical attention may not be allowed, subject to the decision of Government Health Officers. However, telemedical service is available upon request.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) If the crews, after medical review, is fit to sail back with the vessel, they will not be subject to local quarantine requirements. However, if the crews were identified as requiring hospitalization and/or unfit for sea duty, then they will be subject to local quarantine requirements, before they can fly back to their home countries.

Currently, Ministry of Health and Sport Myanmar issued guidelines for mandatory quarantine requirements as 14 days facility quarantine and 7 additional home/hotel quarantine. If they are tested negative for Covid 19 and upon of mandatory quarantine requirements, they will cleared for their usual daily activities. Therefore, mandatory facility quarantine requirement is 14 days to 21 days, subject to the decision of Government Health Officers.

For foreign nationals, if they are tested negative for Covid 19 and flights are available before completing the mandatory facility quarantine requirements, it is possible to appeal to shorten the mandatory quarantine requirement and to fly back early. As stated, it is only possible if the test for Covid 19 turns out negative.

N

Netherlands

Dutch P&I Correspondents BV

NB Information correct as at 26.10.20

Are routine crew changes permitted in your port? Yes, in the Netherlands crew changes are allowed. Crew changes while drifting/at anchor are not allowed. The vessel needs to attend a port.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Crews are obliged to keep 1.5 m. social distance and to wear a face mask. Testing is only carried out when a crewmember is suspected of being infected with COVID-19/having symptoms.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? For non-COVID related sickness, yes. Currently the hospitals are overloaded so regular operations etc. are suspended if possible. In case a person is suspected to be infected with the COVID virus, the crewmember will be tested via the agent. The test results will become known in within 48 hours. If, positive the crewmember is to be kept in quarantine (hotel for example of cabin of the vessel). In case serious complications are encountered, the crewmember will be transferred to the hospital.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Crews are obliged to keep 1.5 m. social distance and to wear a

face mask. Testing is only carried when a crewmember is suspected of being infected with COVID-19/having symptoms.

New Zealand

P & I Services Ltd

NB Update 9.11.20

Shipping NZ (representing ship agents) advises crew changes will not take place in New Zealand at present.



Statement to Industry
re Crew Changes 091

NB Information correct as at 01.11.20

Covid: The picture can change quite quickly in New Zealand ports and, from last week different ports are taking a different approach. I attach 2 notifications last week from our 2 biggest Ports Auckland and Tauranga. Other ports may follow suit. I also attach a summary from Northport.

The second question is probably on a case by case basis in New Zealand ports.



201028 Crew
changes - letter to



Coronavirus_Updat
Se to Ports of Aucklaivessel



Communication re
crew changes

Circular received from **Shipping New Zealand**

NB Information Correct as at 17.12.20

17th December 2020

TO ALL MEMBERS AND INDUSTRY STAKEHOLDERS

Shipping New Zealand continue to work with the New Zealand Government with a focus on continuing to support the Maritime Industry in New Zealand whilst our borders have been closed due to the COVID-19 pandemic.

Further to our notice dated the 9th November 2020, we can confirm that New Zealand is able to complete crew changes with conditions at some ports in New Zealand (not all). It is a requirement that crew changes are conducted only at last Port New Zealand and generally after cargo operations have completed, so only the outbound pilot needs to board the vessel after crew change.

We have detailed below which ports will allow crew changes, and we encourage you to make contact with your agents to ascertain if this will work for your vessel, as most do have conditions that have to be worked through.

Marsden Point Can do crew changes with conditions Auckland Not Possible**(see notes below) Tauranga Will do crew changes on a case by case basis, special approval required New Plymouth Can do crew changes with conditions Napier Can do crew changes with conditions Wellington Not Possible***(see notes below) Nelson Not Possible***(see notes below) Picton Can do crew changes with conditions Lyttelton Can do crew changes with conditions Timaru Can do crew changes with conditions Dunedin/Port Chalmers Not Possible***(see notes below) Bluff Not Possible***(see notes below)

** This port requires 14 days isolation of crew inbound to NZ, however, NZ Immigration do not allow crew to stay in New Zealand for 14 days, so effectively, crew change is not possible at this port. Pacific Island crew may be permitted in the future, but not at the time of writing this notice. Offsigners can be done without quarantine.

***This port is not within the 5 hours driving distance of an International Airport, so crew change not possible, however if urgent, special permission can be requested with no guarantees of approval.

Government has allocated the maritime industry a specific number of short-stay beds (ideally >72 hours) for maritime crew to assist with crew changes being completed. Special cases can request additional time.

We encourage you to speak with a local agent to assist you with guidance on crew changes.

Our industry continues to be aware of the need of seafarers and the predicament that they and owners are in. We will continue to actively work with Government for resolutions on behalf of our members, vessel owners and of course the crew themselves, who we have been advocating for throughout the year.

Nicaragua

JL Griffiths Sucesores, SA

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? No

Nigeria

Africa Marine Services (Europe) c/o West Africa Marine P&I Services (Nigeria)

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? Yes, but repatriation of old crew may be restricted by availability of flights.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Proof of negative Covid-19 tests are required 96 hrs before flight.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Negative Covid-19 tests required before being admitted to hospital unless life threatening.

Norway

Nordic P&I

NB Information correct as at 27.10.20

Seafarers are recognized as key workers which will allow crew change to be completed in accordance with IMO Circular No. 4204/add.14 which is in line with the current Norwegian Regulations.

The general rule is that all persons entering Norway from an area subject to quarantine (red country) should undergo 10 days of quarantine either at home or in a suitable location. However, there is an exception from the quarantine rules after one negative COVID-19 test taken after arrival in Norway. Quarantine on leisure time on board must be maintained until the second negative test has been taken. A second test may not be taken until 48 hours after the first test, and no earlier than five days after arrival in Norway.

When arriving from areas that are subject to quarantine, seafarers that are essential to maintain critical functions in society may be exempted from quarantine when traveling to and from work. The transport of goods and passengers is identified as a critical function for society, and this means that most of the shipping industry and connected services are covered.

Seafarers that have signed on in Norway are exempt from quarantine when the vessels return to Norway as long as no crew or passengers have been ashore, and no new crew or passengers have joined the vessel.

Covid sick crew members who needs treatment may be disembarked and will then be isolated on shore. If there is no need to disembark the crew member the crew member must be isolated on board the Vessel.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Yes, this is allowed. Tests will be taken.

O

Oman

Gulf Agency Co (Oman) LLC

NB Information correct as at 25.10.20

Please be informed that all types of crew changes & visas are suspended in Oman until further notice due to Covid outbreak. The crew disembarkation under medical grounds however is permitted in Oman subject to special approvals and permissions from the authorities by the vessel's agents. In such case the crew will also have to undergo necessary PCR test at the hospital and basis of negative result of the same, he will be allowed to fly out from Oman. There is no mandatory quarantine period as such for the crew disembarked in Oman on medical grounds.

Gulf Agency Company (Oman) LLC - Sohar

NB Information correct as at 29.10.20

Are routine crew changes permitted in your port? At Port of Sohar at present crew changes are permitted.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) PCR testing for crew arriving from Airport

All crew arrive from Airport need to carry out drive through PCR testing and result will be available within 24 hrs.

PCR testing for crew disembarking from the vessel.

All crew disembarking from the vessel require to carry out PCR testing at local Hospital and they will be transferred to hotel till PCR results are available. All crew with negative results can board the flight.

In case anyone identify positive with covid can stay in same hotel isolated for 14 days and all charges will be on owners A/C.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? As per the Sohar port authority they are permitted to disembark at Sohar port. In case there is a case of COVID 19 on board then the vessel will be under quarantine for a period of 14 days.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Please note as per Sohar port regulations the crew can be taken to hospital visit in ambulance only due COVID 19 situation. Kindly note we will have taken approvals from Sohar port control, quarantine officer and customs officer to carry out medical assistance After receiving the release confirmation the crew can return to vessel.

P

Pakistan

AIV Private Limited

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port?

It is kindly submitted that there is no restriction from Immigration/Customs Authorities for joining/repatriation of crew members at Karachi / Bin Qasim Ports, subject to confirm flights for in/out crew.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) [See below](#)

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
[See below](#)

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

For non-COVID illness we observe that the seafarer allow for the medical attention.

FOR THE ON-SIGNERS: they should have done their COVID-19 PCR test prior embarkation at airport and send us copy of the result.

FOR THE OFF-SIGNERS: they also need to be done COVID-19 PCR test at Karachi/Bin Qasim Ports (which will be arranged by the agent on board through airline's authorized lab, reports to be received after 24/36 hours.) and upon receiving negative result and confirmed air ticket up to hometown they will be allowed to disembark from Karachi/Bin Qasim Ports.

Please note that the off signers flight should be arranged during vessel's stay at berth as per instructions from Immigration Authority, as in case of flight cancellation, crew to re-join the vessel at respective Port.

Indemis Marine (Pvt) Ltd

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? Yes, routine crew changes are permitted at Karachi and Port Qasim.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) For joining crewmembers, they must have a valid PCR negative test result obtained from their country of origin/embarkation. This will be enough for the agents to arrange Port Health, Immigration and Dock Security permissions to arrange joining of the crewmember. There are no quarantine requirements.

For repatriating crewmembers, they must have a valid PCR negative test results carried out in the last 48 hours. This is basically a requirement of the airline and every airline has its own designated laboratory whose results are accepted. The agents arrange port health, immigration and dock security permission for landing of the crewmember for a period of 72 hours within which the crewmember has to take the flight.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes, injured/sick crewmembers can be disembarked in Pakistani ports for treatment.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Permission has to be obtained by the agents from Port Health, Immigration and Dock Security for landing the crewmember provided the vessel has been given free pratique by the Port Health Department. Once the crewmember has been hospitalized, the hospital will carry out Covid test and treat the crewmember accordingly.

The above arrangements are made by the ship's agent who have complete information about the current procedures involved.

Panama

C Fernie & Co SA

NB Information correct as at 30.10.20

ON SIGNER(S): Due to time constraints, we request that copies of the documentation listed below be received NO LESS than 3 Days prior to Crew's departure, allowing us to begin the Entry Visa and OK to Board process, leaving the copy of the negative PCR test to be sent separately at a later stage once on hand.

- Entry visas can only be processed from 0900-1400 hrs Mon-Fri and 0900-1200 hrs on Saturdays
- Self-health statement to be completed and signed by each crew (see attached)
- Daily temperature Log: readings at least twice a day for last 14 days prior travel Date (see attached).
- Medical Certificate issued by a Private or Public Clinic, showing that crew is in good health and Fit to Travel.
- Negative Covid-19 PCR test certificate issued 48-24 hrs prior to departure. (*)
- Copy of valid Passport & Seaman's Book (Photo pages showing expiration dates)
- Copy of e-tickets with Full Flight Details/Reservation

(*) Negative Covid-19 PCR Test:

- If test results 48 hrs prior departure is not possible then the test results should not exceed 96 hrs prior to departure.
- Crew are required to travel with their negative CoViD PCR test certificate.
- Crew may also be randomly selected to carry out a rapid PCR test on arrival to Panama. The cost of this rapid test is US\$50.00 per crew which MUST be paid by the crew in cash (US Dollars) or Credit Cards (Visa/Mastercard).
- Unfortunately we cannot intervene with the above as our personnel nor drivers are permitted to enter the airport to assist arriving crew.
- Please note that we must arrange for an Immigration Custodian to accompany all/any Onsigning Chinese crew arriving by air, from the moment they arrive Panama airport until the moment they physically board the vessel. ONE inspector is assigned to every TWO crew. Once they have been released from the airport, we always attempt to send them directly to the vessel if possible however this will all depend on arrival time of crew and vessel.

As a result of the above, it can take 3-4 hours, and possibly longer, before the Crew are processed by Immigration and Customs and exit the airport.

OFF SIGNER(S) - the listed documentation are usually obtained directly from the vessel

- Statement signed/stamped by Master, confirming ALL crew members on board are healthy.
- Self-health statement made by the crew
- Daily temperature readings: at least twice a day for 14 days (see attached)
- Covid-19 Negative PCR test certificate issued at last port prior arrival to Panama (**)
- List of the last 10 ports.
- Crew List, which MUST include the date and port of embarkation.
- Copy of valid Passport (photo page only)
- Copy of E-tickets with Full Flight Details/Reservation

For crewmember disembarking for medical attention, the ship's local agent has to inform the Ministry of Health department of maritime health and have to arrange a rapid covid-19 test to be done onboard the vessel and result provided to the authority before the crewmember can land ashore.

Papua New Guinea

Thynne Macartney

NB Information correct as at 26.10.20

Are routine crew changes permitted? Attached is a direction issued by the PNG Controller of the State of Emergency (SOE) and Police Commissioner on 18 April 2020 which, to the best of our knowledge, remains in effect. We have also attached International Travel Measures issued by the SOE Controller on 3 September.

The direction issued on 18 April 2020 indicates that crew change for foreign crew in all PNG ports facilities is suspended until further notice and no crew is allowed to disembark on the quayside of PNG port facilities. Failure to comply with the direction can result in a potential fine of up to K50,000.00 for individuals and up to K500,000.00 for companies or jail for offending individuals. For any necessary crew changes, SOE Controller permission would need to be obtained first by agents.

We also understand from the Dept of Foreign Affairs that an on signer is unable to enter PNG unless they have an exemption and have returned a negative COVID-19 (PCR) test within seven days prior to arrival.

Are crewmembers who are either sick or injured permitted to be disembarked?

Whether or not crew will be allowed access to shoreside medical treatment in PNG is at the discretion of the National Operations Centre/SOE Controller. Approval needs to be obtained by agents for any crew disembarkation. This will be the case if a crew is less than 14 days from the last overseas port or more and whether or not COVID-19 like symptoms are being displayed.

We have been involved in a few matters this year where foreign crew have been permitted to disembark for non-COVID related illnesses and injuries. There are, however, some potentially complicating issues that need to be considered.

1. There is difficulty in obtaining international flights to repatriate seafarers due to the limited availability of international flights and border closures in transiting and home countries. Repatriation can therefore be difficult to arrange.
2. A crew member disembarking the vessel may be required to undergo a COVID-19 test (PCR) before permission is granted or to avoid being subject to 14 days quarantine ashore. In our experience there seems to be insufficient local capacity for testing and the facilities in Port Moresby seem to be sending their samples to the Dept of Health in Brisbane which introduces significant delays in results becoming available

We should mention that how authorities will react in PNG is unpredictable. During PNG's initial State of Emergency in response to COVID-19, the urgent disembarkation and hospitalisation of a foreign crew member for treatment was refused by the SOE due to the potential risk of COVID-19 transmission, despite us reminding authorities of their obligations under various international treaties to render assistance. Only permission for a doctor to go on-board by helicopter to stabilise the crew member for onward voyage was obtained, and the ship had to divert to Australia to evacuate the seafarer.

Up to date information on restrictions in PNG can be obtained from this web site <https://covid19.info.gov.pg/> which is an official site maintained by the National Control Centre taskforce.

Peru

Andes Pacific Services SA

NB Information correct as at 14.11.20

We must start by saying that, in accordance with information provided by some local port agents, the matter of crew changes in Peruvian ports is still not established. There are being changes of crewmembers performed, but in a very informal way.

The first rules that came into force demanded for a special permission from the Ministry of Foreign Affairs at the request of the Migrations Authority whenever a local port agent (representing the shipping company) requested the change of crew. It seems that, notwithstanding that it is now possible to board flights from Peru to nearby countries – provided that the flight is no longer than four (4) hours – the special permission is still requested.

The starting document is the reservation of flights arranged by the shipping company, which is submitted by the local port agent before the Migrations Authority and passed on to the Ministry of Foreign Affairs. As to how long it takes obtaining the special permission, there is nothing said about that: it may be some days or several days.

The National Port Authority announced that some rules for disembarking/changing crewmembers were going to be published and come into force these days; but, as you may be aware, the Parliament of Peru removed the President of Peru from office last Monday the 9th November 2020, and it seems that the National Port Authority was waiting for the Protocol that the Ministry of Health was preparing for this. There is now a new Minister of Health, and nobody knows how long it will take to the new Minister to become aware of all what is required.

In these circumstances, the specific answers to the enquiries are:

Routine crew changes are possible in our ports but subject to a lot of bureaucracy.

The only restriction in doing so is to undergo a mandatory COVID-19 test, and that is because the airlines demand such a test for allowing the passengers to board the flights.

The possibility of disembarking crewmembers who are either sick or injured depends very much of the physician (medical authority) that boards the ship upon arrival at Peruvian ports. If the physician finds it necessary to order for medical exams ashore, he will give the necessary authorization and, depending from the results of the exams, he may issue a report in the sense that it is necessary to disembark the crewmember for repatriation.

Again, the COVID-19 test is mandatory for the same reason mentioned in number 2 above.

Philippines

Del Rosario & Del Rosario

NB Information correct as at 24.10.20

Are routine crew changes permitted in your port? Routine crew changes are permitted in at least three (3) Philippine ports, namely: Port of Manila, Port Capinpin in Bataan and Subic Bay Freeport Zone in Zambales, both located 2 hours by land transportation from Manila.

Three (3) other ports, Ports of Batangas, Cebu and Davao, are still being developed to reduce congestion and to give more flexibility to the Owners and crew in effecting crew changes.

The Philippines is offering itself to the international shipping community as a crew change hub.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

There are restrictions in place in effecting crew changes in the afore-mentioned ports in the form of protocols that must be complied with by the Owners, Managers, Operators and manning agents. Please note below the established protocols for crew changes, to wit:

- a. Disembarking crew
 1. All arriving vessels shall stay in the designated anchorage or docking site authorized by the Philippine Port Authority (PPA) and the Philippine Coast Guard (PCG).
 2. The shipping agents must arrange the transportation requirements to and from the anchorage area.
 3. Disembarking seafarers must observe health and safety protocols such as disinfection, hand washing, social distancing and wearing of full Personal Protective Equipment (PPE) - face mask, face shield, gloves and hazmat suit. In accordance with the ship's COVID-19 plan and procedures, seafarers must inform the Master and their manning agent if they show any COVID-19 symptoms.

4. For the Customs, Immigration and Quarantine Arrival Formalities, the shipping agent must prepare the following documents in addition to the Arrival Documents of the seafarers, namely:
 - a. Patient Health Profile
 - b. Patient Undertaking Form
 - c. Case Investigation Form for COVID-19
 - d. Laboratory Request Form
 - e. Accommodation reservation for Quarantine Facility
 - f. Overseas Workers Welfare Administration Project Case
5. If the seafarer is exhibiting any COVID-19 symptom, he or she will be extracted from the ship using authorized PCG vessel. The Bureau of Quarantine (BOQ) Officer leads the extraction process with strict observance of infection prevention and control protocols. The BOQ, Bureau of Immigration (BI), PCG and PPA will assist the BOQ for the swift transfer of the patient to the medical facility. The rest of the vessel crew will be under quarantine and BOQ jurisdiction.
6. In disembarkation, the BOQ Officer will first determine the health condition of the vessel and of the off-signing crew prior to issuance of clearance. Upon issuance of clearance, officers from Bureau of Customs (BOC), BI and PCG shall board the vessel to conduct their inspection. Cleared seafarers shall board the transfer vessel bound to the Triage facility for the completion of the succeeding procedures.
7. Upon arrival at the Triage Facility, seafarers must immediately proceed to the registration booth and undergo the mandatory swab testing procedure. Please note that the conduct of swab testing on-board is only allowed in cruise ship permitted to be used as a quarantine facility. For this purpose, the manning agent must secure a permit from BOQ.
8. After completing the Triage procedure, the seafarers must immediately board the Point to Point vehicle bound to their designated quarantine facility.
9. Pending the release of the swab result, seafarers are neither allowed to leave the quarantine facility nor interact with others. They are advised to continuously follow safety protocol set by the Department of Health (DOH) and monitor their body temperature twice a day. The result of the swab test will be sent via email or SMS within 72 hours. If negative, the manning agent must arrange for the point to point transportation of the seafarers bound to their residence or port/airport of destination. If positive, the DOH-BOQ will extract the affected seafarer and will transport him to the Temporary Treatment and Monitoring facility.

Please note that the cost of the swab test shall be borne by Philippine Health Insurance Corporation (Philhealth) while the cost of accommodation in a quarantine facility shall be shouldered by OWWA.

- b. Joining crew

1. The Licensed Manning Agent (LMA) has secured the pre-arrival LMA Certificate from BOQ through bit.ly/repateval2020 one week prior to vessel arrival.
2. Notice of Arrival (NOA) of vessel emailed to boq.portservices@gmail.com including the complete list of Embarking crew and other pertinent documents 48 hours prior to arrival.
3. A NEGATIVE RT-PCR Result (72 hours from date of swab test) prior to embarkation.
4. A Certificate of Containment issued and signed by the LMA attested by the hotel management if the RT-PCR test is more than 72 hours. The quarantine facility must have been inspected and approved by DOH-BOQ.
5. Properly filled-up HEALTH DECLARATION FORM for COVID-19 done at the port.
6. The seafarer must be in properly worn PPE from the quarantine facility to the vessel.
7. A quarantine clearance issued by the BOQ.

For embarking crew, the costs of swab test and accommodation will be for the account of the LMA.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes crewmembers who are sick or injured are permitted to be disembarked in Philippine ports. Upon disembarkation, the crew will be transported directly to the suitable medical facility depending on degree or the nature of the illness or injury. As correspondents, we closely coordinate with the company-designated physician in this respect.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) There are restrictions in place in the form of protocols. The sick or injured seafarer will undergo the mandatory COVID-19 test in the medical facility where the sick or injured seafarer will be brought upon his disembarkation from the vessel. The seafarer will undergo quarantine in the medical facility where he will have his treatment for his illness or injury.

Poland

Morska

NB *Information correct as at 23.10.20*

The seafarers are designated as 'key/essential workers' during COVID pandemic. Both national and foreign routine crew changes are permitted without any restrictions or difficulties in the Polish ports.

There is 10 days quarantine regime for seafarers disembarking the vessel (from abroad). There are no official restrictions for seafarers joining the vessel. Special testing regimes could be imposed by the Carriers (E.g. COVID-19 swab tests, self-quarantine check lists).

The crewmembers who are either sick or injured are able to access medical attention ashore

for both COVID-19 and non-COVID illnesses and injuries.

Special testing regimes could be imposed by the Carriers (E.g. COVID-19 swab tests, self-quarantine check lists). There are no generally applicable restrictions in force.

Portugal

Pinto Basto

NB Information correct as at 23.10.20

Ref. Setubal Port

Are routine crew changes permitted in your port? *Yes.*

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc. *None required by Port Authorities, some terminals may request negative test, prior entering.*

Are crewmembers who are either sick or injured permitted to be disembarked in your port? *Yes but if COVID-19 related it would be subject to instructions from health authority.*

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) *None (if not COVID-19 related).*

Ref Aveiro, Leixoes and Viana do Castelo Ports

Are routine crew changes permitted in your port? *Normally allowed, but always subject to approval from port authorities.*

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc. *On signers - must arrive with covid test performed in the last 72 hrs.*

Are crewmembers who are either sick or injured permitted to be disembarked in your port? *For the moment no quarantine required, unless found positive for COVID.*

Off signers - Master has to present maritime declaration of health stating no symptoms found in the last days. *Certain nationalities do have to perform COVID test not for Portuguese authority but because needed to enter their own country.*

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) *Injured or sick is no problem, unless COVID symptoms found.*

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc. *If with COVID or symptoms but asymptomatic will not be allowed to disembark, and must perform quarantine on board.*

Are crewmembers who are either sick or injured permitted to be disembarked in your port? *In case with COVID and considered a risk case due to other diseases or symptoms, must be requested to sanitary department who will instruct on procedures needed depending on case.*

Of course always depending on Sanitary department permission, as well as risks involved.

Ref. Lisboa Port

Are routine crew changes permitted in your port? Yes.

No restrictions, however airlines company may require COVID-19 test with 72hrs validity.

Normally yes but it is analysed on a case by case situation.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Analysed on a case by case situation.

Ref. Sines Port

Are routine crew changes permitted in your port Yes.

Non-EU to arrive with valid Schengen visa, for off-signers possible to arrange exit visa.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Yes, subject to evaluation and report from doctor stating that they are fit to travel.

Depending on the injury/sickness it may be required further and/or specific tests/exams/treatments.

Agencia de Navegacao Blatas Lda – Funchal – Madeira

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? Yes, crew changes are permitted at our port of Funchal, Caniçal and Porto Santo Island.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Please be guided as follows:

On-Signers

- Upon arrival, all on signers must have a negative PCR test for SARS-CoV-2, 72 Hrs prior to their arrival at Funchal airport.

- In case the on-signers do not have any test result on arrival, a free of charge PCR screening test for SARS-CoV-2, will be carried out by the health authority at the airport. After the test, crew members must remain in isolation, in a hotel, waiting for the result. Only after the result of the test they can leave the island and board the vessel.

- All crew members will be monitored through an APP (mobile application) "Madeira Safe to Discover" of the local Health Authority.

Off-Signers

- Upon arrival, all off signers will be transported to the terminal, where they will perform a free of charge test for SARS-CoV-2. After the test, they must go to an hotel where will be isolated waiting for result of the test.

- All crew members will be monitored through an APP (mobile application) "Madeira Safe to Discover" of the local Health Authority.

- Only after we know the result of the test (in negative), they can leave the island and be repatriated accordingly.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
yes, is allowed.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.

If there are any crew member that is sick or injured, please note that as per the Harbour master law it should be the Medical Rescue Team - MRCC Madeira, to coordinate the medical disembarkations. However we are able to give all the assistance at Madeira / Caniçal / Porto Santo Island, dealing with immigration, and customs clearance and also give all the assistance to the crew member accordingly.

Puerto Rico

Jimenez Graffam Lausell

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? Crew changes are permitted in Puerto Rico, with compliance with the requirements listed below.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) The following restrictions would apply:

The Puerto Rico Government, US Coast Guard (USCG) US Immigration and CDC authorities are currently requiring each crewmember arriving to Puerto Rico through the airport to have proof of a negative molecular COVID-19 test taken no more than 72 hours prior to arriving to the island. Failure to do so may result in a 14-day quarantine.

Disembarking crew are also required to take molecular COVID-19 tests on board.

- Complete an I-418 US CBP Crew List Form for joining date for all crew arriving on board.
- Comply with 42 C.F.R. § 71.21 (Report of Illness or Death) requiring the master of a ship destined for a U.S. port to immediately report to the Center of Disease Control quarantine station at the nearest port, or at the port at which the ship will arrive, the occurrence, on board, of any death or any ill person among passengers or crew (including those who have disembarked or have been removed) during the 15-day period preceding the date of expected arrival or during the period since departure from a U.S. port (whichever period of time is shorter).

- Confirm in advance to agents if any crewmember on board has exhibited any of the following symptoms:

Fever 100.4 °F, 38 °C or greater, or feels warm to the touch, or gives a history of feeling feverish, accompanied by one or more of the following:

- Skin rash
- Difficulty breathing
- Persistent cough
- Decreased consciousness or confusion of recent onset
- New unexplained bruising or bleeding (without previous injury)
- Persistent diarrhea
- Persistent vomiting
- Headache with stiff neck, or
- Appears obviously unwell
- Has a fever that has persisted for more than 48 hours
- Has symptoms or other indications of communicable disease, as the CDC may announce through posting of a notice in the Federal Register
- Confirm that no one on board has had a known exposure to COVID-19

For further guidance, members should consult the following website managed by the CDC with additional specific recommendations for cargo vessels arriving to USA ports on COVID-19 prevention and handling of suspected cases:

<https://www.cdc.gov/quarantine/maritime/recommendations-for-ships.html>.

See also the attached USCG Marine Safety Information Bulletin:

https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/MSIB/2020/MSIB-06-20_Reporting-Requirements.pdf?ver=2020-03-13-092336-483

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Sick or injured crewmembers are allowed to disembark on a case by case basis. See below.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

USCG and Immigration authorities deal with medical disembarkations on a case-by-case basis, depending on the seriousness of the illness/injury.

Members must contact local agents in Puerto Rico and the US Coast Guard San Juan Office well in advance of the arrival of the vessel to Puerto Rico for a scheduled port call, to inform the need for a medical disembarkation. USCG will immediately require all relevant medical information from the ship to decide if the illness/injury requires an emergency disembarkation

in Puerto Rico. If disembarkation is allowed COVID-19 tests will be performed at the medical facility or might be required to be conducted on board, depending on the nature of the crewmember’s medical condition.

In case of a deviation to disembark the injured/ill crewmember, agents in Puerto Rico must be appointed to deal with USCG and US Customs, and Immigration authorities. As with scheduled calls, in cases of deviation, after disembarkation is allowed COVID-19 tests will be also performed either at the medical facility, or on board, depending on the nature of the crewmember’s medical condition.

It should be noted that, most local private hospitals will require an advance monetary deposit, usually of about US \$10,000.00, to be made before admitting the patient for treatment.

At Jiménez, Graffam & Lausell we work closely with agents, medical facilities, and authorities to liaise and assist, as needed, during the disembarkation process, particularly on a non-scheduled call, and to ensure that the ill/injured crewmember receives prompt and quality medical care once the disembarkation takes place.

Q

Qatar

Gulf Agency Qatar (W.L.L.)

NB Information correct as at 23.10.20

	HAMAD	Al Shaheen	Halul Island	Ras Laffan	Mesaieed
Are routine crew changes permitted in your port?	NO	NO	NO	NO	NO
If they are allowed, are there any restrictions in doing so?	NA	NA	NA	NA	NA
Are crewmembers who are either sick or injured permitted to be disembarked in your port?	Emergency medical evacuation for hospital attendance only.	Emergency medical evacuation for hospital attendance only.	Emergency medical evacuation for hospital attendance only.	Emergency medical evacuation for hospital attendance only.	Emergency medical evacuation for hospital attendance only.
If they are allowed, are there any restrictions in doing so?	Under Normal Circumstances disembarking are not permitted and on emergency medical terms crew can be evacuated by chopper or ambulance depending on the situation and expects crew to return prior to sailing. Should the crew’s hospital stay prolongs longer than the vessel stay, vessel shall be permitted to sail under special approval but issuance of visa for the crew to officially enter and exit the country from the hospital can be a lengthy process. Issuance of visa shall also be subjective on case to case basis.				

R

Reunion

Indoceanic Services

NB *Information correct as at 23.10.20*

Are routine crew changes permitted in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests **yes for transiting in Paris**, quarantine requirements etc.**NO**)

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
YES

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **NO**

Romania

Interservices SA

NB *Information correct as at 23.10.20*

Are routine crew changes permitted in your port?

Romania, similarly to the rest of the world has been under a state of emergency declared by way of a presidential decree which more or less resulted in lockdown, with individuals being allowed to travel for very specific and limitative reasons.

State of emergency has been thereafter converted into a state of alert bringing forward a relaxation of measures and a current overwhelming increase in COVID-19 infections (i.e. over 5,000 new COVID-19 new cases per day).

Two decisions by the Romanian Constitutional Court declaring as unconstitutional the manner of adoption of various laws contemplating to safeguard society against coronavirus infections further resulted in hindering authorities efforts to quarantine individuals and prevent spread of infections.

Cumulatively the above resulted in adoption of Law no. 136/2020 ("Quarantine Law") envisaged to right previous wrongs and take control over the situation. To put it in different words, the quarantine law is aimed at allowing authorities to impose quarantining of infected individuals, suspected of being infected, returning from a high risk area or known to have come into contact with an infected person on orders of The National Committee for Emergency Situations under guidance of The Technical and Scientific Support Group on handling of infectious diseases.

The Quarantine Law does not specifically apply to seafarers who are exempted, thus routine crew changes are permitted in Romanian ports.

This obviously prompts the question why the above preamble was necessary. The answer is that the situation at this end is becoming worse, is volatile, and it might be the case that scope and extent of The Quarantine Law would be amended.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

To the point of your inquiry it is entirely relevant and necessary that provisions of European Commission Communication on the implementation of the Green Lanes under the Guidelines for border management measures to protect health and ensure the availability of goods and essential services are followed and specifically articles 19, 20, 21, 22 and 26 which we are quoting below:

Quote

2. Better tailored application of rules for transport workers

19. As part of the overall effort to keep essential transport flows moving, Member States should also take action to ensure the free movement within the EU of all workers involved in international transport in all transport modes, such as drivers, seafarers, pilots, crew, wagon inspectors, maintenance workers, etc.

20. In particular, rules such as travel restrictions and mandatory quarantine of transport workers not displaying symptoms, should be waived, without prejudice for competent authorities to take proportionate and specifically adapted measures to minimize the risk of contagion. For example, Member States should abandon requirements to oblige asymptomatic transport workers to produce for inspection a doctor's certificate to demonstrate that they are in good health. Such requests would be disproportionate and of limited value, given the possibility of asymptomatic infection after such a certificate is issued, and as access to doctors is already restricted by the COVID-19 outbreak.

21. Workers should not be prevented from crossing an internal border in order to carry out their transport functions: internationally recognized certificates of professional competence should be considered sufficient to prove that a worker is active in international transport. These certificates should temporarily be deemed valid for a reasonable period beyond their date of expiry during the Covid19 outbreak.

22. If necessary, for example in the absence of an internationally recognized professional certificate (e.g. van drivers) or in case the certificate expired, Member States may require a letter from the worker's employer to establish their bona fides together with the appropriate identification papers in order to enable them to cross the internal border in the exercise of their profession. The Commission is assisting this process by providing a standard template letter (Annex 3).

26. Member States should cooperate to facilitate the repatriation of transport workers whose contracts have terminated and provide them with any necessary assistance to get home.

Unquote

Thus routine crew changes are allowed without the seafarers being quarantined and proof of being international transport workers is made with the seaman's book.

We would further suggest that Annex 3 referred into article 22 and attached hereto is also being filled in. Given the circumstances of the case where the vessels are abandoned, it became customary that the place of employers filling in the forms is taken by the manning agents who in any event under Romanian law, which includes adoption of MLC, have a duty to assist with repatriation and ensure that seafarers are not left stranded abroad.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

Yes, for the above mentioned reasons. The Quarantine Law exempts seafarers irrespective of the reason for which disembarkation is requested i.e. crew changes, illness, injury etc.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Pursuant to the Quarantine Law provisions in conjunction with the provisions of the European Commission Communication on the implementation of the Green Lanes, **there are no restrictions imposed to crewmembers signing off due to sickness or injury.**

The only requirement as stated above is that proof of being international transport workers is made with both the seaman's book and the template of certificate for international transport workers (Annex 3).

However, COVID-19 testing, normally PCR testing, is being made for seafarers signing off depending on requirements in the country of destination.

Russia

CIS PandI Services Ltd

NB Information correct as at 29.10.20

No quarantine in the ports. But crew members should pass medical control upon arrival. If everything OK, then no additional procedures.

Injured and ill crew members are permitted to disembark and get medical assistance. All the vessels (including the ones from badly infected countries) are permitted to conduct cargo-related activities, ship repair, taking supplies.

Personal protective equipment is available upon requirement.

When there is a suspected virus case, the medical team takes the samples and the crew is forbidden to enter the port till the analyses is completed.

The crew change on general basis is impossible. Only the replacement of an ill crewmember with a Russian seaman.

The repatriation is allowed after the Covid tests and negative results. Due to a very limited numbers of flights, it is impossible to arrange the direct flight from Pacific port to seamen's homeland (Korea, Philippines, Vietnam, China) and we had to do it via Istanbul or Amsterdam.

CIS PandI Services Ltd

NB Information correct as at 11.11.20

Our Moscow branch is not dealing with any port regulations yet Moscow airports are major transport hubs serving international flights.

Therefore information on current regulations related to COVID-19 might be useful.

Foreign citizens departing to airports in the Russian Federation, including passengers transiting through airports in the Russian Federation, must provide a certificate in Russian or English with a negative PCR test result for COVID-19 taken not earlier than 72 hours before the flight departure. In the absence of a certificate, passengers will be denied transportation. If the medical document is not available in Russian or English, it may be submitted in the official language of the state of registration of the organization that issued such medical document, with a translation into Russian with its accuracy attested by a consular official of the Russian Federation.

Each country sets its own requirements for the time required to take the test.

The information about restrictions is available on the website of Aeroflot Russian Airlines.

https://www.aeroflot.ru/ru-en/covid-19?_preferredLanguage=en&_preferredLocale=ru

It contains the list of categories of persons who are allowed to enter the Russian Federation from countries with which regular air traffic has not been resumed. This list includes but is not limited to:

Persons traveling with the purpose to replace the crews of sea and river vessels located in the ports of the Russian Federation, on the condition of presenting a visa or visa-free in the cases stipulated by the international treaties of the Russian Federation, seafarer's identity documents, documents confirming registration in the crew list or abstract from the crew list;

foreign citizens traveling as visa-free transit passengers through Moscow (Sheremetyevo) to the third countries, if they have a confirmed ticket for the continuation of the flight and a medical document (in Russian or English) confirming a negative result of the material laboratory tests for COVID-19 by the PCR method (PCR-test) dated no earlier than 72 hours before the aircraft departure.

Pandi Services East

NB *Information correct as at 26.10.20*

We gathered the information available from various sources with regard to the situation in Kaliningrad, Murmansk and St. Petersburg and send you attached hereto our findings and observations re the questions put. Hope the information provided will come in handy



26.10.2020
COVID-19 Crew cha

Lars Krogius Russia Ltd

NB *Information correct as at 27.10.20*

Having been informed by local agents, we should report the current situation in the port of Saint Petersburg as follows:

Are routine crew changes permitted in your port?

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Routine crew changes are permitted with some restrictions as below:

- Departure from ship: OK, but prior to leaving ship crewmember needs to pass COVID PCR-test and provide negative result, then the officials give permission to travel. PCR (only!) test be performed by a medical company whose personnel arrived on board for testing - on payable basis.

- Arrival of new crewmember: OK, but from only those countries with which Russian Federation has opened for regular air exchange (rather limited number of such countries), 72-hour COVID negative test to be in hand. If charter air flight - then 2-week quarantine.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

In these extra-ordinal cases the delivery to hospital may be done as usual. All necessary tests be done there. It should be borne in mind that the current situation is not stable and may change at any time

Murmansk P & I Agency

NB Information correct as at 27.10.20

Are routine crew changes permitted in your port? Crew changes are permitted at the port of Murmansk with prescription compliance. A company carrying out crew changes must notify Authorities in five working days before the expected date of crewmembers` arrival. While crew disembarkation the follow conditions are to be satisfied: the tests for COVID-19 must be performed; from the moment of leaving last foreign port should pass at least 14 days. Subject to less than 14 days passed from the vessel`s previous departure till the date of disembarkation, crewmembers are to stay in observation facility within two weeks. To disembark, a crewmember must have confirmation of his negative test for COVID-19.

Confirmation of a negative COVID-19 test result is also mandatory for crewmembers arriving in Murmansk. The company responsible for crew change is obliged to provide an ambulance equipped with isolated air circulation system from Murmansk airport directly to the vessel. Commercial terminals can take stricter measures and do not allow crew changes at their pier. Agent companies frequently try to escape involvement in a process of crew changes.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? The said conditions must be satisfied in cases of sick or injured crewmembers disembarkation. Only in emergency cases, the crewmember can be provided with medical treatment in a hospital. Routine medical care not associated with COVID-19 is available in agreement with the local authorities if the test for COVID-19 is negative.

Jurinflot International Law Firm

NB Information correct as at 27.10.20

Are routine crew changes permitted in your port?

Generally, as it follows from the Government Executive Order N 635-p (as amended on October 14, 2020) Russian restrictions concerning entry into the Russian Federation shall not be applied to persons who enter Russia by automobile, air, railway or marine transport for the purpose of crew change of marine or river vessels upon the condition of presentation of valid identification documents which are recognized in Russia and visas (non-visa regime is applicable in case it is stipulated by the international treaties of the Russian Federation), subject to the existence of valid seafarer identity card and inclusion into the ship's articles or an extract from the ship's articles.

It should be noted, that foreign citizens arriving into the Russian Federation (by air transport) must have a medical document (in Russian or in English), which confirms a negative result of a COVID-19 laboratory study using a polymerase chain reaction (PCR), with the test sample taken not earlier than three calendar days before entry into the Russian Federation. Furthermore, for the purpose of enforcing quarantine control foreign citizens entering the Russian Federation must fill out a report form (the recommended sample of the form is available at the Russian Agency for Health and Consumer Rights website).

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

In accordance with the Decree of the Russian Government dated 2 of April 2020 N 239 "On the measures of enforcing quarantine safety of the population in the territory of the Russian Federation with reference to the spread of the new coronavirus infection (COVID-19)" the executive authorities of the subjects of the Russian Federation may on their own develop and implement packages of measures, restrictive or otherwise, aimed at enforcing quarantine safety of the population of the aforementioned subjects. Taking the above into account, these restrictive measures may differ between the various ports of the Russian Federation, and it is recommended to request the exact port on the applicable restrictions before entering it.

In general, according to the letter issued by the Russian Agency for Health and Consumer Rights on 09 of June 2020 N 02/11760-2020-32, crewmembers (Russian citizens) returning (signing off) to the Russian sea ports who visited the ports of foreign nations and/or passed through regions of the Russian Federation with unfavourable epidemiological conditions shall not stay on board their vessel to undergo the isolation period and leave the vessel upon the condition of observance of the necessary anti-epidemiological measures. The way of isolation and medical monitoring are determined according to the present epidemiological situation and the specifics of the spread of COVID-19 in the current region of the Russian Federation. Typically, isolation and medical monitoring lasts for 14 calendar days at home or in an observation facility (for example for foreign crewmembers), or until a negative COVID-19 test result is obtained.

In addition, we should stress that the clarifications provided by the Russian Agency for Health and Consumer Rights in the letter dated 30 of June 2020 N 02/13243-2020-27 state that in the event of a crew change aboard a seagoing (or river) vessel, the arriving crewmembers need to present the COVID-19 test result (done using either PCR or by the measurement of IgG antibodies) performed not earlier than 3 days before arriving at the vessel.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

Currently in Russia there are no general limitations on signing off crewmembers who are ill or injured. It should be separately noted that Russia has adopted the Convention on Facilitation of International Maritime Traffic of 1965 which provisions are mandatory for Russian state authorities. In particular Section H of the Convention considers that delivering aid to ill or injured crewmembers to be of higher priority. Thus, Standard 2.27 of the Convention stipulates that emergency medical treatment and measures for the protection of public health shall take

precedence over any control measures which public authorities may apply to sick or injured persons being put ashore.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

As we mentioned previously, each subject of the Russian Federation has the right to set their own limitations to prevent the spread of the coronavirus infection. The general measures may include the use of individual protection measures, reports, measuring body temperature, inquiries regarding complaints about personal health, inspections etc.

We deem that in case an injured or sick crewmember is present on the vessel, this information should immediately be sent to the agents and administration of the port of call for the purposes of finding out of any actual limitations/restrictions and of cooperating with the local authorities in the matter of disembarkation the sick/injured crewmember from the vessel and transportation him to a hospital (since the situation around the spread of the coronavirus in Russia is unstable, limitations and restrictions may be changed depending on the local conditions).

If there is a threat of infection, or if there are signs of an already present infection aboard the vessel, the recommendations issued by the Ministry of Transportation of the Russian Federation should be applied (“Temporary recommendations, aimed at safe functioning of seagoing and inland water-borne transport during the COVID-19 outbreak”, approved by the Ministry of Transportation of the Russian Federation on 25 of May 2020). These recommendations stipulate the following:

All crewmembers (including the one found ill) are to go through COVID-19 tests.

In the event the ill person and/or the crewmembers are confirmed to be infected with COVID-19, all infected persons are disembarked from the vessel.

After the infected persons are disembarked from the vessel, the isolation facility, all rooms which have at any point contained the infected or the response teams, as well as all the paths taken by the infected during their evacuation shall be disinfected. After this cargo operations may proceed as normal, and the vessel may leave port in accordance with the normal port rules and procedures.

S

Saudi Arabia

Mutual Marine Services Al Mushtaraka Ltd.

NB Information correct as at 29.10.20

Are routine crew changes permitted in your port? International flights are still not totally open so currently no crew changes. Normal flights are reported to be opening on 01/01/2021.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) *As above.*

Are crewmembers who are either sick or injured permitted to be disembarked in your port? In general yes, although some ports are enforcing different rules.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) They will be tested for COVID-19 in the hospital.

Senegal

BUDD Senegal

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? The crew changes can be done in our country as usually since the lifting of the curfew more than 2 months. Airport is working normally.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.). On arrival, the on signers should present at airport a covid-test with result positive valid for 72 hours. On departure also, the off signers will make Covid test and should present it at the airport.

The test is done at the PASTEUR INSTITUTE

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Disembarkation is possible for the sick or injured crewmembers in Dakar port.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.). Health/immigration authority will enter the vessel for pre-arrival inspection/formality and upon disembarkation, the COVID –test is compulsory. However, there are restrictions entry reciprocity apply by Senegal against citizens of some European countries.

TCI Africa Dakar

NB Information correct as at 23.10.20

As far as Dakar port is concerned, please be informed that routine crew changes are indeed permitted.

However, the on-signers must show on arrival a negative COVID-19 test of less than 7 days. The off-signers must also undertake a COVID test ashore before being authorized to fly home.

Crewmembers who are either sick or injured are permitted to be disembarked in Dakar port but subject to prior temperature check-up onboard by the port Health Service. The COVID test is then conducted once at the hospital.

Sierra Leone

Africa Marine Services (Sierra Leone)
NB Information correct as at 23.10.20

INCOMING CREW

1. You have to enter details using the Website – www.travel.gov.sl
 - a. You have to ensure that Covid PCR test at country of origin is performed and negative result.
 - b. This has to be uploaded in the site together with flight details and passport details
 - c. Cost of USD80 has to be paid
 - d. To be done per crew
2. Agents need passport details of every crew and showing designation plus flight details 72hrs before arrival to arrange visa
3. Crew will be tested at airport by Health Officer
4. Crew to ensure that their yellow cards are available and up to date
5. Agents attend to them at airport throughout all the formalities and put them on water taxi (Airport to Freetown) after which they are collected for transport to the vessel

OUT GOING CREW

1. Agent need to have their flight details 7 days before departure
 - a. Agents need to apply for Covid testing and test takes 3-4 days
 - b. Agents need to make payment of USD70 for each crew for testing
 - c. This certificate will be used for flying out and for destination
2. Agents collect passports from Master to secure landing visa
3. Agents arrange pick and airport transfer and attendance

SICK CREW

1. They are allowed to disembark only after confirmation of Covid Free
2. Meaning they will have to be tested before hospital can start attendance

Singapore

Spica Services (S) Singapore

NB Information correct as at 27.10.20

Are routine crew changes permitted in your port? Yes, subject to the criteria mentioned in the PMCs.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) As per the PMCs

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Sick/injured crew may not be allowed to land ashore in Singapore for medical treatment based on the latest restrictions over the Covid-19 issues. However, the authorities would allow a medical doctor to attend on-board to carry out health screening of vessel and medical assessment of crew to determine extent of illness of subject crew. If crew medical condition is treatable and does not require shore treatment/hospitalisation, he would have to remain on-board. If he requires medical treatment ashore, attending doctors would have to prepare relevant medical reports for the authorities. Once medical clearance is obtained, agents would have to proceed ashore to obtain further clearance from the port to land crew ashore. Agents would have to obtain MPA/Health authority/Immigration approval in order to organize landing and medical treatment of crew in Singapore. Once ashore, the hospital will further review crew and carry out treatment accordingly. If hospitalization is necessary, he may then be recommended to sign-off. Otherwise, he would have to return back to the vessel following hospital treatment. This process may take at least 24 hours before the vessel would be cleared for departure.

If he is hospitalised and signed-off, the 14 days 'Stay Home Notice' (SHN) would be enforced on the crew concern upon signing-off and in concurrent with the hospitalization stay, even if he does not show Covid-19 symptoms.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) As per above clarification.

NB Update: 10 November 2020

The Singapore authorities continue to restrict border control for arriving/departing foreign nationals, including that of vessel's crew in light of the continuing efforts to restrict spread of the Covid19 pandemic.

Please find attached the latest MPA Port Marine Circular No. 042 dated 09.11.2020 at Singapore.

Follows are the brief criteria of crew change that owners/agents are to strictly observe and comply with.

1. Crew change considerations :

(a) crew whose employment contract has expired;

(b) additional crew on board whose sign-off would not affect the safe manning of the ship;

(c) change of crew due to the sale or purchase of ship;

(d) personnel who are not part of the ship's crew such as superintendents and service engineers;

(e) compassionate grounds e.g. death of family member; or

(f) the crew is no longer medically fit to work on-board the ship.

2. CREW CHANGE PROCEDURES :

SIGN-OFF procedure :

(a) In general, all signing-on crew are required to serve 14-day Stay-Home Notice (SHN) in the crew's originating country/region in the period immediately prior to his/her departure flight/ferry to Singapore. The crew should be completely isolated in a room with a dedicated toilet with strictly no interaction with others (including family members) at his/her place of residence, or serve the SHN in a dedicated facility/hotel.

(b) Crew from specific low risk countries/regions will either no longer be required to serve the SHN or serve a shorter SHN of 7 days in his/her originating country/region prior to departure for Singapore. Please refer to Page 2 of 4 ICA's website (<https://safetravel.ica.gov.sg/files/SHN-and-swabsummary.pdf>) for the latest list of low risk countries/regions.

(c) The crew must have a negative result from a COVID-19 test (polymerase chain reaction (PCR) type) taken at a government-approved or ISO 15189- accredited testing facility at his/her originating country not more than 72 hours prior to departure for Singapore.

(d) The crew must be certified fit-to-travel by a doctor at his/her originating country not more than 24 hours prior to departure for Singapore.

(e) During the entire crew change process, including during the journey to Singapore, the crew should not be in a group of more than five (5) persons, and must remain in the same group. There must be no interactions between groups.

(f) The crew should only arrive Singapore to join his/her ship not more than two (2) days before the ship's departure from Singapore.

(g) Crew who have recovered from COVID-19 must submit documentary proof of his/her past diagnosis of COVID-19 based on the earliest positive PCR test result.

SIGN-ON procedure :

(a) The crew must not have gone ashore in the last 14 days before disembarking the ship, must have remained well and not had contact with any known or suspect case of COVID-19 throughout that period.

(b) The crew must be certified fit-to-travel by a doctor in Singapore not more than 24 hours before disembarking the ship.

(c) MPA will facilitate COVID-19 pre-departure testing for sign-off crew in Singapore in accordance with the prevailing national policy. Ship owners/managers/agents will bear the cost of the COVID-19 tests of their crew, where applicable.

- (d) Crew subjected to serology test shall remain onboard until production of a negative COVID-19 test result.
3. Sign-on and sign-off crew may stay at designated holding facilities at Singapore for up to 72 hours.
 4. Ship owners/managers/agents must apply for crew change in Singapore by filling up the online form at www.mpa.gov.sg/web/portal/home/port-of-singapore/operations/crew-change or scan the QR code in the PMC 20-042.
 5. MPA urges ship owners/managers/agents to submit applications at least 14 days before the planned crew change, especially if the application includes sign-on crew. For foreign-flagged ships, crew change will be considered if the ship meets all prevailing requirements, and is in Singapore for cargo operations, bunkering and/or other marine services.
 6. For crew changes to take place safely, MPA continues to expect all owners, agents, ships and individuals to ensure that the COVID-19 preventive measures are followed strictly. Any breach will be taken seriously.
 7. Any queries relating to this circular should be directed by email to crew_change@mpa.gov.sg



pc20-042 - Latest
Crew Change - 09.11.

Slovenia

Samer & Co Shipping

NB Information correct as at 10.11.20

Are routine crew changes permitted in your port? Crew change at Koper is currently still possible subject to direct transit transfer.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Crew change can be performed at Koper subject to direct transit from Airport to vessel or from vessel to airport. Crew members are not allowed to have any intermediate stops on the route.

Contract of employment for crew is suggested to be presented to immigration as evidence for contract assigned or contract expiry.

COVID-19 tests are not requested for crew in direct transit.

All Hotel accommodation are currently not possible since all Hotels are closed due to epidemic situation in Slovenia.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

Injured or sick crew members are allowed to be disembark at Koper but subject to conditions and terms provided by Slovenian immigration office and Slovenian Health organization which are to be checked case by case and depending of sick crew symptoms.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

To be checked case by case with Slovenian Immigration and Slovenian Health organization.

Somalia

Omer Ali Dualeh & Co

NB Information correct as at 04.11.20

Are routine crew changes permitted in your port?

Yes, Crew changes are permitted.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

No restrictions except for Covid-19, where a prove of Negative Test is required on arrival.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

Yes, Crew members whom are sick are allowed to be disembarked and repatriated.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

No restrictions except for Covid-19.

South Africa

Shepstone & Wylie

NB Information correct as at 04.11.20

According to the agents, there are small variations on how these are enforced from port to port.



Port Health.pdf



TNPA Notice 8 on 43753_01-10_Transp MN 47 of 2020
Health Risk Alert - Cort - Seaports Direct-COVID-19 - Level 1



Edward Nathan Sonnenburg

NB Information correct as at 26.11.21

We are pleased to confirm that all sea ports in South Africa remain open. We are also pleased to confirm that our ports have recovered from both the recent cyber-attack on Transnet, as well as disruptions at the ports of Durban and Richards Bay, as a result of violent mass riots, looting and insurrection in KwaZulu-Natal sparked by the incarceration of the former South African President Jacob Zuma.

The risk adjusted strategy currently implemented nationally has lessened restrictions to allow and fast-track economic recovery, however, we are seeing an increase in the number of Covid-19 cases nationally and a predicted fourth wave over the December period. This may well result in increased restrictions on short notice.

1. Vessel arrival requirements – e.g. notifications, declarations, restrictions and pilotage arrangements:

Transnet has withdrawn its Notice no.12 that previously set out requirements for vessel arrivals and other Covid-19 measures. Transnet has advised that it will align itself with measures taken by The National Department of Transport to address, prevent and combat the spread of Covid-19 at seaports as contained in Government Gazette no. 45376 as well as directives published by the South African Maritime Safety Authority (“SAMSA”) in its Marine Notice 21-21(C), which pertains to passenger ships.

In terms of Government Gazette no. 45376-

- All commercial sea ports remain open;
- Foreign crew changes are permitted at all nine commercial ports;
- Embarkation and disembarkation must comply with the curfew restrictions (2359 (lt) to 0400 (lt) daily);
- Passenger vessels are permitted for international voyages;
- The agents and cruise liners will be responsible for all arrangements relating to the transportation of travellers and crew who are required to isolate or quarantine at approved facilities ashore; and
- All port facilities or terminals must enforce Maritime Security Level 2 when facilitating passenger vessels and enforce Maritime Security Level 1 when handling cargo operations.

Further measures set out in Government Gazette no. 45376 will be outlined below.

2. Port operation status – e.g. are COVID-19 restrictions impacting on the operations of ports and logistics that may affect shipping, is shore leave allowed?

Shore leave is allowed for all crew in line with South African immigration requirements and port health protocols. Furthermore, there must be strict adherence to official curfew times (2359 (lt) to 0400 (lt) daily) under Alert Level 1. Any shore leave must end at 2300(lt) each day while in port, to allow for travel time to the vessel and planning should be such that the last crewmembers are on-board the vessel no later than 2359 (lt).

There are currently no other major restrictions in place and all ports are fully operational.

3. Are seafarers able receive medical treatment for both COVID and non-COVID issues?

Seafarers are able to receive medical treatment for both Covid-19 and non-Covid-19 issues.

4. Crew change status e.g. requirements and restrictions for both national and foreign crew.

Government Gazette no. 45376 sets out the requirements in respect of crew changes, as below-

“Commercial seaports and foreign crew changes

- 7) *All international travellers and crew arriving at seaports must provide a valid certificate of a negative COVID-19 test recognised by the World Health Organization, which was obtained not more than 72 hours before the date of last foreign shore excursion.*
- 8) *In the event of the traveller's failure to submit a valid certificate of a negative COVID-19 test, the traveller will be required to do an antigen test on arrival, at his or her own cost, and in the event of a traveller testing positive for COVID-19, he or she will be required to isolate himself or herself at their own cost for the period of 10 days.*
- 9) *(a) Signing-off crews are not required to produce a valid certificate of a negative COVID-19 test if the vessel has not had crew changes or has not visited a foreign port within 10 days before arrival at a South African sea port.*

(b) Where the vessel has had crew changes or has visited a foreign port within 10 days before arrival at a South African sea port, the crew must undergo antigen testing on arrival and, in the event of a crew member testing positive for COVID-19, he or she will be required to isolate himself or herself for the period of 10 days, at the crew member's or employer's own cost.

However, please note that in terms of the measures adopted by port health, all off-signing crew must undergo either a Polymerase Chain Reaction (“PCR”) or antigen test. A travel health questionnaire must also be completed and submitted to the relevant port health inspector when he or she boards the vessel.

5. COVID-19 vaccination requirements for seafarers – e.g. are authorities requiring proof of vaccination status?

South African authorities do not require seafarers to be vaccinated.

6. Details of any vaccination programmes offered to both national and foreign seafarers.

Vaccination programmes are open to both national and foreign seafarers.

Foreign seafarers in South African ports are regarded as documented foreign nationals and as a result they are eligible for vaccination.

SAMSA’s Marine Notice 19-21 sets out the guidelines to be followed by foreign seafarers in order to get vaccinated in South African ports.

The type of vaccination provided at a vaccination centre cannot be guaranteed. Ideally seafarers should be getting a one dose vaccine however it has been reported that South Africa has limited supply of such.

The following conditions apply in order to obtain permission from port health and immigration to visit a vaccination site. Please note that we have been advised that these conditions may be amended on short notice-

- 1) A valid PCR test;
- 2) Confirmation of vaccination appointment;
- 3) Valid passport;
- 4) Letter of guarantee from agent responsible for crew / seafarer;
- 5) Crew will be admitted into the country for medical purposes for 1 (one); and
- 6) Seafarers must report to immigration on their way to the vaccination site and straight after vaccination.

The link to register is-

<https://vaccine.enroll.health.gov.za/#/>

In the event of any seafarer welfare challenges, seafarers can contact: welfare@samsa.org.za

7. Any impacts on legal proceedings and courts – e.g. court delays, remote courts, extended time bars etc.

South African courts remain open and functional but continue to deal with a backlog of matters due to the various lockdowns implemented since March 2020. There are strict protocols regarding social distancing, the number of persons allowed in court and the wearing of masks.

Certain courts have hosted remote hearings using virtual options such as Microsoft Teams, Webex and Zoom. Remote hearings are dependent on the presiding officer as well as the parties involved.

Courts are following the usual time limits as prescribed by legislation and the rules of court in respect of time bars.

All in all, restrictions depend largely on the jurisdiction of the court and the number of active Covid-19 cases.

The Durban High Court is undergoing renovations during the period December 2021 to January 2022. This will have an effect on access to court files and the office hours of certain registrars. We anticipate that this may also cause some delays in respect of urgent matters.

***NB** Information correct as at 23.10.20*

Are routine crew changes permitted in your port? Yes in all nine of South Africa's commercial ports.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) YES, (i) on-signers must produce a negative pcr test obtained in the preceding 72 hours, failing which quarantine at own cost is compulsory ; (ii) maximum 7 day layover at a designated facility allowed, (iii) off-signers do not need to produce negative pcr test save if vessel has had crew changes or visited a foreign port within preceding 10 days

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Yes, (i) on-signers must produce a negative PCR test obtained in the preceding 72 hours, failing which quarantine at own cost is compulsory ; (ii) maximum 7 day layover at a designated facility allowed, (iii) off-signers do not need to produce negative pcr test save if vessel has had crew changes or visited a foreign port within preceding 10 days



MN 47 of 2020
-COVID-19 - Level 1 C

P&I Associates (Pty) Ltd
NB Information correct as at 23.10.20

Crew changes are permitted in Cape Town and Walvis Bay

International crew changes do not require COVID19 test for on signers and off signers (depending on when the last crew change and the port the vessel is arriving from)

Medevacs are permitted - authorities have a friendly approach

The master is to comply with MRCC requirements at Cape Town and most medevacs are permitted without covid19 test but clearances from Port Health is required – Walvis Bay requirements are more stringent and a covid19 test is required prior to disembarking the crew

Please see further below and attached from the authorities in Cape Town:

- 1) Operating hours will resume on a 24 hour basis as from 01/10/2020
- 2) No shore leave will be granted under current Disaster Risk Management.
- 3) Non-compliance to guidelines stipulated in NDOT Government Gazette will be dealt with Accordingly and member will be refused for non-compliance.
- 4) For the safety of both vessel crew and staff we will still not board vessels, however document can be mailed or hand delivered to our offices.
- 5) OPL applications and sailing notices must be applied for at our office.
- 6) All maritime ports are open for crew changes.

Mosselbay: agents needs to send requests to me for approval and it will be facilitated in Mosselbay must comply with guidelines.

Saldanha: All crew changes will be facilitated in Cape Town must comply with guidelines and still no OPL allowed in Saldanha.

7) Expired passports of crew needs to be handled by relevant Embassy and must be directed to DHA Head Office.

8) OPL requirements remain as is referring to communication dated 28/03/2019. Attached below for ease of reference

OPL'S

- A) Off Port limit permits (OPL) as we all know is not legislated, however it is a service we render.
 - B) OPL's is conducted for the following services: CREW CHANGES, MEDICAL EVACUATIONS, REMOVAL OF STOWAWAYS,
 - C) No passengers will be allowed to embark or disembark via OPL such as children and spouses.
 - D) Exceptions will be made for Technicians and Superintendent provided the following is adhered to.
 - Technicians/Superintendent from visa exempt Countries must be in possession of a valid passport, seaman's book and a copy of contract.
 - Technicians/Superintendent from visa restricted Countries must be in possession of a visa, passport, seaman's book and a copy of contract.
 - No exceptions will be made
 - E) Upon application for OPL the following must be ensured: Name of vessel, Estimated ETA and time, Last Port of call, Free Pratique, copies of passports and seaman's book for on and off signers as well as flight details for off signers.
 - F) The service provider will inform Office timeously to facilitate compliance of off signers on quay side.
 - G) Medical evacuation the office needs to be informed which hospital and ward the members has been taken too.
 - H) Immigration will arrange with agent to meet at hospital for face to face thereafter agent will bring passport to office for processing.
 - I) Also ensure that discharge letter is furnished to Immigration upon receipt thereof.
 - J) Upon return of OPL ensure that Immigration forms is completed, signed and stamped
 - K) The service provider also needs to stamp and sign the OPL checklist.
 - L) Original arrival and departure list must be submitted upon return **no copies will be accepted**
1. Crew changes will be allowed at the following South African Ports :

Durban

Richards Bay

Port Elizabeth

Cape Town

Saldanha Bay (in port only)

2. The following international airports are operational :

JNB (Johannesburg)

DUR (Durban)

CPT (Cape Town)

3. Crew changes via vessels in port

- Crew member must produce a valid Passport, Seamans Book and a valid Flight Ticket at Immigration
- Port Health will screen all crew on the vessel's arrival.
- No Covid test required where no crew changes have taken place within 10 days of arrival
- ON/OFF-signer name and passport number of each crew member.

4. Crew Changes via OPL

- No Covid test required where no crew changes have taken place within 10 days of arrival
- Immigration require following documents prior in order to receive a Disembarkation Letter from our office:
- A Port Of Call list,
- Crew passports + Seamans Books
- ON/OFF-signer name and passport number of each crew member
- OPL OFF SIGNING / ON SIGNINGS will be carried out during daylight hours

5. Info needed prior to entering into South Africa :

- All travellers need to download the COVID-Alert APP (COVID Alert SA) so that they can monitor and minimise their risk of exposure to the COVID-19 virus. We are not sure how strict they are about this and if they are monitoring this

- On arrival, all travellers will need to present a negative COVID-19 PCR test result certificate not older than 72 hours before the date of their travel. Travelers will not be allowed to board without a negative PCR test result.
 - All travellers will be subjected to screening by Port of Health Officials upon arrival. All travellers detected with symptoms (which include elevated body temperatures and flu-like symptoms) or in contact with an infected person, will be expected to take a mandatory COVID-19 test in South Africa. This test will be at the traveller's cost. If the COVID-19 test comes back positive, the traveller will be subjected to a 10-day quarantine at a designated site.
 - The accommodation at a quarantine site will be at the traveller's cost
6. Vessels arriving within 10 days from a foreign port or had crew changes within 10 days
- must undergo COVID-19 testing. Same applies for OPL crew changes. The attached Quarantine Declaration form must be completed by each disembarking crew member.
 - The quarantine hotel booking confirmation
 - A Letter of Guarantee that the agents or owners will be taking responsibility for the crew member and the account at the quarantine facility,
 - COVID-19 testing to be done at an approved quarantine facility where crew will await their results or crew may proceed to an approved laboratory to be tested for COVID-19 and thereafter proceed to the quarantine facility to await their results or a Doctor may go onboard the vessel to do the COVID-19 testing and where possible crew may remain onboard to await their results.

A R Brink & Associates

NB Information correct as at 25.10.20

Are routine crew changes permitted in your port? Yes, subject to below requirements.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Valid negative Covid test (max 72h prior arrival / departure). For offsigners certain airlines do not require the test but it is advisable to carry same to avoid complications.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Yes, subject to below requirements

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) For an emergency evacuation permission must be granted by MRCC. For a doctor visit in port permission must be obtained from port health. Your local agent will liaise with port health to arrange same.

A R Brink & Associates

NB Information correct as at 27.10.20



Travel to and from Port Health Services
South Africa and infMemo 14 October 2020

Spain

Hispania P&I Correspondents

NB *Information correct as at 03.11.20*

Are routine crew changes permitted in your port? **Yes.** It is permitted to carry out crew changes at Spanish ports for both the country's own nationals and foreign nationals. Crew changes can be carried out at anchorage or at berth.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Crew changes are being carried out normally without restrictions but following the European Commission's recommendations:

- Seafarers must have their passport and Seaman's book with them.
- The vessel must provide a copy of the arrival and departure crew list, the Master's statement and Maritime Health Declaration.
- In order to embark/disembark, the seafarers must have confirmed flights and e-tickets.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **Yes.** Sick or injured seafarers are always allowed to disembark and to receive medical attention.

For non-COVID illness and injuries, seafarers are able to access medical attention and they can be transferred to hospitals on shore.

If there is a case of a seafarer being COVID-19 positive, vessels are required to notify the authorities 24 hours before arrival. The Spanish Health Authorities have been requiring disembarkation of the seafarers and transfer to hospital so that they remain under quarantine, and also the vessel must remain under quarantine for 10-14 days as a precautionary measure.

Other additional measures can be required by the local Health Authorities depending on the situation.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **Yes, if the crewmember is COVID-19 positive. See our reply above.**

A Perez y Cia Espana – Algeciras

NB *Information correct as at 23.10.20*

Are crewmembers who are either sick or injured permitted to be disembarked in your port? – **after receiving Sanitation Authorities confirmation.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) If crew is positive in COVID19 a quarantine will be compulsory, also if crew is sick with COVID19 symptoms, we shall arrange a COVID19 to confirm that.

A Perez y Cia Espana – Ceuta

NB Information correct as at 23.10.20

COVID_19 ACTION PROTOCOL

Checking with Immigration and local Authorities, they confirm that the crew changes are allowed by now but Ceuta ferry terminal and the city is under Covid_19 protocol with the restrictions of social distance, use of mask, protection and hygiene. Also off-signers must have a letter from the master confirming that disembarking crew are and have been free of any symptoms during the 14 days preceding their disembarkation (in case they have they are not allowed to sign off). Therefore no PCR is requested at Ceuta but we are aware some Airlines do so. Be in mind that if visa is required, this has to be authorized. In case of visa if any airline requests PCR crew member cannot disembark since this is only available for the transfer to his destination country and in case of positive result he cannot stay for 14 days quarantine with such visa in Spanish territory.

If any of the crew members are injured/sick and are not under COVID 19 symptoms (Master's letter required), they are allowed to disembark and taken to hospital.

For off-signers, if any indication of possible contagion is detected at Algeciras or Ceuta ferry terminals, the Sanitation Authorities can force him to keep in quarantine for 14 days.

NAGASA

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? See below

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

It is possible to make crew changes, for nationals and foreigners. There are currently no mobility restrictions within the country. If a foreign crew member arrives in Spain by air, they must complete a pre-arrival health questionnaire (Spain Travel Health <https://www.spth.gob.es/>) and once at the airport pass a health check.

In the event that you wish to make a change of crew, the date of entry/exit of crew members has to be communicated to Spain Travel Health Cadiz office and the DMS of the vessel has to be attached to verify that there are no signs of infectious disease on board.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
See below

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

The crew can access medical care ashore. To do this, you must contact Spain Travel Health Cadiz office to provide the crew and operational data (date, clinic, etc.), as well as the reason for the health consultation.

In the case of landing to carry out diagnostic tests on suspicion of COVID, or for symptoms related to COVID, it is necessary to coordinate the entire operation with Spain Travel Health Cadiz Office, since an epidemiological assessment of the condition of the vessel and crew must be carried out, and may require additional sanitary measures.

VB Comisarios de Averias, SA

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? **Yes, these are done as usual.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **No, as far as we are aware.**

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **Yes.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **only if they show symptoms.**

AMAZSA – Bilbao

NB Information correct as at 26.10.20

Please note that CREW changes to date are allowed at Spanish Ports. Requirements in order to carry out on / off signers movements at Spanish Ports:

Vessel must provide as follows:

- Maritime Declaration of Health.
- Crew passports and seamans books not expired.
- Vessel with off signer crew members cannot depart from the Port until crew have reached the flight due to in case flight being cancelled the off signers must return back to the vessel. Master cannot refuse to accept crew members back to the vessel and sometimes Immigration Police can request he to confirm in writing that crew can return back to the vessel., crew should return to vessel.
- On Signers / Off Signers cannot embark / disembark until they have confirmed flights. (Eticket with a valid locator)
- Shipping agents must have on consideration the restrictions of transit airports or destination airports.
- Immigration National police authorities must also approve the disembarkation. They require 2 working days' notice for such approval.
- Please note that to date crew change is permitted at Spanish ports but must be observed that the use of the Hotels can be limited with new lockdowns or closures, Arrival / departure flights must be adjusted maximum as possible to the stay of the vessel.

Please note the following regarding visa applications or face to face appointments to stamp Valid Visas.

OFFICIAL FORM TO BE PRESENTED TWO WORKING DAYS IN ADVANCE.

Off signers requiring Schengen visa arrangements will not be able to travel on the same date of vessel's arrival excepted if requested two working days in advance.

Visa application forms must be presented at immigration police 72 hrs prior to time of departure flight. During this time an appointment will be arranged for off-signer with 48 hrs notice prior vessels arrival (working days, holidays, weekends excluded. If not Visa will not be granted.

Working hours for Visa application register or face to face before immigration authorities are Mon-Fri from 09:00 hrs to 14:00 hrs.

Once Visa application has been issued to immigration office, any change in flight details or itinerary will request a new application in writing.

As rule off signer cannot remain at Schengen Area Airports longer than 4 hours.

Due to COVID 19 some transports have limited capacity per trip.

NOTE: Some Owners / Charterers requesting COVID 19 TEST for embarking crew and on signer cannot go on board till negative result on hand.

Please note that all above is subjected to change due to COVID 19 situation and Government new regulations/guidelines, lockdowns and possible curfew in order to stop COVID 19 risks to people.

Crew members sick or injured permitted to disembark as per normal procedure i.e communication to immigration re disembarking cause and repatriation plan back to origin country.

VB Comisarios de Averias S.A.

NB Information correct as at 28.10.20

Crew changes are allowed. Health Authorities request to be presented with a Maritime Health declaration from the vessel and information about the scheduled flights, through the ship agents.

No testing is mandatory. Heath Authority has informed that many Ship operators provide testing of their crew in order to facilitate movements.

Medical attention to seafarers is provided.

Seafarers coming from COVID-19 active places are not allowed to disembark to go to shore and authorization from health authorities must be obtained through ship agents to be attended at Hospital. No testing is mandatory. Heath Authority has informed that many Ship operators provide testing of their crew in order to facilitate movements.

Sri Lanka

GAC Shipping Ltd

NB Information correct as at 02.07.21

Please note crew changes in Sri Lanka is allowed and currently carried out via land based isolation centers (IC's) and chartered flights. However as per the latest directive from health authorities, if a vessel prior calling any Sri Lankan port **has carried out a crew change at an Indian port** (apart from carrying out a cargo/bunkering operation), disembarkation of crew would not be allowed until further notice. Such vessels which have exceeded a period of 14 days from the port call could apply for disembarkation approvals (except for Indian crew), for which authorities would consider approvals **on a case by case basis only.**

GAC Shipping Ltd

NB Information correct as at 29.06.21

Please note crew changes in Sri Lanka is allowed and carried out via land based isolation centers (IC's). However, air-passengers who have been to **India, Vietnam, South American Countries & South Africa** within 14 days (including transit) is restricted to arrive at Sri Lanka until further notice.

Furthermore in addition to the charter flight options offered through the public private partnership (PPP), we are pleased to share with you the new charter flight options arranged through **CASA consortium with lower rates**.

Note:

- *Exclusive charter flights can be arranged as per requirement.*
- *Foreign crew air arrival/ departure movements via charter flights is strictly limited to MRIA currently.*
- ***Seat/booking cancellation fee applies***

Time Frame To Submit Booking Requests:

- For CASA Consortium Flights: Minimum of 6 days
- For PPP Flights: Minimum 96 hours

REGULATORY REQUIREMENTS:

Disembarking Crew:

- Disembarking crew from a vessel are required to directly proceed to the IC.
- PCR conducted at IC and crew to remain at IC until results are available.
- Once the negative PCR result is received, the off-signers will be transferred directly to the airport for repatriation as per charter flight schedule.
- If any crew receives a positive PCR test result, provision for treatment should be done in the designated Intermediate Care Facility (ICF) approved by the Ministry of Health.

Embarking Crew:

- PCR test should be done for every on-signer within 72 hours prior boarding the flight, and should be made available to respective Port Health Officer (PHO) prior to their landing in Sri Lanka.
- The on-signers who arrive to the country by charter flight at MRIA, will be directly transferred to the IC from the airport.
- PCR conducted at IC and crew to remain at IC until results are available.

- Once the negative PCR result is received, on-signers will be transferred directly to the designated port for embarking as per vessel's ETA.

Other:

- All seafarers need to wear adequate PPE during the transfers.
- Crew change to be done under the supervision of Sri Lanka Navy and they should escort the crew transport vehicle.
- Crew change can take place in Colombo/ Galle ports at berth/ anchorage or OPL. Request for Trincomalee/ Hambantota/ Norochcholai Seaport crew changes will be handled case by case.
- **Passengers arriving from India, Vietnam, South American Countries & South Africa through airlines will not be permitted to disembark in Sri Lanka until further notice.**
- Qatar & Dubai have reduced the validity period of PCR tests from 72 hours to 48 hours.
- Medical evacuations will be permitted on a case by case basis subject to the descretion of the Health Authorities.

The day to day Cargo operations in all Ports of Sri Lanka continues without any interruption. Also the Country wide isolation was lifted from 25th of June 2021 onwards, and high risk areas are isolated based on the increasing covid patients.

All offices (Private/government) are operating with minimum staff ,while following HEALTH GUIDELINES.

GAC Shipping Ltd

NB Information correct as at 11.06.21

The Govt. of Sri Lanka decided to lift the temporary restriction imposed on in-bound travelers to Sri Lanka effective, 1st June 2021. However, restrictions for air-passengers who have been to **India, Vietnam, South American Countries & South Africa** within 14 days (including transit) will continue until further notice.

Furthermore, the Private Public Partnership (PPP) currently facilitating crew changes in Sri Lanka has charter flight options 3times a week.

Further please Note:

- *Exclusive charter flights can be arranged as per requirement.*
- *Foreign crew air arrival/ departure movements via charter flights are strictly limited to MRIA (Mattala AIRPORT) currently.*
- *Seat cancellation within 48 hours will be charged at the rate of USD 500 per seafarer.*
- *Booking cancellation within 24 hrs. will be charged 50% of the airfare per seafarer.*

Kindly note the PPP require **minimum 96 hours** for processing the request and making arrangements for crew change.

REGULATORY REQUIREMENTS:

Disembarking Crew:

- Disembarking crew from a vessel are required to directly proceed to the IC(Isolation Centre)
- PCR conducted at IC and crew to remain at IC until results are available.
- Once the negative PCR result is received, the off-signers will be transferred directly to the airport for repatriation as per charter flight schedule.

- If any crew receives a positive PCR test result, provision for treatment should be done in a designated Intermediate Care Facility (ICF) approved by the Ministry of Health.

Embarking Crew:

- PCR test should be done for every on-signer within 72 hours prior boarding the flight, and should be made available to respective Port Health Officer (PHO) prior to their landing in Sri Lanka.
- The on-signers who arrive to the country by charter flight at MRIA, will be directly transferred to the IC from the airport.
- PCR conducted at IC and crew to remain at IC until results are available.
- Once the negative PCR result is received, on-signers will be transferred directly to the designated port for embarking as per vessel's ETA.

Medical Evacuations

- Permission for Medical evacuations (illness/injury) will be granted on a cases by at the discretion of the HEALTH Authorities .

Other:

- All seafarers need to wear adequate PPE during the transfers.
- Crew change to be done under the supervision of Sri Lanka Navy and they will escort the crew transport vehicle.
- Crew changes can take place in Colombo/ Galle ports at berth/ anchorage or OPL. Request for Trincomalee/ Hambantota/ Norochcholai Seaport crew changes will be handled on a case by case basis.
- **Passengers arriving from India, Vietnam, South American Countries & South Africa through airlines will not be permitted to disembark in Sri Lanka until further notice.**
- Qatar & Dubai have reduced the validity period of PCR tests from 72 hours to 48 hours.

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port?

As advised by the Presidential Secretariat, all arrivals by air including seafarers have been temporarily suspended with immediate effect, until further notice. This decision was taken after a new COVID-19 cluster was identified in Sri Lanka on 4th of October.

However disembarkation of foreign seafarers, crew change operations of Sri Lankan crew and local/ foreign Sea Marshals are allowed, subject to approval from authorities.

Further bulk crew transfers using exclusive charter flights as per the health protocols will also be permitted, where the crew is required to transfer directly to/from port/airport (no stay at Isolation Centre is allowed and no PCR tests carried out in Sri Lanka).

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Health guidelines to be followed and the attached document provides information in detail

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

May be granted on case by case basis by the Port Health Officer., Considering the health risks, the Port Health Medical Officer may reject the request for disembarkation as per his/her judgmental decision

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, Quarantine requirement's etc.)

During the recent cases handled by the crew member will be subjected to a PCR test at a facility or the nearest Government Hospital based on the PHO instructions and will be hospitalized at Government Hospital. Although the PCR would be negative, treatment which related the illness / injury will continue in the Government Hospital, and will not permitted to be transferred to a private Hospital instantly.

Suriname

Cariconsult International Limited
NB Information correct as at 5.11.20



CREWCHANGES2011
05.docx

Sweden

P&I Scandinavia AB
NB Information correct as at 24.10.20

Are routine crew changes permitted in your port? **Yes it is.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **No restrictions other than VALID Schengen VISA and a face mask.**

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes it is, if they have a valid reason.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **No mandatory COVID tests required.**

Syria

John & Nagib Habeishy Law Firm
NB Information correct as at 27.10.20

For Syrian seafarers, crewmembers may be presently changed after undergoing a COVID-19

test.

For non-Syrians, in case of injury/illness, seafarers may be admitted to hospital for urgent care, provided they return to the vessel prior to her departure. However, should they require a surgical procedure, they may stay at hospital for longer on the condition that the ship agent undertakes to arrange their travel on the first vessel that calls after recovery.

T

Taiwan

Taiwan Transport Insurance Services Ltd (TTIS)

NB Information correct as at 28.10.20

Are routine crew changes permitted in your port? The crew changes in Taiwan are allowed in Taiwanese ports only for the vessels flying Taiwanese flag or the foreign vessels owned by Taiwanese shipping companies.

If they are allowed, are there any restrictions in doing so? If the crew changes are allowed, but the crew with PRC nationality cannot disembark in Taiwan. All disembarking crew shall quarantine for 14 days and repatriate to the crew's home country. Alternatively, if the crew's RT-PCR test indicates negative, he or she will be allowed to depart from Taiwanese airport by plane within 3 days.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? It is subject to special permit from the CDC. If there is urgent need, the CDC will allow the sick / injured crew for disembarkation in Taiwanese port.

If they are allowed, are there any restrictions in doing so? The sick/ injured crew shall carry out 14 days quarantine. Before departure from Taiwanese airport, the RT-PCR test is required by the Airlines.

Tanzania

Thailand

Spica Services Thailand

NB Information correct as at 24.10.20

Enclosed herewith please find latest announcement of local authority in relation to crew change in Thailand in which you may notice that , as per regulation , the crew change is allowed in Thailand , subjected to approval from Coronavirus Disease Situation Management Center (CDSMC).

Anyhow , based on our experience , the CDSMC shall approve for crew change / repatriation only for injury or illness cases.

Meantime , to obtain approval from CDSMC , the written request for repatriation together with confirmation of the flight or air ticket must be submitted with Marine Department , for conveying to authorities where are member of CDSMS for their consideration and approval.

Prior the illness / injury crew to depart from Thailand, Covid test to the crew will be required to confirm that he is free from Covid.



MD Announcment
162-2020.pdf

Togo

Africa Marine Services (Europe) Limited

NB *Information correct as at 26.10.20*

Are routine crew changes permitted in your port? **Yes** Routine crew change are permitted in the port of Lomé.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) There are restrictions : The crewmembers must take the mandatory COVID-19 PCR test. Crewmembers who test positive may be placed under strict quarantine until they test negative and they must bear all associated costs.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **Yes** Injured or sick crewmembers are allowed to be disembarked in the port of Lomé.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) There are restrictions in doing so but they are lightened in the sense that the health of the crewmembers is very important. Once the sick or injured crewmembers are disembarked, they are immediately taken care by a medical service at the request of the Agents.

BUDD SA

NB *Information correct as at 03.11.20*

Are routine crew changes permitted in your port? **Yes**.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.).

Port authorities must be informed 72 hours before the arrival of the vessels or before the date of the crew change.

For off-signing crew, Covid-19 tests are carried out under the supervision of the Port Health Service every day from 10:00 to 13:00 LT. The result is obtained the following day.

For on-signing crew, Covid-19 tests are carried out at the airport upon arrival and the result is obtained after two days.

If positive, the crew will be quarantined onboard or disembarked and put at the Covid-19 designated Hospital.

Travellers/seamen must visit voyage.gouv.tg in order to register (the vessel's agent can make the registration for the crew).

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

For non COVID-19 illness crewmembers are normally authorized to be landed and taken to doctors for medical care and hospitalization if required.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.).

In practice, any crew member who is found to have COVID-19 type symptoms will be tested and placed in quarantine on board unless his medical condition requires him to be disembarked and treated in a suitable medical facility.

BUDD Group - Togo

NB Information correct as at 15.04.2021

The Togolese Ministry of the Maritime Economy, Fishing and Coastal Protection has issued a decree confirming the following anti-Covid-19 measures:

- Obligation to wear a personal face mask;
- Temperature checks;
- No gatherings in any of the port's working areas (e.g. for the sale of used vehicles or the de-stuffing of containers);
- Systematic hand washing on entering the various areas within the port;
- For all disembarking crew members, checks on ID and of all the countries visited in the 15 days before their arrival in Togo;
- 14-day quarantine for any person disembarking in the port of Lomé.

Please see this [link](#) for the full decree in French.

For vessels, the Covid-19 measures introduced in March 2020 still apply, i.e.

Calling in Lome

Vessels calling in Lomé (Togo) must send the following documents to their agents 72 hours before their expected time of arrival:

Crew list specifying joining date and port of each crew member.

Form from Ministry of Health indicating the itinerary of each crew member or passenger over the last 30 days duly completed and signed by the vessel's Master.

List of the last ten (10) ports of call.

Maritime Health Declaration.

Vessels whose ETA from a neighbouring port is less than 72 hours away must email all the above documents to their Lomé ship agent as soon as they sail from the previous port.

The vessel's Master must also alert his Lomé ship agent to any suspected COVID-19 case on board.

The documents received from the vessel will first be checked by Lomé Port Control and then forwarded to Lomé Port Health Services so that they can decide under what conditions the vessel will be allowed to enter Lomé waters or port:

If there is no ascertained risk of infection, the vessel will follow normal berthing procedures as soon as the Health Services have been on board.

If there is a minor risk of infection, the vessel will not be allowed to enter Lomé waters or port until the Health Services have disinfected the vessel, and no other parties will be allowed to embark or disembark.

If there is a proven risk of infection, stronger measures will be taken, and the vessel may be banned from entering Lomé waters or port.

Crew Changes

Lomé airport has now re-opened and crew changes are possible.

Intended crew changes must be notified to the Port authorities 72 hours before the arrival of the vessels or before the date of the crew change.

For off-signing crew, Covid-19 tests are carried out under the supervision of the Port Health Service every day from 10:00 to 13:00 LT. The result is obtained the following day.

For on-signing crew, Covid-19 tests are carried out at the airport upon arrival and the result is obtained the following day. If the result is positive, the crew is transferred to quarantine hotel.

Travellers/seamen must register at voyage.gouv.tg. The vessel's agent can complete the registration process for the crew.

Medical Care

In practice, any crew member who is found to have COVID-19 type symptoms will be tested and placed in quarantine on board unless his medical condition requires him to be disembarked and treated in a suitable medical facility.

For non-COVID-19 illnesses, crewmembers are normally given authorization to disembark for medical care and can be repatriated when fit to fly.

Trinidad and Tobago

Teal Pandi and Marine Services Limited

NB Information correct as at 04.10.2021

The government of Trinidad and Tobago opened the borders of Trinidad and Tobago on the 17th July and the requirements for entering Trinidad and Tobago now falls under four categories of persons.

VACCINATED NATIONALS:-

Vaccinated nationals must arrive with a valid vaccination card and have had a negative PCR test taken not earlier than 72 hours prior to arrival.

VACCINATED NON-NATIONALS:-

Similar to vaccinated nationals vaccinated non-nationals must arrive with a valid vaccination card and have had a negative PCR test taken not earlier than 72 hours prior to arrival.

UNVACCINATED NATIONALS:-

Vaccinated nationals must arrive with a negative PCR test taken not earlier than 72 hours prior to arrival. Additional unvaccinated nationals must have booked a state approved quarantine facility at their expense for 14 days after arrival

UNVACCINATED NON-NATIONALS:-

Unvaccinated Non-Nationals are not permitted to enter Trinidad and Tobago

A PERSON IS CONSIDERED TO BE FULLY VACCINATED 14 DAYS AFTER RECEIVING THE SECOND DOSE OF A TWO DOSE VACCINE OR 14 DAYS AFTER RECEIVING A SINGLE DOSE VACCINE OF ANY VACCINE THAT IS APPROVED BY THE WORLD HEALTH ORGANISATION

All persons entering Trinidad and Tobago are required to complete an online travel pass approval that can be found at the link below. This site also contains some additional information on the entry requirements.

<https://travelpass.gov.tt/>

There is still a ban on shore leave for ship's crew however crew changes are permitted for fully vaccinated crew members.

The new entry requirements have made it easier to seek medical treatment for vaccinated crew members however it is still difficult to get medical treatment for unvaccinated crew and is general only for emergency medical treatment.

Trinidad and Tobago is still experiencing over one hundred covid 19 cases per day and is still subject to a state of emergency and curfew from 22:00 hours to 05:00 hours.

Teal Pandi and Marine Services Limited

NB Information correct as at 23.10.20

The borders of Trinidad and Tobago are officially still closed so any travel in or out requires the approval of the Ministry of National Security without exception. As you are aware, we have a large offshore sector in Trinidad so provisions have been made to facilitate crew changes. The difficulty is however that there are still no commercial flights so it is all been done by chartered flights and with the strict approval of the ministry of National Security and with Covid protocols designed by the Ministry of Health.

In principle anyone that gets approval must do two weeks strict quarantine before boarding the incoming flight and during that period must have two negative PCR tests.

ON arrival in Trinidad the crew are met by the army and transported under escort directly to the vessel.

The outgoing crew are then collected by the same escort and transported directly to aircraft

It takes a lot of planning so it does not really work for short call crew changes it is more suitable for crew changes of vessels that are operating in Trinidad.

In respect of sick crew members we have had mixed success. In principle though it is only for emergency medical treatment which is assessed by the ministry of health and then approved by the ministry of national security. We managed to get one guy with a suspected heart attack treated but it took several hours and if he had a serious attack rather than a mild attack he would have most likely died in the time it took us to get treatment. Likewise we had a crew member with a suspected stroke and fortunately it turned out that he has a nerve problem in his eye that mirrored stroke symptoms as it took several hours again to get treatment and if in fact he had a stroke he would probably of died. We have had two cases of what appeared to be acute kidney stones which was not deemed urgent enough for medical treatment and was denied.

We have a protocol in place that requires transportation in an ambulance even if the patients are ambulatory and two hospitals that we have options for treatment so in effect we are prepared for the requests it is more a question the approval process.

Some of the particular issues that the vessel may be delayed until the crew member is returned to the vessel or if a separate approval is needed for the crew member to sign off if he cannot sail then he will be required to do state quarantining and then the repatriation options are limited in timing as there are still no commercial flight options. This of course changes daily and apparently we will soon get an outgoing flight to New York via Guyana.

The lawyer that I have used over the years for much of the P and I matters for several clubs does a lot of work also for the government so he has a direct contact with the ministry so on most occasions we have to get his assistance which adds to the costs. In addition he is now working for me with the ministry to see if we can streamline a procedure for this in light of our last two failures and the real concern that very soon we are going to have someone die whilst we are waiting for approval.

So in summary for crew illness it is still very difficult and we have to just deal with it on a case by case basis and there are a number of variables.

Tunisia

Turkey

Vitsan

NB *Information correct as at 14.12.20*

Reference is made to attached to our bulletin regarding crew change in Turkey during Covid-19 pandemic.

We have deeply investigated the matter and liaised with the local agents who were in contact with the relevant authorities and as a consequence, it was become clearer that the precautions and restrictions to be valid in case of cancellation of international flights, full lock down and restriction for crew change. The purpose of announced precautions is to ease and expedite the crew change in the case of above mentioned situations occurs in Turkey.



RECENT COVID-19
NEWS REGARDING C

U

Ukraine

Dias Marine Consulting p.c.
NB Update 24.08.2021

NOTIFICATION dd.23.08.2021 “Update on ‘COVID restrictions’ in Ukraine”

1. There are no specific requirements for ships calling Ukrainian ports, however the pilotage arrangements can differ in some locations and therefore we would recommend the Members / Masters to obtain pre-arrival information / guidance / instructions from the local ships agents beforehand to have enough time for review and arrangements.
2. All ports in Ukraine operate in the usual manner and the current COVID-19 restrictions are not impacting on the cargo operations and logistics. Shore leave can be arranged nowadays via the local ship agents in case of need, though at first the seafarers can be asked by the authorities to provide a grounded reason for their shore leave request.
3. Seafarers are able to receive medical treatment for both COVID and non-COVID issues.
4. Non-Ukrainian citizens in order to enter Ukraine should have medical insurance (covering possible coronavirus treatment), as well as vaccination certificates (with vaccines approved by WHO) OR negative PCR or express-tests for COVID-19 (done 72 hours prior to arrival, at the latest). In the absence of vaccination certificate foreigners upon arrival to Ukraine (in 72 hours after arrival) are subject to self-isolation for 10 days under control of mobile app “Diy Vdoma” which they are requested to install on their smartphones. Self-isolation can be lifted following negative results of PCR or express-test performed in Ukraine. Ukrainian citizens returning to Ukraine are not required to have medical insurance or negative COVID-19 tests results, but self-isolation requirements are the same. Those who have vaccination certificates or got at least one dose of vaccine or those who left Ukraine prior to 04 August 2021 and returned after 05 August 2021 are NOT subject to self-isolation.
5. There are no special COVID-19 vaccination requirements for seafarers – vaccination in Ukraine for all citizens is still voluntary but not mandatory.
6. Ukrainian government offers free vaccination programs to all Ukrainian citizens (vaccines approved by WHO such as Moderna, Oxford/AstraZeneca, Pfizer/BioNTech and Sinovac are available), seafarers including. Foreign seafarers are able to get vaccines on a commercial basis.

7. As of today, the existing restrictive measures do not significantly impact on legal proceedings and courts in Ukraine. Now the local courts work in a usual regime save in some check control at the entrance to the court premises. Meanwhile the courts used to allow parties to participate in court sessions remotely, i.e., in the premises of another court on a suitable territory or even outside the court using a special software.

NB *Information correct as at 11.11.20*

Here below we provide you with the brief overview on crew changes and crew repatriations from Ukraine during the period of COVID restrictions.

1. Crew changes are permitted in Ukrainian ports.
2. Crewmembers who arrive to Ukraine have either to keep valid COVID test or to pass testing in Odessa with further isolation in the hotel for two days (awaiting for results of the test) Crewmembers who disembark from the ship may follow directly to the airport without preliminary COVID testing. Immigration and Sanitary authorities do not demand COVID testing while disembarkation. Most probably COVID tests to be required in the airport of Destination country.
3. Disembarkation is allowed for sick or injured crewmembers. But it depends on kind of sickness (and symptoms). Quarantine authorities may require COVID testing.
4. These days crewmembers are not allowed to leave the vessel for spending time in the city . But in cases when they need some medical assistance local authorities allow them to visit the doctor.

CIS Pandi Services

NB *Information correct as at 26.10.20*

Crew changes for Ukrainian citizens are allowed. Some companies require the seafarers to take Covid-19 test before they join the vessel, in some cases only PCR test fits well, some companies do not require test at all. Also we are aware about particular cases when the crew member has to fill in special questionnaire regarding his contact with people who were diagnosed with Covid-19 before joining the ship, and when those who disembark are obliged to stay on 2-weeks self-isolation.

For foreign citizens the following requirements are currently in force:

- before joining the ship seafarers have to submit negative result of taken in Ukraine Covid-19 test;
- seafarers are to have medical insurance policy with covered risk of Covid-19;
- if the above 2 conditions are followed then 2-weeks self-isolation upon arrival to Ukraine is not required.

As far as we are informed there are no restrictions for sick/injured crewmembers who need disembarkation in Ukraine for medical help.

Azovlloyd Pandi Services Ltd

NB *Information correct as at 26.10.20*

Are routine crew changes permitted in your port? Yes, the routine crew changes permitted in above ports.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) For permission of crew changes the seafarer should have insurance policy covering COVID risks issue by Ukrainian insurance company. It would be an obligation of the shipping/crewing agent to provide the seafarer with such kind of insurance policy.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Yes, it is permitted for a sick seafarer to disembark in above ports.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) No, there is no specific restriction in doing so.

Svertilov Marine Consulting LLC

NB Information correct as at 16.02.21

Shipowners and Clubs will be aware of the ongoing COVID-19 outbreak and its consequences in Ukraine as country who supply significant number of seafarers on international fleet. Please be advised our update concerning to the situation with COVID-19 in Ukraine:

1. Situation with vaccination of seafarers.

Based on our discussions with several reputable medical facilities and PEME accredited clinics in Ukraine we can make a conclusion that now Ukraine is not offering COVID-19 vaccines to Ukrainian marine personnel which are employed on the international fleet.

Negotiations for purchasing the vaccine still in progress between Ukrainian Government and vaccine manufacturers. Moreover, under Ukrainian Law purchasing vaccine should be duly certified and approved as pharmacological medicine at The Ministry of Health of Ukraine prior of commencement of its commercial distribution in Ukraine.

According to resolution issued by The Ministry of Health of Ukraine vaccination should be arranged in priority order for following categories of professions with risks of COVID-19, such as: medical staff who is working at hospitals where people with COVID-19 under treatment, emergency servicemen and policemen, workers of public transport and military personnel. Unfortunately, seafarers are not included at prioritise category for vaccination against of COVID-19. Therefore, seafarers will be vaccinated in general order during passing the standard PEME prior to employment at sea. Seafarers who have their full course of vaccination will obtain an appropriate vaccination certificate issued by PEME medical facility or medical facility which authorized to make such vaccination. Relevant letter addressed to the PEME accredited medical facility from the Shipowners or manning agents for seafarers' vaccination would be required.

Ukrainian marine trade-unions prepared an appropriate petition to Ukrainian Government with request to register Ukrainian seafarers for vaccination as prioritise category of employees with risks of COVID-19 to create a safe working environment and request them to come forward for early vaccination. However, matter is still under consideration by Ukrainian Government. According to PEME doctors' prognosis procedure of Ukrainian seafarers' vaccination will be commenced probably close to May 2021.

2. Changes in passing PEME by seafarers.

We should note that PEME clinics' medical personnel who is working with seafarers passing regular tests on COVID-19. Moreover COVID-19 tests/analysis is mandatory for seafarers while passing standard PEME before the employment and certificate with negative results of COVID-19 should be available at seafarer's disposal along with the Seafarer's Fitness Certificate when seafarer is proceeding for employment onboard the vessel. Shipowners and their local manning agents are in close cooperation with PEME medical facilities in mandatory testing of marine personnel for COVID-19 prior to employment.

3. Crew changes in Ukraine.

Crew changes in Ukraine for seafarers: national and foreigners perform without any restrictions. Off-signing and on-signing seafarers will not have to quarantine for any period however valid travelling insurance with covered risks of COVID-19 for seafarers who are travelling to or from Ukraine is required. At Ukrainian international airports established an appropriate medical facility for passing express tests on COVID-19.

4. Situation at Ukrainian ports.

Situation at the Ukrainian ports are stable and without any restrictions, ports are working in usual regime. However Sanitary Authorities continue to inspect all vessels calling at Ukrainian ports due to risks of COVID-19, and if any symptoms of COVID-19 will be found crew should be thoroughly examined and if COVID-19 will be confirmed seafarers with positive tests should be signed off and immediately hospitalized at special designated hospitals for further medical treatment. Masters should immediately notify Sanitary Authorities about any symptoms at ship's crew (fever, cough, weakness, etc.) for undertaking appropriate measures by Sanitary Authorities and for prevention of any delay in ship's cargo operation and further sailing. Only after completion of medical treatment at hospital and negative COVID-19 tests repatriation of foreign seafarers should be arranged.

All visitors (stevedores, agents, surveyors) duly informed about precaution measures during work onboard and should have protective disposable masks, disinfection liquids for washing the hands and latex medical gloves prior to board the vessel. All visitors onboard should use disinfection liquids. Removal of ship wastes should be discussed with the ship's agent and will be possible after preliminary disinfection treatment only.

Sanitary Authorities via Port administration provide a regular notification about precaution measures due to COVID-19 to all contractors, port workers, stevedores, harbour pilots, ship's agents, P&I Correspondents, and marine surveyors.

“Svertilov Marine Consulting” closely monitoring the situation with vaccination of COVID-19 in Ukraine and keep Clubs and Shipowners duly informed of any developments.

United Arab Emirates

Gulf Agency Company (Dubai)

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port?

Crew changes for most of the UAE Ports are now permitted, except for Ruwais Port which is still strictly prohibited being a restricted port.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Crew changes is always subject to approval of the concerned Authorities after submission of all the required documents prepared by the vessel Agent. A negative Covid test result is a must in order for the crew changes to be permitted. In the event that the crew will be found positive for Covid , a mandatory 14-day quarantine period will be observed,

Are crewmembers who are either sick or injured permitted to be disembarked in your port?

Sick or injured crew will be permitted to dis-embark from the vessel subject to recommendation by Port Doctor after evaluating the condition of the crew upon his visit to vessel.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Dis-embarkation of sick / injured is subject to recommendation by the attending Doctor. A negative Covid test result is a must in order for the crew to be permitted to leave the vessel. In the event that the crew will be found positive for Covid , a mandatory 14-day quarantine period will be observed.

United Kingdom

Van Ameyde McAuslands

NB Information correct as at 5.1.2021

Are routine crew changes permitted in your port?

The UK are currently allowing crew changes, port specific requirements apply. Requirements and guidance of relevant national authorities should be followed. Comply with local or national instructions and agent's/launch operator's advice regarding embarkation / disembarkation procedures. Cooperation with authorities re. Covid testing / quarantine protocols, Cooperate with Immigration/customs/port staff etc. requests.

If they are allowed, are there any restrictions in do so? (e.g. Mandatory COVID-19 tests, quarantine requirements etc.).

Comply with local or national instructions and Agent's/launch operator's advice regarding embarkation / disembarkation procedures. 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(IMO 12/20 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 (IMO 12/20 1.1.21).

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. Comply with standard infection protection and control precautions related to hygiene.

Are crewmembers that are either sick or injured permitted to be disembarked in your port?

Under medical emergency situations this is deemed acceptable to disembark a vessel as the medical emergency takes priority of a potential COVID case. The risk will be assessed by the coast guard or medical practitioner assessing the patient.

If they are allowed, are there any restrictions in doing so? (e.g. Mandatory COVID-19 tests, quarantine requirements etc.)

The seafarer/ patient will be tested for COVID and triaged accordingly in UK medical facilities.

Reference:

(IMO 12/20 1.1.21):

<https://wwwcdn.imo.org/localresources/en/MediaCentre/HotTopics/Documents/MSC%201636%20protocols/MSC.1-Circ.1636%20-%20Industry%20Recommended%20Framework%20of%20Protocols%20For%20Ensuring%20Safe%20Ship%20Crew%20Changes%20And%20Travel.pdf>

United States

Gordon & Rees Scully Mansukhani LLP
NB Information correct as at 14.11.20

Jim Tamulski has been staying up to date on Covid, and things in San Francisco have been static for a while now. Jim's advices are below. If you need this in another form, please let me know. Apologies for the delay.

Are routine crew changes permitted? No. Please read below.

Presidential Proclamations have placed entry restrictions from persons arriving from or through the following countries: Iran, China (excluding Hong Kong and Macau), the European states within the Schengen Area (Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland), United Kingdom and Republic of Ireland, and the Federative Republic of Brazil.

Non-passenger Commercial Vessels:

- The Coast Guard considers it a hazardous condition under 33 CFR 160.216 if a vessel has been to one of the countries noted above or has embarked a crewmember who has been in one of the countries noted above within the past 14 days. This requires immediate notification to the nearest Coast Guard Captain of the Port.

- Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, provided that crewmembers remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations. U.S. citizens or any other persons listed in Section 2 of Presidential Proclamation “Suspension of Entry as Immigrants and Non-immigrants of Certain Additional Person Who Pose a Risk of Transmitting Novel Coronavirus,” for example crewmembers with a transit and/or crewmember visa, may be permitted to disembark the vessel to conduct vessel operations pier side or for the immediate and continuous transit through the U.S. to another country. When entering the U.S. all persons must be cleared by Customs and Border Protection (CBP) and, if applicable, CDC. Crewmembers without the appropriate visas will generally be required to remain onboard unless otherwise cleared for entry by CBP and, if applicable, CDC.
- Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, and do have sick crewmembers should expect delays and need to work with local health and port officials prior to entry.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Yes. Please refer to the information provided above and below re Vessel Reporting Requirements.

Vessel Reporting Requirements:

Illness of a person onboard any vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be reported immediately to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP. This requirement is separate and additional to any other required Coast Guard or Center for Disease Control and Prevention (CDC) reporting, and applies to vessels departing from or arriving to any port or place in the U.S., includes internal waters, the territorial seas, and deep water ports.

In addition to Coast Guard reporting requirements, 42 CFR 71.21 requires vessels destined for a U.S. port to report to the Center for Disease Control and Prevention (CDC) any sick or deceased crew/passengers 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses to the CDC can be found at: Cargo vessels and Cruise ships. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon. Further, 42 CFR 70.4 states the master of any vessel or person in charge of any conveyance engaged in interstate traffic, on which a case or suspected case of a communicable disease develops shall, as soon as practicable, notify the local health authority at the next port of call, station, or stop, and shall take such measures to prevent the spread of the disease as the local health authority directs.

See MSIB 06-20, “Vessel Reporting Requirements for Illness or Death”, for further information.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? Each crewmember is to be evaluated on a case-by-case basis and the USCG, CDC, CBP and local health and government authorities must first be consulted.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) Yes. Please read responses to 1, 2 and 3 above.

Womble Bond Dickinson (US) LLP

NB Information correct as at 11.11.20

Are routine crew changes permitted in your port? **Yes.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **Must have a valid C1/D Visa. Must have confirmed flight out of Charleston. Overnight stay in hotel while awaiting flight is permitted. No COVID test is required.**

Are crewmembers who are either sick or injured permitted to be disembarked in your port? **Yes. In the event of a medical emergency, U.S. Customs will confer a medical parole.**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.)

Same as above, except medical parole may be substituted for C1/D visa. In the absence of a visa, Customs will likely require a security escort for all domestic travel until the seafarer is boarded on the outbound international flight.

Gallagher Sharp – Detroit – Michigan

NB Information correct as at 23.10.20

For the ports of Detroit, Michigan USA, Cleveland, Ohio USA, and Toledo, Ohio USA, we are not aware of any port-specific restrictions on crew changes or the treatment of ill crew members disembarking at these ports. The U.S. Centers for Disease Control (CDC) has recently updated guidance for commercial vessels calling at all United States ports, which guidance now includes protocols for non-cruise ships. This guidance, which includes reporting requirements, quarantine parameters, issues with providing medical treatment or disembarking crews or crew members, and other matters, is available here:

<https://www.cdc.gov/quarantine/maritime/recommendations-for-ships.html>.

We are also aware that some operators on the Great Lakes have implemented their own health, safety, and testing protocols and other restrictions with respect to their individual crews, including limitations on crew changes. These restrictions and limitations, while working in conjunction with government guidance, is more in the nature of an internal policy implemented by and affecting individual fleets.

Rawle & Henderson - Philadelphia, Camden, NJ, and Wilmington, DE

NB Information correct as at 23.10.20

Are routine crew changes permitted in your port? **Yes**

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) **We had 1-on signer and 1-off signer with no issues.**

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
We had one crew member that had to depart due to a death in his family CBP allowed for him to sign off with any problems.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) I have not come across any crew members that needed to be tested.

- On and off signers must have valid US visas
- Offsigners flights must depart direct to foreign (No connections via other US Airports);
- Flights to depart prior vessel sailing berth/anchorage.
- CBP are currently allowing direct flights from other nearby airports (IAD,JFK,EWR, BWI) due to limited direct flights from Philadelphia International Airport; crew are permitted to be driven up to these airports (No connecting US flights permitted)
- Off signers flights to be presented to CBP in advance for approval.

Cox Wootton Lerner Griffin & Hansen LLP – Honolulu - Hawaii
NB Information correct as at 23.10.20

Routine Crew Changes

1. Yes, routine crew changes are permitted in Honolulu.
2. If crew have negative Covid-19 test results from a provider approved by the State of Hawaii within 72 hours prior to arrival there is no quarantine. If they do not have negative Covid-19 test results they will have to quarantine until boarding the vessel. If crew do not have US visas then security will need to be provided while they are under quarantine.

Sick/Injured Crew

1. Sick or injured crew are permitted to disembark in Honolulu.
2. Approvals must be obtained from various government agencies including those within the State of Hawaii and the CDC. We are not aware of any standard procedure and these matters appear to be handled on a case by case basis. If the crewmember tests positive for Covid-19 he/she will be required to quarantine. Again, if the crewmember does not have a US visa security will also be required.

Schwabe Williamson Wyatt – Alaska
NB Information correct as at 23.10.20

U.S. Immigration and Customs Enforcement will allow crew changes in Alaska. However, there are no direct flights between airports in Alaska and international destinations outside of the summer months, so crew members have to fly to another U.S. city in order to connect with

an international flight. ICE will allow crew members to fly from Alaska to another U.S. city to connect to an international flight, but depending on the status of the crewmembers, may require the vessel owner to hire a security escort to ensure that the crewmembers depart the country.

While the statement above describes the policy in Alaska, the agent advises that because the federal government has not passed a budget for ICE for the current fiscal year (which began on October 1), ICE lacks funds to process the paperwork for crewmembers. Thus, until a new budget has been passed by Congress, ICE will not allow crewmember changes in Alaska.

Maynard Cooper – Mobile

NB Update as at 26.10.20

Pacific Northwest (Seattle/Tacoma/Portland and related areas) is

In this area, there is no outright bar to crew changes, but there are both domestic and foreign impediments to crew members departing vessels from local ports.

U.S. Customs and Immigration typically allow most ships to clear Customs in this area, at which point the crew are considered in D-1 status and eligible to sign off and depart the vessel without need to be formally paroled into the country. However after the vessel clears Customs, the crew are generally ordered detained on board, so they are not at liberty to go on shore leave, for example. Individual crew member can apply to have their status changed from D-1 to D-2, which would allow them to sign off the vessel to be repatriated home.

The problem that first arises is that crew members must leave the vessel and proceed directly to the airport for their flight. They are not allowed to stay in a hotel as might normally occur during pre-COVID-19 days. The second problem is that Customs requires the crew members to take a flight directly to a foreign country without transiting at any other U.S. airport.

Seattle and Portland airports have limited international flights, particularly to Asia. So it can be difficult for crew members to satisfy the requirement to leave directly from here.

The problem then becomes that most crew members need to transit through at least one foreign country en route to their home country. Many of the major transit airports, including in Japan and Korea, reportedly require a “short notice COVID-19 test” that provides almost immediate results, before the crew member is allowed to board the flight in the departure city. Those tests are generally not available locally here in the Seattle area. Similar difficulties have been reported on Emirates Air flights to the UAE. Notably, there is no direct flight from Seattle or Portland to Manila. There is a flight to Manila from Vancouver, B.C., Canada, but our understanding is that Canada is not allowing passengers from the U.S. to transit there.

So while departing the vessel here is permissible and is in fact occurring, there are various obstacles that can make it difficult for many crew members.

Another point the agent made is that Customs does not necessarily clear all ships that call here. Under Customs procedures, the ship is handled at each subsequent U.S. port in the same manner as at the original U.S. port. So a heavy lift ship that called here recently had arrived from a port call in Florida, which was the original U.S. port during this voyage. In Florida, Customs is reportedly regularly do not clear the ships. They immediately detain the crew before without clearing them to D-1 status.

This makes changing crew members here even more difficult. If the ship has not been cleared, then any crew member leaving the vessel must be formally paroled into the country. That entails paying a fee and also requires that the crew member be escorted at all times until they leave the U.S. So the costs can add up quickly for a crew change when the vessel has not cleared.

With regard to sick or injured crew members, regardless of their immigration status, anyone requiring emergency medical care can receive it and the immigration paperwork is sorted out later. For acute, non-emergency care, such as a serious toothache, as long as the ship has cleared Customs, they are generally allowed into the country for treatment. We understand that crew members may be required to have their temperature taken before leaving the vessel in order to confirm they do not have a fever, but having a temperature taken has become routine in various places, including dental offices.

One agent told me that a crew member was ill with a fever and was taken to the emergency room, where he was preliminarily suspected to have COVID-19. The Owner and agent waited until that preliminary diagnosis was confirmed before they reported the matter to the USCG. The USCG imposed a US\$5,000 penalty on the ship and another \$5,000 penalty on the agent for failing to report the presence of an ill crew member on board. They should not have waited to get confirmation on the COVID-19 diagnosis before they reported it to the USCG.

It sounds like the situation with respect to crew changes is fairly fluid, so I will plan to check in again with vessel agents in a few weeks. COVID-19 cases are rising in most states around the U.S., including Washington State, so we can expect that further restrictions may be imposed that make crew changes even more difficult to accomplish here.

NB Information correct as at 23.10.20

The latest for the Port of Mobile and surrounding area is that crew changes are allowed, however each instance is judged on its particular circumstance. Unless there is someone on the vessel who has Covid-19/has tested positive, there are no restrictions. If there is a case of Covid-19 on the vessel, then the disembarking crewmember must submit to a Covid-19 test and be quarantined. This would also be the case if the disembarking crewmember is suspected of having Covid-19.

In the case of sick or injured crewmembers, it is also on a case by case basis. If there is no Covid-19 on the vessel there are no restrictions as long as the sick crewmember is not suspected of having Covid-19. In cases in which there is someone on the vessel who has Covid-19/tested positive, the disembarking crewmember will have to submit to a Covid-19 test and be quarantined. In cases of emergency or extenuating circumstances the crewmember will be afforded the requisite medical treatment ashore under restrictions that will be determined at the time.

Eastham, Watson, Dale & Forney, L.L.P

NB Information correct as at 26.10.20

It is our understanding that CBP Houston allows crew changes in Houston/Galveston/Texas City and Freeport, TX. CBP is requiring that signing off crew members must have a direct flight from IAH/Houston directly out of the US and prefers departure without any overnight stay ashore in the US. However, due to COVID-19, very few flights are available for signing off crew. Local vessel agents will have the most up-to-date information and Members should establish contact with their agents regarding crew change restrictions well in advance of arrival.

Murphy, Rogers, Sloss, Gambel & Tompkins
NB Information correct as at 26.10.20

Please see following attached documents that we could find for the requested info:

These appear to be the most current instructions for the Lower Mississippi River.



doc0385722020102 3091052.pdf



doc0385732020102 3091117.pdf

“Southern Currents” – local CBP office publication; MSIBs – local USCG office;

Palmer Biezup & Henderson
NB Information correct as at 26.10.20

We write with an update on the current situation in the ports of Philadelphia - Pennsylvania, Camden - New Jersey, and Wilmington - Delaware with respect to repatriation of foreign crew.

Crew changes are permitted within our ports, although there are several restrictions, including the following:

- All crew leaving the U.S. must be on a flight that goes directly foreign, i.e. no intermediate stops at other U.S. airports are permitted;
- Crew disembarking from a vessel in our ports are only permitted to fly from Philadelphia International airport (which has only resumed foreign flights on a limited basis in the last few weeks); JFK and Laganardia airports in New York, Newark airport, and BWI airport outside of Baltimore;
- When a crew member disembarks the ship to be repatriated, the ship itself cannot leave the berth until the disembarking crew members have boarded the flight and the flight has left U.S. airspace (this is purportedly in case the flight is cancelled and the crew member has to be returned to the ship);
- Customs and Border Patrol does not require a negative COVID test before permitting a crew member to disembark – however, many airlines require negative COVID tests, although that restriction is not supposed to be required of repatriating crew members.

Needless to say, because the number of flights is limited, it is often difficult to book disembarking crew on a departing flight without delaying the vessel’s departure due to the requirement that the ship cannot depart until the disembarking crew member’s flight has left U.S. airspace. This is particularly a problem for those ships that are only in port for a period of hours, such as tankers or container ships. To get a disembarking crew member from the berth to JFK airport (a trip of 3 to 4 hours), and then delaying the ship’s departure until that flight departs U.S. airspace, could well exceed the time required to complete cargo operations. Moreover, the ship is not permitted to leave the berth and go to anchorage until the flight departs, but must remain at the berth.

There are no current restrictions imposed by CBP for on-signers. However, it is likely that the airlines bringing them to the U.S. may require negative COVID tests as a prerequisite for boarding. There have been cases where off signers have left the vessel, a group of on signers have boarded the ship, and then the off signers had to return to the ship because their flight was cancelled. In such a case, the ship's manning certificate could be such that some of the off signers would have to depart if there are too many crew on board.

Our ports did have a rule that if a ship was coming from one of several foreign countries where COVID was a significant problem and the arrival was less than 14 days from the departure of that foreign country, the crew may not be permitted to go ashore in the U.S. In addition, CBP also required that security guards be hired to ensure that the crew remained on board until the 14 day period expired. However, more recently this restriction appears to have been lifted, and guards are not required even if the 14 day period has not expired.

With respect to medical treatment of foreign crew in our ports, there does not appear to be a bar on foreign crew receiving medical treatment. We are aware of one case where a crew member was taken ashore, seen by a local physician, returned to the ship and was permitted to be repatriated along with other members of the crew without any additional restrictions. It does not appear that there is a set procedure for such cases, and that they are dealt with on a case by case basis.

Blank Rome LLP

NB Information correct as at 27.10.20

I reached out to the Greater Houston Port Bureau, who is very active in Houston. The president responded:

“The answer is yes to all questions if you review the published CBP and CDC guidance. However, CBP is making crew changes almost impossible. If you want to take a crew member off a ship you have to escort and stay with them at the airport until they board the plane. They also want the flight to be a direct flight to the country of origin, which is very difficult. I heard one anecdotal case recently of a crew member testing positive on a ship. The member had to stay under the supervision of a port representative—at that person's house with 24-hour security until they had two negative tests. They were not allowed to fly out but were placed on the next outbound ship.

The Port Bureau Board of Directors have signed on the attached letter, which is pushing CBP HQ to make a decision and provide guidance to the port directors. Currently they say it is a port level decision, and the port directors are choosing the most cautious strategies to not get blamed for the one case that plays out bad...meanwhile everyone suffers. “



Letter-Seafarer
Issues.docx

Welder Leshin LLP – Corpus Christi, Texas

NB Information correct as at 30.10.20

Are routine crew changes permitted in your port? Yes, unless the crewmember is displaying

symptoms consistent with COVID-19. If that is the case, the crewmember must obtain approval of local government officials to disembark the vessel.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) There are currently no mandatory testing or quarantine requirements for crew changes, unless the vessel on which the crewmember is employed has any persons onboard with a verified case of COVID-19. In that case, all persons onboard the vessel must complete a fourteen (14) day quarantine period at anchorage before transiting into the Port of Corpus Christi. If there are any crewmembers who need medical treatment in a situation such as the above, arrangements may be made for disembarkation from the vessel for medical treatment in coordination with local government officials.

Are crewmembers who are either sick or injured permitted to be disembarked in your port?
Yes, with approval of local government officials.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.) If the crewmember is experiencing COVID-19 symptoms, the crewmember must be approved for transport by local government officials, and must be transported by ambulance to a designated emergency care facility.

Royston Rayzor – Texas

NB Information correct as at 19.11.21

We note two recent federal-level COVID-19 response items that are relevant to Texas port operations.

OSHA Vaccine-or-Test Mandate

On November 5, the Occupational Safety and Health Administration (OSHA) published an Emergency Temporary Standard (ETS) that applies to all employers under OSHA's jurisdictional umbrella with more than 100 employees. The ETS requires that, subject to certain exceptions, covered employees either (1) be fully vaccinated against COVID-19; or (2) wear face coverings and submit COVID-19 test results to the employer on a weekly basis. Under the ETS, vaccination and testing compliance enforcement is set to begin on January 4, 2022.

The ETS also mandated that, by December 5, 2021, employers must comply with various other requirements, including (1) establishing, implementing and enforcing a written vaccination policy; (2) determining the vaccination status of each employee; (3) providing paid time off for vaccination and recovery from side effects; (4) ensuring compliance with requirements regarding the reporting of positive tests and removal of those who test positive or are diagnosed with COVID-19 from the workplace; (5) ensuring that unvaccinated employees are masked when indoors and when occupying a vehicle with someone else for work, except in limited circumstances; and (6) reporting work-related COVID-19 fatalities and in-patient hospitalizations.

Various companies and individuals immediately petitioned the Fifth Circuit Court of Appeals (overseeing Texas, Louisiana, and Mississippi) to challenge the vaccine-or-test directive. Generally speaking, the petitioners contend that the vaccine-or-test mandate is unconstitutional and OSHA overstepped its authority.

On November 12 (following issuance of a November 6 emergency stay), a Fifth Circuit 3-judge panel further stayed the ETS pending judicial review and directed OSHA to take no steps to implement or enforce the ETS until further court order. The panel identified multiple reasons why the ETS should be permanently enjoined, including potential constitutional infirmity under the Commerce Clause and non-delegation doctrine.

Even if the ETS is ultimately found to be constitutional, the panel added that COVID-19 was not the proper subject of emergency administrative action by OSHA. First, the panel stated COVID-19 does not pose a grave danger because the virus — which is widely present and not particular to any workplace, and “non-life threatening to a vast majority of employees” — does not arise to such a toxic or physically harmful “substance” or “agent” contemplated by the Occupational Safety and Health Act. In support, the panel highlighted OSHA’s prior statements that COVID-19 does not present the type of emergency that permits OSHA to take the extreme step of implementing an emergency temporary standard. Second, with respect to the necessity of the ETS, the panel noted the strained correlation between the ETS’s vaccination requirements for employers with over 100 employees and the alleged hazard of COVID-19. Particularly, the panel noted that the ETS was “the rare government pronouncement” that is both overinclusive and underinclusive. The panel observed that the ETS overbroad because it defines covered employers not by the actual threat of COVID-19 transmission posed by a specific workplace or to specific workers, but broadly covers all workplaces based on the number of employees alone. The panel found the ETS to be equally underinclusive in that it fails to protect workers simply because a given employer has a workforce of less than 100 employees, even though these employees are exposed to the identical alleged “grave danger” posed by exposure to COVID-19.

Because the Fifth Circuit’s order bars OSHA from enforcing and/or taking any steps to implement the ETS, the December 6 and January 4 deadlines are presently no longer in effect. However, the order’s impact may be short-lived. ETS challenges are pending in nearly all of the federal appellate circuits, and they will be further decided in a consolidated manner before a single appellate circuit. A lottery drawing protocol picks which circuit will hear the numerous challenges in a consolidated manner. On November 16, the lottery was held, and the consolidated proceeding was assigned to the Sixth Circuit based in Cincinnati, Ohio. Although the Sixth Circuit has typically been viewed as a fairly centrist appellate court, recent Trump-era appointees have added several more conservative judges.

Regardless of whether the Fifth Circuit’s stay remains in effect, final resolution of the issue whether the ETS was a proper exercise of OSHA’s authority is expected to likely involve review by the United States Supreme Court at some point down the road.

NB Information correct as at 16.09.21

Texas Port Conditions

Recognizing the inverse supply-demand issues faced by international seafarers (despite apparently strong demand, recent data from the Neptune Declaration Crew Change Indicator demonstrates that less than 22% of seafarers are vaccinated), the seafarers’ centers along the Texas coast continue their vaccination efforts. As of August, the Houston International Seafarer’s Center had facilitated the administration of over 8,000 vaccinations. The Corpus Christi International Seamen’s Center, the International Seafarer Center in Brownsville, the Texas Port Ministry in Freeport, and the Port Arthur International Seafarers Center have also reported continued positive engagement in their vaccination efforts.

Although we have reported this before, given the important nature of this issue, we once again would like to highlight that the costs for these vaccination efforts are rather minimal. For instance, vaccinations arranged through the Houston International Seafarer's Center involve a \$150 per hour attendance fee (with a 3-hour minimum charge). Vaccine cards are issued upon completion, and a certificate is issued once the vaccinations are registered with Texas authorities.

Texas Court Conditions

Despite the increase in COVID-19 cases over the course of the summer, Texas courts have generally continued normal operations. Although the rise in cases has raised concerns regarding the safety of in-person jury trials, some local state courts are attempting to stay the course in order to pare down the large numbers of cases that have accumulated on their trial dockets over the course of the pandemic. However, some of the local federal courts have recently issued additional formal delays. For instance, the Houston/Galveston Divisions of the United States District Court for the Southern District of Texas will pause jury trials until at least October 12. Similarly, jury trials in the Corpus Christi/Victoria Divisions will not resume until at least October 31st.

NB Information correct as at 14.07.21

Texas Port Conditions The Ports of Brownsville, Corpus Christi, Freeport, Galveston, Houston, and Port Arthur/Beaumont continue to maintain normal operations. Shore leave remains generally permitted, and crew changes/repatriation requests are allowed on a case-by-case basis.

With respect to crew vaccination efforts, we note that the Houston International Seafarer's Center is working with Workplace Safety Screenings to provide onboard Johnson & Johnson vaccinations (the Johnson & Johnson single-dose protocol has been found to be the most suitable for seafarers). It has been noted that supplies are limited. Vaccines are only available on a first come, first serve basis, and they cannot be reserved. The vaccination team charges \$150 per hour (with a 3-hour minimum charge) to vaccinate the vessel's crew. Vaccine cards are issued upon completion. After the vaccinations are registered with the State of Texas, a certificate is also issued. Upon receipt of all In this Update: 1. COVID-19 Update 2. Recent Port Activity and Development Projects 3. News from the Courtscrewmembers' certificates, the certificates are typically emailed to the agent. The vaccine card and certificate should be kept together, as this will assist in showing proof of vaccination internationally.

The Corpus Christi International Seamen's Center, the International Seafarer Center in Brownsville, the Texas Port Ministry in Freeport, and the Port Arthur International Seafarers Center have also been engaged in crew vaccination efforts.

Royston Rayzor – Galveston
NB Update 6.11.20



NB Information correct as at 30.10.20

Are routine crew changes permitted in Texas ports?

Routine crew changes are permitted so long as the crewmembers present proper visa status and have a direct flight out of the USA. However, some exceptions have recently been permitted for flights involving one stop in the USA..

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements, etc.)

Each Owner can enforce its own restrictions, but there is nothing specifically being imposed by U.S. Customs and Border Protection (CBP) or local authorities. Good flights are the key item for off-signers. CBP requires that the flight departs before the Vessel departs. Hotel stays are highly discouraged, but, if needed, a “Hotel Request” must be sent, and is subject to CBP review. These requests have been typically denied.

Are crewmembers who are either sick or injured permitted to be disembarked in Texas ports?

Yes, but every situation is unique (and subject to the crewmember’s visa, shore pass status, medical needs/requirements, and other parameters).

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements, etc.)

As mentioned above, each situation is unique. Restrictions can be imposed by CBP dependent on the crewmember’s visa status and shore pass validity. If it is an emergency situation/injury, the crewmember can be transported without scrutiny by ambulance or USCG helicopter and the agent is required to obtain his/her passport, visa and any other personal items, taking same to CBP for medical parole. Guards have to be hired and remain until the crewmember is back on board or in the air flying home.

Keesal Young & Logan – Long Beach, San Francisco and Anchorage

NB Information correct as at 31.10.20

In brief summary, in our ports, for the most, part crew changes and crew medical care are handled in the normal pre-COVID 19 manner. However if crew are known to be exposed to COVID 19, have tested positive or are experiencing symptoms of the virus, significant restrictions on their movement may be ordered by CBP as well as local agencies.

We report the following concerning individual ports which we cover for the Club:

Alaska:

Regarding routine crew changes in Alaska, all persons arriving in Alaska through Anchorage, Juneau, Fairbanks, etc. from out of state flights are tested upon entry at the airport unless they are an Alaska resident. They are also required to answer questions regarding recent close contact with anyone who was positive for Covid-19 in addition to questions regarding their health (coughing, fever, etc.). Presently, everyone, not an Alaska resident, is supposed to quarantine for 14 days upon arrival in the state. However, there is presently no enforcement

mechanism for this. The greater difficulty would be to arrange transportation to a vessel from Anchorage in light of Covid-19 interrupting transportation within Alaska.

There are no restriction for injured or ill crew members disembarking in Alaska. Local authorities (cities and boroughs) sometimes have imposed travel limitations for their jurisdiction. In light of remoteness of most locations along Alaska's coast, combined with the recognition by state and local authorities of the limited resources available to deal with an emergency regarding the health of a crew member being injured or becoming ill to the point of requiring medical attention, it is difficult to imagine a circumstance, even in light of present conditions, in which an injured or ill crew member would be refused entry into Alaska.

Washington (Seattle and Tacoma)

Routine crew changes are permitted. Restrictions on crew changes are not always applied uniformly; situations are treated more on a case-by-case basis by Customs and Border Protection. There is no mandatory testing but sometimes a test may be required of a crewmember, typically within 48-72hrs before boarding the flight. And although normally crew would have to fly direct-foreign with the requirement that their flight depart before the ship leaves the port, they are currently being permitted to connect through Las Angeles.

Joining or departing crew are not required to quarantine unless required by vessel managers.

Injured or ill crew have normal access to shoreside medical care. However crew testing positive for COVID 19 or if they have been exposed to COVID 19, even if they are ill with symptoms, may not be allowed off the ship except in extreme circumstances.

Northern California (San Francisco, Oakland, Stockton, West Sacramento, Redwood City, Crescent City)

There are no specific restrictions on crew changes or crew access to medical care. COVID testing is not required by government authorities. In the case of crew seeking medical care individual hospitals or clinics may have their own safety protocols such as temperature checks, questions about health and exposure, use of masks etc. As far as we are aware, none require advance COVID testing.

Crew changes which occur in a single day while the ship remains in port are handled by local crew transport companies without escorts. If the ship departs before the scheduled departure of the departing crewmember's flight or if crew must stay overnight in a hotel due to a cancelled flight, or otherwise, Customs and Border Protection may require a security escort.

Southern California (Long Beach, Los Angeles, Port Hueneme)

There are no COVID 19 related government restrictions on crew changes in this area. Crew changes are being carried out under the usual government requirements. Normally escorts are not required but if crew must stay in hotels sometimes security escorts may be required.

Crew medical care and medical related repatriations are being handled in the normal manner subject to the individual requirements and restrictions of the care facilities and airlines.

Southern California (San Diego)

There are no government imposed COVID 19 restrictions on crew changes or medical paroles or repatriations in this area. Some vessel operators require on-signing crew to quarantine for a

period of time. U.S. authorities have not added any requirements for the vessel imposed quarantine of crew.

There have been some problems with crewmembers flying to Manila and Cebu in the Philippines but those issues have related to cancelled flights thereby making it necessary for off-signing crew to stay in local hotels. Customs and Border Protection has not been requiring security guards in those cases.

This information is general in nature and is based on our experience and additional information provided by local Agents.

U.S. Customs and Border Protection or other federal and state authorities may impose restrictions not mentioned in our Report depending on the facts of a particular crew change or medical parole. For example we have received reports from local husbanding agents that regulations are inconsistently applied by the various CBP offices and even within an office, one CBP agent may impose requirements that others do not.

Also, in all of the Ports on the West Coast which we cover for the Club crew movement, including crew access to shoreside medical care and crew changes, may be severely restricted if any crewmember, whether onboard or joining, tests positive for COVID 19 or is known to have been exposed to others who have tested positive. If a crewmember is experiencing COVID 19 symptoms he or she will likely not be permitted to go ashore for treatment.

Uruguay

Chadwick Weir

NB *Information correct as at 30.10.20*

Are routine crew changes permitted in your port? In general, the entrance of foreign nationals is not permitted but some exceptions on special requests have been allowed by relevant authorities on a case to case basis. One of these exceptions is for “*foreigners that benefit from the humanitarian or sanitary corridor established for embarkation or disembarkation from cruise ships, vessels and aircrafts where the sanitary authority so determines*”.

Besides, authorities would only consider the possibility of allowing a crew change if the vessel has a scheduled commercial operation in one of our ports or a case involving the replacement of a crew member that was disembarked for medical conditions and unable to return to the vessel.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine requirements etc.

As mentioned in our CIRCULAR ROU/07/20 (hereto attached for your easy reference), any person, whether national or foreign, who intends to enter the country by either air, sea or land means, regardless of the reason for entry, must complete a form, which will have the character of an affidavit with all possible administrative and criminal responsibilities that may apply.

Besides, the person wishing to enter must comply with:

- Have his/her temperature monitored at the point of entry;
- Wear a face mask when the distance with other people is less than two meters;

- Provide proof of a negative result of a SARS COV-2 virus detection test (by PCR-RT molecular biology technique or diagnostic techniques approved by the Ministry of Public Health), carried out no more than 72 (seventy-two) hours before the start of the voyage, in a recognized laboratory in the country of origin.
- In case the entry to the country is made through a commercial passenger carrier, the accreditation of the negative test must be done before boarding with the corresponding carrier. Children under 6 years of age are exempt.
- To have health coverage in Uruguay;
- Comply with a mandatory preventive quarantine for a period of seven (7) days, with a new test to be carried out on the seventh day, or otherwise extend the quarantine for a further seven-day period.
- Comply with the measures to prevent the spread of the disease as determined by the health authority.
- On signers arriving through the international airport are subject to mandatory swabbing.

Are crewmembers who are either sick or injured permitted to be disembarked in your port? As mentioned in 1. above, requests for medical attention are granted on a case to case basis. Normally the Health Authority will request the agents to send a physician on board to evaluate the crew member before taking a decision.

In these situations, the requirement of the vessel having a scheduled commercial operation in one of our ports will normally not apply.

If they are allowed, are there any restrictions in doing so? (e.g. mandatory COVID-19 tests, quarantine *requirements etc.*)

In case the evacuation is authorized, then:

- Crew members that disembark at Montevideo and are immediately transferred to the airport: not subject to mandatory swabbing.
- Crew members that disembark at Montevideo and have to wait for flight at a local hotel: - not subject to mandatory swabbing but must keep mandatory isolation.
- Crew members who request a medical consultation: must ensure compliance with the means of protection required by the ministry of public health.

US Virgin Islands

V

Vanuatu

Venezuela

Venepandi

NB Information correct as at 23.10.20

Are routine crew changes allowed in your port? Yes. It is necessary to inform in advance the competent authorities about the change to be made (embarkation or disembarkation) and after this there is total collaboration by parts of these for the realization of this operation.

If allowed, are there restrictions on doing so? (e.g. mandatory COVID-19 testing, quarantine requirements, etc.) The crew or crew member who must disembark must undergo a RT-PCR test for SARS-CoV-2, which is a simple oropharyngeal test, duly accepted by the IMO worldwide. Only if it tests positive should it be quarantined until the test comes back negative.

Are sick or injured crew members allowed to disembark in your port? Yes. If there is an infected crew member, they can be taken to a clinic where they are isolated in departments prepared to receive patients with Covid-19. (Cases in a life-threatening condition due to chest pain and / or shortness of breath.

It is also allowed to disembark any member of the crew who is ill due to another illness, or who is injured as a result of an accident on board. The crewmember is taken to a clinic. (Free Venezuelan hospitals do not receive foreign personnel, and it is not recommended either, since these institutions lack basic services)

If allowed, are there restrictions on doing so? (e.g. mandatory COVID-19 testing, quarantine requirements, etc.) The restrictions are just those recommended by the IMO. The authority requires notification, and there are protocols that must be followed, but once these steps have been carried out, everything flows without restrictions.

If the case is an emergency, the crewmember is given a rapid PCR COVID-19 test while they are taken to the clinic. If the result is positive, the crew member is treated in a section of the clinic prepared for patients with covid-19. If he is not in danger, he is quarantined in the clinic, or even a hotel if he can wait, for example, for a surgical intervention.

Vietnam

Y

Yemen

GAC Yemen

NB Information correct as at 23.10.20

Yemen is engulfed in a civil war for five years now, and is recently hit by COVID-19 outbreak. No crew change is possible in such a situation.

The Aden/Hodeidah Harbor master advised that generally the crew change is not allowed until further notice.

The Hodeidah Shipping & Transport co (SYC)

NB Information correct as at 26.10.20

Further to your below inquiry, please be informed that, due to the outbreak of virus corona, the crew change operations are suspended by the Yemeni government until further notice.

Z