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28/04/2020

Konu : ICS'in COVID-19 Güncel Duyurusu Hk.**Sirküler No :532**

Sayın Üyemiz,

Uluslararası Deniz Ticaret Odası(International Chamber of Shipping-ICS) tarafından gönderilen 27 Nisan 2020 tarihli Ek'te sunulan yazı ile Dünya Sağlık Örgütü'nün(World Health Organization-WHO) yayınladığı ve 26 Nisan 2020 tarihi itibarıyla Çin ve diğer ülkelerden bildirilen "Yeni Koronavirüs"(novel coronavirus – COVID-19) akut solunum yolu hastalık vaka tablolarını içeren rapor ile "Yeni Koronavirüs" hakkındaki güncel bilgiler Odamıza iletilmiştir.

Yazıda, ICS tarafından, virüs ve etki durumunun yakından takip edildiği ve haftalık olarak virüsün etkisi, yayılımı ve alınması gereken tedbirler konusunda üyelere yönelik düzenli güncellenmiş rapor sunulmakta olduğu bildirilmiştir.

Ayrıca, bahse konu yazıda COVID-19 ile ilgili güncel bilgilere ilave olarak, Çin Ulaştırma Bakanlığı da dahil olmak Çin Halk Cumhuriyeti Ulusal İdareleri tarafından yayınlanan ortak bildiri Ek-3 ve Kanada Deniz Ticaret Odası tarafından ülkelerinde alınan diğer tedbirler hakkında bilgileri içeren bülten Ek-4'te yer almaktadır.

Bilgilerinize arz ve rica ederim.

Saygılarımla,

*e-İmza*İsmet SALİHOĞLU
Genel Sekreter**Ek:**

- 1- İlgi Yazı Türkçe Tercümesi (7 sayfa)
- 2- İlgi Yazı (10 sayfa)
- 3- Çin Halk Cumhuriyeti Ulusal İdareleri Ortak Bildirisi (4 sayfa)
- 4- Kanada Deniz Ticaret Odası COVID-19 Tedbirleri Bülteni (8 sayfa)

Dağıtım:**Gereği:**

- Tüm Üyeler (WEB sayfası ve e-posta ile)
- Türk Armatörler Birliği
- S.S. Gemi Armatörleri Mot. Taş. Koop.
- Vapur Donatanları ve Acenteleri Derneği
- İMEAK DTO Meslek Komite Bşk.

Bilgi:

- Meclis Başkanlık Divanı
- Yönetim Kurulu Başkan ve Üyeleri
- İMEAK DTO Çevre Komisyonu



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

Evrakı Doğrulamak İçin : <https://ebys.denizticaretodasi.org.tr/enVision/Dogrula/K4551F>

Bilgi için: Alper Mergen Telefon: 0212 252 01 30/246 E-Posta: alper.mergen@denizticaretodasi.org.tr

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- İMEAK DTO Şubeleri ve Temsilcilikleri
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- Yalova Altınova Tersane Gir. San. ve Tic. A.Ş.
- TÜRKLİM
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Sayılarla Son Durum.

Bölge	Vaka Sayısı	Vefat Sayısı	Risk Düzeyi
Küresel	2804796	193710	Çok yüksek
Batı Pasifik	142639	5943	Çok yüksek
Avrupa	1341851	122218	Çok yüksek
Güneydoğu Asya	43846	1747	Çok yüksek
Doğu Akdeniz	160586	6887	Çok yüksek
Amerika Kıtası	1094846	56063	Çok yüksek
Afrika	20336	839	Çok yüksek

26 Nisan 2020 Tarihi İtibarıyla En Fazla COVID-19 Vakası Tespit Edilen İlk 12 Ülke.

Amerika Birleşik Devletleri
İspanya
İtalya
Fransa
Almanya
İngiltere
Türkiye
İran
Çin
Rusya
Brezilya
Kanada

Günlük istatistiklere dahil edilmek üzere WHO'ya rapor edilen vaka sayısı, bildirildikleri süreye bağlı olarak değişkenlik gösterebilmektedir. ICS, farklı medya organları tarafından rapor edilen vaka sayılarını takip etmekle birlikte, WHO verilerinin resmi rakamlar olarak kullanılmasının önem arz ettiği belirtilmektedir.

Birçok ülkenin koronavirüs test kitlerine erişim sağlayamadığı bilinmektedir. Bu nedenle bazı ülkelerde virüsün bulaşma durumu bilinmemekte olup dikkatli olunması gerekmektedir.

[WHO-COVID-19 gösterge tablosundan](#) ülkelerle ilgili detaylı bilgiye erişilebilmektedir.

ICS'nin COVID-19 Sürecinde Sağladığı Destek.

- Salgın ile ilgili durum ICS tarafından günlük olarak takip edilmekte olup, üyelere konu hakkında gerekli tavsiyeler sunulmaktadır.
- ICS, öncelikli endişelerin tespiti için üye derneklerle Perşembe günleri haftalık video konferans görüşmeleri düzenlemektedir. Böylece mümkün olan yerlerde stratejik ve koordineli bir küresel müdahale sağlanacaktır.

- ICS, gemi personeli deęişiklięi konusundaki endişeler hakkında görüřmek için Salı günleri haftalık video konferans görüřmeleri düzenlemektedir. Böylece mümkün olan yerlerde stratejik ve koordineli bir küresel müdahale sağlanacaktır.
- ICS, mümkün olduęunca koordineli bir küresel mühadale sağlanması amacıyla öncelikli endişeleri belirlemek için dięer sektörlerin birlikleriyle haftalık video konferans görüřmeleri düzenlemektedir.
- ICS, koordineli bir yaklaşım sağlamaya yönelik olarak Çarşamba günleri Ulusal Birliklerin İletişim görevlileri ile haftalık video konferans görüřmeleri düzenlemektedir.
- Tüm büyük yardım kuruluşları ve Uluslararası Taşımacılık İşçileri Federasyonu (The International Transportation Workers' Federation-ITF) katılımıyla, koronavirüs özel çalışma grubu toplantısı haftada bir ICS koordinesinde düzenlenmektedir. Bahse konu grup Salı günleri toplanmakta olup, ortaya çıkan önemli konular ilgili birlik ve hükümetlere aktarılmakta, acil durumlardaki ihtiyaçları karşılamak üzere başarılı bir şekilde çalışmaktadır.
- ICS tarafından, çeşitli konularda işbirliği alanlarını görüřmek üzere Perşembe günü bir araya gelen Birleşmiş Milletler ajansları ile sektörler arası bir grup kurulmuştur. Bu grup özellikle sertifikasyon ile ilgili hususların tartışılmasında ve gemi personeli deęişiklikleriyle ilgili endişelerin dile getirilmesinde etkili olmaktadır. Ayrıca bahse konu grup IMO, ILO ve WHO tarafından hazırlanan gerekli sirkülerin yayınlanmasını sağlamaktan da sorumludur.
- Ayrıca ICS, kriz nedeniyle ihtiyaç sahiplerine yardım ulaştırılması hususunu tespit edebilmek için fon sağlayıcılarla birlikte çalışmaktadır. Bunun neticesinde, çeşitli yardım kuruluşları tarafından, denizciler ve aileleri için yardım kampanyalarına katılanlara kolaylık sağlamaya yönelik olarak ihtiyaç duyulan acil baęış fonları oluşturulmuştur.
- ICS, denizcilik şirketlerine hangi limanların açık olduęu, koronavirüs ile ilgili bilinmesi ve yapılması gerekenler, bayrak devletleri, istihdam sağlayan devletler ve liman devletleri tarafından verilen, gemiler ile personelin yanı sıra toplum için gerekli eylemler hakkında tavsiye ve güncel bilgiler içeren bir portal (e-room) kurmuştur. Portal kullanıcılarından kendi ülkeleri ile ilgili bilgileri paylaşması istenmektedir.
- **IMO tarafından, [COVID-19'a özel bir web sitesi](#) kurulmuştur.**
- Uluslararası Deniz Ticaret Odası ařağıdaki hususlarda kendilerine bilgi verilmesini istemektedir.
 - Teste tabi tutulması gereken veya COVID-19 test sonuçları pozitif çıkan mürettebata ait bilgilerin ICS ile paylaşılması. Yolcu ve yük gemilerinde, salgından etkilenen gemi personelinin sayısını izlemek ve sonraki süreçte uygun önlemlerin alınmasını sağlamak için bahse konu hususları WHO ve IMO'ya bildirmek önem arz etmektedir.
 - Gerekli tıbbi malzemenin tedarik sürecinde karşılaşılan sorunlar hakkında bilgi sağlanması. Liste güncellenecek olup belirlenen malzemelerin elde edilmesinin mümkün olmaması durumunda potansiyel alternatiflerin belirlenmesi için WHO'dan tavsiye alınacaktır.
 - Gemi personeli deęişikliklerinin kolaylaştırılması sırasında ortaya çıkan sorunlar.
 - Özellikle personel deęişimi ile ilgili dięer istihdam ve personel uyuđu tespitine ilişkin hususların bildirilmesi.
 - Uluslararası düzeyde gündeme getirilmesi gerekebilecek salgına ilişkin ortaya çıkan dięer hususlar hakkında bilgi verilmesidir.

ILO Bilgi Notu.

Uluslararası Çalışma Örgütü (International Labour Organisation-ILO) tarafından sunulan ve aşağıda yer alan web adresinden erişilen bilgi notu ILO hukuk departmanı tarafından hazırlanmış olup, MLC 2006 ve COVID-19 ile ilgili “Sıkça Sorulan Sorular”ı içermektedir.

https://www.ilo.org/global/standards/maritime-labour-convention/WCMS_741024/lang--en/index.htm

Koronavirus - Küresel Liman Kısıtlamaları Haritası.

ICS, üyelerini ve denizcilik şirketlerini, Küresel Liman Kısıtlamaları ile muhtemel limanları hakkında web sitesinin takip edilmesi konusunda teşvik etmektedir. Ülkeler açısından, Çin limanlarında bulunan gemi ve mürettebatı üzerinde koronavirüs yayılmasıyla mücadele etmeye yönelik yeni kısıtlamalar getirilmesi güç bir süreç olacaktır. Bu kapsamda, Wilhelmsen Ships Service tarafından, “Coronavirus-Global Port Restrictions Map” online uygulaması geliştirilmiştir. Uygulamada bulunan liman veya ülkelerin üzerine gelerek tüm konumlardaki kısıtlamalar görüntülenmektedir. Harita, günde iki kez güncellenmektedir ve önceki 24 saat için güncellemelerin bulunduğu yerler öne çıkarılmaktadır. Bahse konu harita uygulamasına <https://wilhelmsen.com/ships-agency/campaigns/coronavirus/coronavirus-map/> adresinden erişim sağlanabilmektedir.

Uluslararası Limanlar Birliği (International Association of Ports and Harbors-IAPH) tarafından sunulan haritaya <https://sustainableworldports.org/world-ports-covid19-information-portal/> adresinden, ICS'nin önerdiği bir diğer Liman Kısıtlamaları Haritasına ise <https://app.powerbi.com/view?r=eyJrIjoiN2I3MmJiYmYtYmYyNy00MGVklWI0ZTktZDZmNTY4ZTBIMzM3IiwidCI6IjM5MGZkn2Q4LWUzMjktNDdiYy04MmY4LWM5NTY4NTg5MzYyYyIsImMiOjEwfQ%3D%3D> adresinden ulaşılabilmektedir.

IATA ve ICS Tarafından Gemi Personeli Değişim Uçuşlarının Kolaylaştırılması İçin Acil Önlem Alınmasına Yönelik Hükümetlere Çağrı Yapılmıştır.

Uluslararası Hava Taşımacılığı Birliği (International Air Transport Association-IATA) ve ICS tarafından, gemi personelinin değişimi sürecinde uçuşların kolaylaştırılmasına yönelik acil önlemler alınması için hükümetlere çağrıda bulunulmuştur. COVID-19 kısıtlamaları nedeniyle denizciler, aylar süren çalışma sürecinden sonra gemide kalmaya devam etmekte, uzun seferlerin ardından değiştirilememekte veya evlerine geri dönememektedir.

Denizcilik sektörü küresel tedarik zincirini korumak için hayati önem taşımaktadır. Ancak mevcut durum, gemi personelinin güvenliği, refahı ve deniz ticaretinin emniyetli bir şekilde yürütülmesi için sürdürülebilir değildir.

Güvenlik, sağlık ve refahı koruyan uluslararası denizcilik düzenlemelerine uyum sağlamak için her ay ticari olarak görev yapan yaklaşık 100.000 denizcinin çalıştıkları gemilerden nakledilmesi gerekmektedir. COVID-19 nedeniyle hükümetlerin uyguladığı seyahat kısıtlamalarının bir sonucu olarak sefer sonrası geri dönüş veya gemiye katılmak için kullanılacak uçuşlar mevcut bulunmamaktadır. Göç ve sağlık tarama protokolleri, ticari gemilerin hayati derecede gerek duyduğu personeli değişikliği yapma sürecini de

engellemektedir. IATA ve ICS, belirli havaalanlarında personel deęişiklięini kolaylařtırmaya yönelik hükümetlerin uygulayabilecekleri güvenli ve akılcı çözümler üretmek için işbirlięi yapmaktadır.

ICS ve IATA küresel tedarik zincirini açık tutmak için, gemi personeli deęişimi uçuřlarının devamı, personelin güvenli ulaşımı ve geri dönüşü için belirli ve sınırlı sayıda personel deęişimine yönelik tüm hükümlere havaalanının belirlenmesi çağrısında bulunmuřtur. Öncelikli havaalanları, denizcilerin ikamet ettięi ülkelere doğrudan hava yolu baęlantısı bulunan ve temel denizcilik hatlarına yakın olan Çin, Hindistan ve Filipinler ile Batı ve Doęu Avrupa gibi konumları içermelidir.

Denizcilerin Gemilere Serbest Dolařımını Kolaylařtırılmasını Amaçlayan Belge Şablonu.

Denizcilerin, gemilere katılıř ve ayrılıřlarda serbest dolařımını kolaylařtırmaya yardımcı olmak üzere hazırlanmıř belgeye [ICS Web sitesindeki linkten](#) erişilebilmektedir.

Hindistan Uyruklu Denizcilerin Ülkelerine Geri Dönmesinde Karşılaşılan Zorluklar.

Devletlerin uyguladıkları kısıtlamalar nedeniyle, řirketlerin denizcilerini Hindistan'a geri gönderme sürecinde yařadıkları zorluklar ICS tarafından bilinmektedir. Hindistan Ulusal Armatörler Birlięi (Indian National Shipowner's Association-INSA), bu süreçten etkilenen Hint denizcileri, buldukları gemi ve çalıştıkları řirketler adına Hindistan Denizcilik Genel Müdürü ile temasa geçmek istemektedir. Gemi personeline yardım saęlanması hususunu Hindistan Denizcilik Genel Müdürlüęü ile görüşecek INSA CEO'su Sn. Anil DEVLİ'ye (ceo@insa.org.in), gemi personeli ve geri dönüş tarihleri bilgilerini içeren listenin gönderilmesi talep edilmektedir.

COVID-19 Salgınının Denizciler Üzerindeki Etkisi.

Birçok ülke, COVID-19 salgınından önemli ölçüde etkilenen ülkelere gelen denizciler için vize kısıtlaması ve zorunlu karantina uygulamıştır. Durum hakkında günlük olarak güncellenen ve kapsamlı bilgiler sunan Uluslararası Hava Tařımacılıęı Birlięi (International Air Transport Association-IATA) [web sitesi](#) ziyaret edilebilir.

Sosyal yardım kuruluşları video konferans yoluyla gemilere sanal ziyaret gerçekteřtirme imkanı sunmaya başlamıştır. Denizcilik firmalarının bu imkandan faydalanmaları için bilgilendirilmeleri istenmektedir. Firmaların ayrıca, gemilerindeki personel için aileleriyle görüşebilmelerini kolaylařtırmak amacıyla telefon hizmetlerini ucuzlatmak ya da ücretsiz yapmalarını saęlamak yönünde teşvik edilmeleri tavsiye edilmektedir.

Uluslararası İşçi Bayramı 2020.

Ulusal Birlikler, 1 Mayıs'ın dünyanın birçok ülkesinde Uluslararası İşçi Bayramı, İşçi Bayramı veya Mayıs Günü olarak tanınmasını saęlamaya teşvik edilmektedir. Bu, dünya çapında çalışan denizcilerin katkısını tebrik etmek ve tanımak için kullanılan bir gündür. İçinde bulunulan bu zor günlerde, denizcilerin katkısının unutulmaması istenmektedir. Bu nedenle, 1 Mayıs 2020 tarihinde yerel saatle 12:00'da mümkün olduęunca çok sayıda liman veya limanda bulunan gemi(eđer güvenli ve uygun ise), gemi düdüklerini çalmaya davet edilmektedir. Bu çerçevede:

- Üye şirketlerden, gemi sahiplerinden, yöneticilerden, liman işletmecilerinden ve ilgili tüm paydaşlardan gemi kaptanlarını bu faaliyete katılmaya teşvik etmeleri istenmektedir.
- Yiyecek, yakıt ve sarf malzemelerinin tedarikinin devamlılığını sağlamak için çalışan 1,2 milyondan fazla denizciyi hatırlamaya davet etmek üzere medyanın, özellikle yayıncı kuruluşların iletişim imkanları ile bilgilendirilmesi istenmektedir.
- Hükümetlerin, gemilerdeki mürettebatın personel değişikliğini gündeme getirmek ve harekete geçmeleri için daha fazla talepte bulunmak üzere bir teklif veya kamuoyu desteği sunarak bu konunun çözümü yönünde teşvik edilmesi istenmektedir.

Haber Bağlantıları İçin KVH'den Ücretsiz Teklif

Pandeminin devam ettiği sürece ve denizcilerin etkilenmesi durumunda, bazı teklifler, indirimler ve girişimlerin mevcut olduğunu bildirmek için KVH (denizcilik iletişim firması) tarafından ICS ile temasa geçilmiştir. KVH, pratik olarak yardım etmenin yollarını gözden geçirmekte olup, denizcilere haber sağlayıcı olarak, denizcilik şirketlerine kendi ulusal gazetelerinin dört sayfasını ve bulmaca sayfalarını Haziran 2020'nin sonuna kadar e-postayla göndermektedir. Haber ve güncellemeleri içeren bahse konu dosyalar uluslararası denizcilere kolayca dağıtılabilmektedir. İçerik sadece ticari gemilerde kullanılmak üzere lisanslanmış olup, kara tesislerinde dağıtılmaması gerekmektedir.

Bu hizmetten faydalanmak isteyen denizcilik şirketlerinin, iletişim bilgilerini newslinkonboard@kvh.com adresine e-posta ile göndermesi gerekmektedir. KHV, bahse konu dosyaları, gemilere iletilmek üzere şirketlerin merkez ofislerine veya bilgileri mevcut ise doğrudan gemilere gönderecektir.

Tıbbi Öneriler.

Helse Bergen tarafından yeni bir portal oluşturulmuştur. NCMDM ve Radio Medico Norway, denizcilerin hasta gemi personelini veya gemideki diğer kişileri değerlendirmelerine yardımcı olmayı amaçlayan etkileşimli, internet tabanlı bir COVID-19 değerlendirme uygulaması geliştirmiştir. Ayrıca, dikkat edilmesi gereken uyarı işaretleri ve TMAS hizmetlerine ne zaman başvurulacağına dair tavsiyeler de dahil olmak üzere muhtemel COVID-19 vakalarının tedavisi hakkında rehberlik sağlayan bahse konu uygulamaya www.covid19atsea.no web adresinden ücretsiz olarak erişim sağlanmaktadır.

Gemide bulunanların kullanması için çok yararlı bir uygulama olduğu düşünülmektedir. Mümkün olduğunca çok kişinin uygulamaya erişim sağlaması için çaba sarfedilmektedir.

Bütün ülkeler, denizcilik ve havacılık da dahil olmak üzere tüm ulaşım sektörleri için geçerli olan WHO Uluslararası Sağlık Düzenlemelerine uymalıdır..

100'den fazla mürettebatı olan gemilerin bir tıp doktoru bulundurmaları gerekirken, uluslararası sefer yapan kargo gemileri ve diğer gemilerde sadece sınırlı ilk yardım ve tıbbi eğitim almış denizciler bulunmaktadır.

ICS tarafından sunulan rehberliğin güncel gelişmeleri yansıtmasının sağlanması için uluslararası kuruluşlarla çalışmaya devam edileceği belirtilmektedir. Mevcut güncel öneriler aşağıda sunulmuştur:

- Teletıp (telefon vasıtasıyla tedavi) hizmetleri, internet ve liman sağlık otoritelerinin tavsiyelerine erişim sağlanması.
- Gemiler İçin Uluslararası Tıbbi Rehber'in bir kopyasının veya gemide bulunması gereken ekipman ve ilaçların listesinin olduğu, tıbbi tavsiyeler içeren, eşdeğer bir ulusal belge bulundurulması.
- Dünya Sağlık Örgütü'nün COVID-19 için önerdiği ekipmanların kontrol edilmesi. Bahse konu ekipmanların çoğu halihazırda ticaret gemilerinde bulunmaktadır ancak test ekipmanı da dahil olmak üzere gemide taşınmayan ekipmanlar liman devleti sağlık görevlileri tarafından sağlanmalıdır.
- Hastalığın yayılmasını önlemek için tıbbi oda mevcut durumda kullanılıyorsa, tercihen tekli kabinlerden yararlanılması.
- COVID-19 sürecinde Tarama ve Test ile Limanlarda Tıbbi Bakıma Erişim konularında Uluslararası Denizcilik Sağlığı Birliği (International Maritime Health Association-IMHA) tarafından hazırlanmış protokollerin incelenmesi önerilmektedir.

COVID-19 Testi.

ICS tarafından bu hafta, COVID-19 testi ile ilgili ayrı bir rehber yayınlanacaktır. Bahse konu belge, mevcut farklı test türlerini ve sınırlamalarını açıklayacaktır.

ICS (COVID-19) Gemi İşletmecileri İçin Denizcilerin Sağlığını Koruma Rehberi.

ICS, bahse konu belgenin güncellenmesi için çalışmalara başlamış olup bir sonraki baskının 4 hafta içinde hazır olması düşünülmektedir. Ele alınacak olası ilave konular için önerilerin dahil edilmesi üzerine bu hafta sonuna kadar üyelerin ICS ile iletişime geçmesi talep edilmektedir.

ICS (COVID-19) Gemi İşletmecileri İçin Denizcilerin Sağlığını Koruma Rehberi'ne aşağıdaki adresten ücretsiz olarak ulaşılmaktadır.

[https://www.ics-shipping.org/docs/default-source/resources/coronavirus-\(covid-19\)-guidance-for-ship-operators-for-the-protection-of-the-health-of-seafarers.pdf?sfvrsn=6](https://www.ics-shipping.org/docs/default-source/resources/coronavirus-(covid-19)-guidance-for-ship-operators-for-the-protection-of-the-health-of-seafarers.pdf?sfvrsn=6)

İlave Tıbbi Kaynaklar – “Gemide Güvenli Kalın” Videosu.

Denizcilerin “Gemide Güvende Kalmalarına” yardımcı olmaya yönelik üretilen ücretsiz videonun kullanılması ICS tarafından önerilmektedir. Sağlık personeli olmayanların da anlayabileceği ve birçok pratik bilgi içeren bahse konu videoya aşağıdaki adresten erişim sağlanmaktadır:

https://www.steamshipmutual.com/loss-prevention/stay_safe_on_board_0420.htm

North of England P&I sigorta şirketi, gemiyi ziyaret edenler ve gemideki sosyal mesafeler ile afişleri yayınlamıştır. Bahse konu afişlere www.nepia.com adresinden ücretsiz olarak erişim sağlanmaktadır.

WHO Rehberi – COVID-19 Sürecinde Maske Kullanımı Hakkında Tavsiyeler.

Maske kullanımının uygunluğu üzerine çeşitli tartışmaların devam etmesi nedeniyle, ICS tarafından konu hakkındaki en son WHO Rehberi yayınlanmış olup, bahse konu rehber aşağıda yer alan web adresinden de erişim sağlanmaktadır.

[https://www.who.int/publications-detail/advice-on-the-use-of-masks-in-the-community-during-home-care-and-in-healthcare-settings-in-the-context-of-the-novel-coronavirus-\(2019-ncov\)-outbreak](https://www.who.int/publications-detail/advice-on-the-use-of-masks-in-the-community-during-home-care-and-in-healthcare-settings-in-the-context-of-the-novel-coronavirus-(2019-ncov)-outbreak)

Gemilerin Limanlarda Tıbbi Desteğe Erişimi.

ICS, kruvaziyer gemilerinin belirli ülke limanlarına giremediği durumlar hakkında bilgileri takip etmektedir. Gelişen her vaka WHO'ya bildirilmekte, ülkelerin Uluslararası Sağlık Mevzuatı (International Health Regulations-IHR) kapsamındaki yükümlülüklerini yerine getirmeleri için ICS tarafından teşvik edileceği ifade edilmektedir. İlgili vakalar hakkında ICS ile bilgi paylaşılması istenmektedir.

Semptomları olan denizcilerin karadaki personelden sağlanan tıbbi yardıma erişemedikleri belirtilmekte olup, bu konuların uluslararası düzeyde gündeme getirilebileceği durumların farkında olunmasının faydalı olacağı düşünülmektedir.

Dünya Sağlık Örgütü (WHO).

ICS, hızlı tanımlama, tanı ve vaka yönetimi, hastaların tanımlanması ve takibi, sağlık kurumlarında enfeksiyonun önlenmesi ve kontrolü, yolcular için sağlık önlemlerinin uygulanması, toplumda farkındalık yaratma ve risk iletişimi gibi kombine halk sağlığı önlemleri uygulanarak Dünya Sağlık Örgütü'nün COVID-19 stratejik hedeflerini desteklemektedir. WHO web sitesinde günlük olarak ilave bilgiler yayınlanmakta olup, ICS tarafından bu bilgilerin incelenmesi tavsiye edilmektedir.

WHO, son günlerde meydana gelen gelişmeler ışığında mevcut görüşlerini ifade eden [bir belge](#) yayınlamıştır. Bahse konu belgenin incelenmesinin daha fazla bilgi edinilmesi açısından faydalı olacağı değerlendirilmektedir.

UNCTAD Gümrük Bilgileri

Birleşmiş Milletler Ticaret ve Kalkınma Konferansı (United Nations Conference on Trade and Development-UNCTAD) tarafından gümrük idarelerinin COVID-19 salgınına uyum sağlamasına yardımcı olmak amacıyla çeşitli rehberler yayınlanmıştır. Böylece ticaretin devamlılığı sağlanırken çalışanlar da güvende tutulacaktır. Bahse konu rehber aşağıdaki web adresinde yer almaktadır:

https://unctad.org/en/PublicationsLibrary/dtlasycudainf2020d1_en.pdf



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This Circular and its attachments (if any) are confidential to the intended recipient and may be privileged. If you are not the intended recipient you should contact ICS and must not make any use of it.

27 April 2020

COVID-19(20)49

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

COVID-19 UPDATE AS OF 27TH APRIL 2020

Action Required: Members are invited to:

- ***note information provided by WHO last night (19th April 2020). This stays at 213 countries now reporting confirmed cases of COVID-19. 563,437 additional cases have now been confirmed globally since the last report issued (20%). There have also been 41,159 additional deaths over the period (21%). However, it remains important to appreciate that many countries cannot report all cases as they still do not have the potential testing equipment, so numbers are likely to be much higher.***
- ***notify ICS of any matters to be shared with other stakeholders.***
- ***encourage companies to get ships to sound their horns on International Labour Day – 1st May 2020. Further details are within this circular.***
- ***note the English translation of the joint statement issued by 6 Chinese national governmental departments including the Ministry of Transport as attached in Annex 1.***

- ***note information provided by The Chamber of Marine Commerce Canada on further measures being taken in Canada attached in Annex 2.***

SITUATION IN NUMBERS

Area	No of Cases	No of Deaths	Risk level
Globally	2804796	193710	Very high
Western Pacific	142639	5943	Very high
European Region	1341851	122218	Very high
South East Asia	43846	1747	Very high
Eastern Mediterranean	160586	6887	Very high
Americas Region	1094846	56063	Very high
African Region	20336	839	Very high

TOP 12 COUNTRIES WITH CASES AS AT 26 APRIL 2020

United States of America
Spain
Italy
France
Germany
United Kingdom
Turkey
Iran (Islamic Republic of)
China
Russia
Brazil
Canada

The number of cases reported varies depending on the time they are reported to WHO for inclusion in daily statistics, so numbers constantly change. ICS is also aware that different media are reporting higher numbers, but it is essential for us to use WHO data as official benchmark numbers.

It is also important to understand that many countries, still do not have access to testing kits or have an extreme shortage of kits so it is difficult to know how many people have really contracted the virus in these countries. Caution should therefore be taken in this regard. To get specific real time information relating to a country please visit the WHO-covid-19 dashboard. [Link](#)

ICS ASSISTANCE

- ICS is monitoring the situation daily and advising members as and when appropriate.
- ICS is now holding weekly videoconference calls on Thursdays with member associations to understand primary concerns so that a strategic and coordinated global response is taken where possible.
- ICS is now holding weekly videoconference calls on Tuesdays to discuss crew change concerns so that a strategic and coordinated global response is taken where possible.
- ICS is now holding weekly videoconference calls with other industry associations to gather primary concerns to try to ensure a coordinated global response is taken where possible.
- ICS is now holding weekly videoconference calls on a Wednesday with Communications officers from National Associations try to ensure a coordinated approach is taken if possible.
- ICS continues to chair a weekly coronavirus taskforce group weekly involving all the main welfare agencies and ITF. This group meets on a Tuesday and key issues arising are flagged up to the appropriate agencies/ governments. This group continues to be successful in working collaboratively and responding to immediate needs.
- ICS has also established an inter industry group with the main UN agencies which meets on a Thursday to discuss areas of cooperation on various matters, this has proven particularly effective in discussing issues raised by the International NGOS and Welfare agencies and trying to ensure a consistent global approach across UN agencies. It also is responsible for ensuring necessary circulars are issued by IMO, ILO and WHO.
- ICS has successfully worked with funders to see how assistance can be given to those most in need as a result of the crisis. This has resulted in various

charities establishing much needed Emergency donation funds to assist those providing welfare for seafarers and their families.

- An ICS e-room contains advice and up to date information for shipping companies regarding COVID-19, which ports are open, advice from flag States, Labour Supply Countries and port States as to actions required for vessels and their crew members and citizens. Anyone wishing to subscribe should contact the undersigned. E room users are encouraged to directly share and post information about their respective countries within the - e room.
- IMO has also set up a dedicated website on Covid-19 which is available at [Link](#).
- ICS would be grateful if we could continue to be notified of:
 - any information regarding crew members undergoing testing or who have tested positive for COVID-19. It is important for us to be able to track the number of crew affected on all ships and to report this to WHO and IMO to ensure appropriate measures are adopted.
 - issues faced in procuring necessary medical supplies. We will update our list and get advice from WHO if certain items are impossible to obtain to identify potential alternatives.
 - Issues arising in trying to facilitate crew changes.
 - any other employment concerns particularly in relation to crew change issues, and discrimination relating to crew nationality.
 - any other issues arising in relation to the outbreak to be raised at an international level.

ILO INFORMATION NOTE

Members are reminded that the International Labour Organisation has produced an Information note containing FAQs received by the ILO legal department relating to the MLC 2006 and COVID-19. This is available on the ILO MLC website [link](#).

COVID-19: GLOBAL PORT RESTRICTIONS MAPS

ICS encourages members and shipping companies to review a website of potential ports with restrictions. As countries announce new restrictions on ships and crew that call at vulnerable locations to try to combat spread of Covid-19 staying up to date can be complex. Wilhelmsen Ships Service has produced an online “Coronavirus – Global Port Restrictions Map” updated twice a day demonstrating ports or countries with restrictions but may not be exhaustive. [Link](#). Other useful Port Restrictions Maps are available at [Link](#) and from IAPH at [Link](#).

IATA AND ICS CALL ON GOVERNMENTS TO TAKE URGENT MEASURES TO FACILITATE CREW CHANGE FLIGHTS

The International Air Transport Association (IATA) and the International Chamber of Shipping

(ICS) have called on governments to take urgent measures to facilitate crew change flights for seafarers. Due to the COVID-19 restrictions, seafarers must extend their service on board ships

after many months at sea, unable to be replaced following long tours of duty or return home.

Shipping is vital to maintain global supply chains, but the current situation is unsustainable for the safety and wellbeing of ships’ crews and to safely operate maritime trade.

Each month about 100,000 merchant seafarers should be transferred from ships on which they work to comply with international maritime regulations protecting safety, health and welfare. Due to government-imposed travel restrictions due to COVID-19, flights to repatriate or position marine personnel are unavailable. Immigration and health screening protocols also hamper the ability of merchant ships to conduct vital crew changes. IATA and ICS are collaborating to produce safe pragmatic solutions for governments to implement to facilitate crew changes at certain airports.

ICS and IATA have called on all governments to designate a specific number of crew change airports for safe movement and repatriation of crew to achieve critical mass to resume crew change flights to these airports, keeping global supply chains open. Priority airports should include those near major shipping lanes with direct air connections to principal seafarer countries of residence.

LETTER TEMPLATES TO FACILITATE FREE MOVEMENT FOR SEAFARERS TO AND FROM THEIR VESSELS

Please note this document is now available for download from the ICS Website [link](#) .

DIFFICULTIES IN REPATRIATING INDIAN SEAFARERS

ICS knows of situations where companies have found it difficult to repatriate seafarers to India due to governmental restrictions. INSA is willing to contact the Director General of Shipping in India with names of affected Indian seafarers and the companies and vessels they work on. Please forward crew lists and desired date of repatriation to Mr Anil Devli CEO of INSA, ceo@insa.org.in who will raise this with DG Shipping to see if assistance can be given to these crew members.

IMPACT ON SEAFARERS

Many countries have imposed further visa restrictions and mandatory quarantine for seafarers from countries significantly affected by COVID-19. As over 85% of global flights are affected shipowners are encouraged to obtain daily updated information on the flight situation review the IATA website which gives comprehensive coverage. [Link](#) Many welfare agencies now offer virtual ship visiting by video conferencing so please advise Shipping companies of this resource. Shipping companies should also try to see if they can currently offer cheaper or free international calls for seafarers to keep in touch with their families.

INTERNATIONAL LABOUR DAY 2020 – SOUND YOUR HORNS!

National Associations are being encouraged to ensure is recognized in many countries around the world as International Workers' Day, Workers' Day, Labour Day or May Day. This is a day which is used to celebrate and recognize the contribution made by workers across the world. At this difficult time for the world we want to ensure that the contribution made by seafarers is not forgotten. Therefore, we want to encourage as many ships as possible globally, who are in a port or harbour, to sound their horns (as is safe to do so) at 12.00 local time on 1st May 2020. Please:

- ask member companies, shipowners, managers, port operators and any relevant stakeholder to encourage ships captains to participate.
- encourage your Communications Teams and Companies to invite media, particularly broadcast media, to report on this mass horn sounding to highlight

the over 1.2 million seafarers currently working to ensure food, fuel and supplies continue to flow for all.

- invite government ministers to recognize this event by providing a quote or public statement of support to politically raise the issue seafarer crew change and to further request action.

KVH FREE OFFER FOR NEWSLINK

KVH has advised that as the pandemic continues and seafarers find themselves impacted, some offers, discounts, and initiatives are available. KVH are reviewing ways to assist practically and, as a provider of news to seafarers, they are offering any shipping company complimentary daily editions of their four-page International newspaper and Puzzle Page for their crew, delivered by email, until end of June 2020. The files can be distributed easily to international seafarers and will provide news stories and updates and a little light relief. The content is only licensed for use on commercial maritime vessels so must not be distributed ashore:

To access this service, shipping companies should email newslinkonboard@kvh.com with the email address(es) for news delivery. KVH will send to the shipping company head office for onward delivery to vessels or directly to the ship if an email address for each vessel is provided.

MEDICAL ADVICE

A new portal produced by Helse Bergen. NCMDM and Radio Medico Norway provides an interactive, internet based COVID-19 assessment tool aimed at helping seafarers on board to assess sick crew members or others on board. It also gives guidance on treatment of possible cases of COVID-19 including warning signs to look out for and advice on when to contact TMS services. This is freely available and can be accessed at www.covid19atsea.no

This is a very useful tool for those on board to use and we are trying to ensure that as many people as possible have access to it. Please circulate it to your member companies.

All countries must follow the WHO IHR which apply to all transport sectors including shipping and aviation and give clear advice to follow to avoid global spread of infections and outbreaks of communicable diseases.

ICS is conscious of the fluid nature of the situation and will continue to work with international bodies to ensure our guidance reflects up to date developments. Key current messages are to:

- Access advice from telemedical services, internet advice, and port health authorities.
- Carry a copy of the International Medical Guide for Ships or a national equivalent publication with medical advice including a list of equipment and medicines required to be kept onboard.
- Check the WHO suggested equipment for COVID-19. Most is already carried onboard merchant vessels, but equipment not carried onboard including testing equipment should be provided by port State health officials.
- Preferably utilise single cabins if the medical room is in use to avoid spreading the disease.
- Promote the protocols produced by IMHA relating to Screening and Testing and Port Access to Medical Care and share these with your member companies.

TESTING FOR COVID-19

ICS will be issuing a separate guidance circular relating to testing for Covid-19 this week. The circular explains the different types of tests available and their limitations.

ICS (COVID-19) Guidance for Ship Operators for the Protection of the Health of Seafarers [link](#).

ICS is starting work on updating this document and hopes to have the next edition available within 4 weeks. This will be downloadable from the ICS website. Members suggestions for potential additional topics to be covered are requested to be sent to the undersigned by the end of this week for consideration for inclusion.

ADDITIONAL MEDICAL RESOURCES

Stay Safe On-Board Video

ICS encourages members to promote the use of a free video produced to help seafarers to Stay Safe on Board, which contains a lot of practical information in a manner which is understandable for non - medics. Please encourage your members of

this free tool which is available at: https://www.steamshipmutual.com/loss-prevention/stay_safe_on_board_0420.htm.

North of England P& I club posters related to ship visitors and social distancing onboard.

ICS is also aware of two new posters from the North of England P& I club related to social distancing onboard. These are attached at Annex 3. Please advise your members of these free tools. These are also available from www.nepia.com

WHO guidance -- Advice on the use of masks in the context of COVID-19

As there continue to be conflicting debate surrounding the appropriateness of use of masks ICS attaches the latest WHO guidance. This can be downloaded from: [https://www.who.int/publications-detail/advice-on-the-use-of-masks-in-the-community-during-home-care-and-in-healthcare-settings-in-the-context-of-the-novel-coronavirus-\(2019-ncov\)-outbreak](https://www.who.int/publications-detail/advice-on-the-use-of-masks-in-the-community-during-home-care-and-in-healthcare-settings-in-the-context-of-the-novel-coronavirus-(2019-ncov)-outbreak)

SHIP ACCESS TO MEDICAL SUPPORT IN PORTS

ICS is becoming more aware of reported situations where ships continue to find it impossible dock in certain ports. Each incident we identify, is reported to WHO and we will continue to press for countries to honour their IHR obligations. Please share information on cases arising with ICS.

It is very important also for us to know of cases where seafarers with reported symptoms cannot access medical assistance from shore side personnel for these issues to be raised internationally.

WHO

ICS supports WHO's strategic objectives relating to COVID-19 through public health measures, such as rapid identification, diagnosis and case management, identification and follow up of contacts, infection prevention and control in health care settings, implementation of health measures for travelers, awareness-raising and risk communication. Additional information is being posted up on the WHO website daily and ICS is continuing to review this to see what can be shared with our members.

WHO has also recently produced a presentation advising on their current thinking in light of the latest developments this can be found at Annex 5. This is worth reading to get a broader perspective.

UNCTAD CUSTOMS INFORMATION

UNCTAD has issued guidelines to help customs authorities adapt to the #coronavirus pandemic, so they can keep their workers safe while ensuring that trade continues to flow. The document can be downloaded from:

https://unctad.org/en/PublicationsLibrary/dtlasycudainf2020d1_en.pdf

The ICS secretariat will produce an update on Monday 4th May 2020.

Natalie Shaw
Director Employment Affairs



International Chamber of Shipping (China) Liaison Office

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Annex 1 Joint Notice on the Prevention and Control of the Epidemic for the Seafarers from International Sea-going Vessels

[This is a free English translation of the Chinese version of the Joint Statement provided by the Office. For the original Chinese version please access:

http://xxgk.mot.gov.cn/jigou/haishi/202004/t20200423_3365488.html]

In order to thoroughly implement the spirit of important instructions issued by General Secretary Xi Jinping and other central leading comrades, to promote the implementation of the Party Central Committee and the State Council's decision-making on the overall promotion of epidemic prevention and control and economic and social development work, to accurately carry out epidemic prevention and control of seafaring ships and seafarers in an orderly manner, to guarantee the change of Chinese seafarer members and their return to China upon expiry of the contract, to protect the lawful rights and interests of seafarer members in accordance with the law, and in accordance with the deployment requirements of the joint prevention and control mechanism for the Covid-19 pandemic situation according to the State Council, the notice on the prevention and control of the epidemic for the seafarer members on international sea-going vessels is as follows:

1. Strictly implement the responsibility for the prevention and control of the Covid-19 pandemic

- (1) Strictly implementing corporate responsibility. Shipping companies and seafarer dispatching organisations are the first person responsible for the prevention and control of seafarers' epidemics. It is necessary to further improve the company's management system and regulation, strictly implement the requirements for ships and seafarers' epidemic prevention and control, abide by the quarantine inspection regulations, and effectively strengthen the management, carry out seafarer training on epidemic prevention and control knowledge, guide the ship to urge the seafarers to do a good job of self-protection during the shipping and production operations, with all kinds of protective equipment on board to ensure the supply of ship materials, seafarer meals and daily necessities.
- (2) Strictly implementing industry supervision responsibilities. The competent transportation authorities and the maritime safety administrations which are directly under the government shall, in accordance with the division of responsibilities, strengthen the legal supervision of shipping companies and seafarers dispatching organizations, urge and guide the establishment and implementation of various systems for epidemic prevention

and control, and actively cooperate with local governments and port inspection units to implement the preventive measures for the importation of overseas epidemic confirmed cases. Local transportation, port inspection and health units should further optimise joint prevention and control measures in accordance with their responsibilities, and well carry out management of entry and exit of seafarers from international sea-going vessels.

- (3) Strictly implementing the territorial responsibility of local governments. The people's government at the port's location must strictly implement territorial responsibility, strictly implement the regulations for the change of Chinese seafarers, and satisfy the crew's reasonable request for disembarkation; organise transportation, public security, health and other relevant authorities to arrange special forces to effectively strengthen the effective management and control of the potential risk of epidemic spread.

2. Strictly implementing closed-end management of seafarers on international sea-going vessels

- (4) During the voyage and at berth, international sea-going vessels should refer to the "Guidance on the prevention and control of COVID-19 on board (Version 2.0)"¹ to prevent and control the epidemic situation and implement closed-end management on board. It is necessary to implement the captain responsibility system, strengthen the monitoring of the health status of the seafarers on board, and measure the body temperature of the seafarers no less than twice a day, and make continuous records; if any abnormal conditions are found, they should be reported to the relevant shipping company and the seafarer dispatching organisation in time.
- (5) After the vessel arrives at the port, the seafarers shall not be arranged for disembarking ashore, except for the normal change of the Chinese seafarers, emergency rescue for the injured crew, etc; the vessel shall strengthen the duty of the gangway and the seafarers who really need to disembark must take personal protection.

3. Optimising the prevention and control measures at the customs for the change of Chinese seafarers

- (6) For Chinese crew members who are shifting to embark on board at domestic ports, if they arrive at the shifting port in accordance with the relevant national regulations and meet the local government's requirements for epidemic prevention and control, they can switch to the ship upon normal quarantine at the customs.
- (7) After an international sea-going vessel arrives at the port, for those Chinese seafarers who are scheduled to disembark, once the customs quarantine has confirmed no abnormalities and the nucleic acid test is negative, and the vessel has left the last port for more than 14

¹ <http://en.msa.gov.cn/u/cms/www/202004/08165246rwbe.pdf>

days and the health record shows that it is normal for 14 consecutive days or more, upon handling the customs formalities, the government where the port is located should provide convenience. If the above conditions are not met, after going through the entry procedures for the change of seafarers, the seafarers, who have abnormalities in the customs quarantine or nucleic acid test is positive, shall be disposed of by the government in the port location in accordance with the relevant requirements of the joint defense and joint control mechanism. It is necessary to strictly abide by the relevant regulations and requirements for the prevention and control of outbreaks of non-"Four Types of Personnel"² returned from overseas.

- (8) In addition to personal protection during the entire changing process, the seafarers must strictly observe the isolation regulations and regularly report the daily health status to the shipping companies and seafarers dispatching organizations in accordance with the regulations.

4. Safely arranging the return of Chinese seafarers abroad

- (9) In response to outstanding issues such as expiry of employment contracts and invalidity of visas which are being encountered by Chinese seafarers abroad during the epidemic, our embassies and consulates abroad should unblock channels for receiving information reports and actively do consular protection.

- (10) For Chinese seafarers who are in a difficult situation and strongly request arrangements for returning to China, a study of an appropriate manner shall be conducted. Relevant transportation, foreign affairs, civil aviation, port inspection and health and other relevant authorities should actively coordinate with shipping companies, seafarer dispatching organisations etc under the leadership of the local government and superior competent authorities to do a good job of guaranteeing the rights and interests of seafarers and managing their return to China.

5. Strengthening the management of domestic and foreign trading vessels operating from international routes to domestic routes

- (11) Implementing precise management. When the domestic and foreign trading vessels of dangerous liquid bulk cargoes operating from international routes to domestic routes (only one domestic voyage), if all crew members do not show any symptoms and the nucleic acid test result is negative, the customs shall go through the formalities of changing the business and may no longer require isolation for 14 days, provided that the shipping company and the vessel shall provide written promises respectively to the transportation authority and maritime safety administration at the port 's location stating

² "Four types of personnel" refers to confirmed patients, suspected patients, patients with fever who cannot be ruled out as possible infections, and close contacts of confirmed patients.

that they will not disembark from the port of China except for the emergency rescue of the injured and sick crew within 14 days of leaving the last port outside the country.

- (12) Strengthening information notification and supervision. When the domestic and foreign trading vessels of dangerous liquid bulk cargoes operating from international routes to domestic routes (only one domestic voyage), if the vessel leaves the last port abroad less than 14 days before entering or leaving the domestic port, it is necessary to truthfully report the situation of the international route and the domestic routes to the maritime safety administration, as well as the information of the last port of the vessel, the crew and health information, the port of the domestic trade to be berthed, and the information of people boarding and disembarking within 14 days, etc., and notify the relevant port companies of the domestic route in time. If a port enterprise finds that a ship has violated its commitment while in port, it shall report to the relevant management department in a timely manner. For shipping companies that do not abide by their commitments, the transportation authorities at the port shall record this information in the management of credit information in the field of water transportation, and report to the port inspection unit. During the epidemic, the customs will no longer handle the application for the conversion of international routes to domestic routes for their vessels. For those that cause the spread of the epidemic, relevant companies and individuals shall be held accountable according to law.

Ministry of Transport
Ministry of Foreign Affairs
National Health Commission
General Administration of Customs
National Immigration Administration
Civil Aviation Administration of China

22nd April 2020



CMC Ship Owners' Best Practices for COVID 19

Update Number 1. April 23, 2020.

- Reflects new Transport Canada requirements for reporting a case when in [Ontario or Quebec waters](#) and for wearing of [non-medical masks or face covering](#) while on public transport. **Changes appear in bold text.**

Introduction

Health and safety is the first priority, as the marine sector continues the critical mission of delivering the goods and products people need for their daily lives. Marine shipping is an essential service and is vital to keeping supply chains operating in Canada and the United States.

With that in mind, the Chamber of Marine Commerce is in regular communication with federal government transport and health officials to ensure a coordinated approach that helps to protect employees and stakeholders who interact with the marine sector. We are providing our ship owner, port and other members information on the latest measures and best practices coming from federal and provincial government departments here in North America and through the International Chamber of Shipping.

This document was prepared to inform all the Chamber's members and partners about best practices our ship owner members are adopting to respond to COVID-19. It sets out best practices put in place by our ship owner members to protect their crews, customers, service providers and the public from risks posed by the COVID-19 pandemic. It covers preventive measures before boarding ships and prevention while onboard, as well as measures for managing a sick person on board. As always, the Master of a vessel has discretion to set additional measures beyond what is provided here.

This is a rapidly evolving situation and further measures and guidance may be issued. Our ship owners may also take on additional measures as the situation requires.

1. Before Boarding

Our ship owners carry out screening assessments of their employees prior to them joining their vessels and monitor their health on a daily basis while onboard. Ship owners use screening assessment questionnaires, similar to the screening tools released by [Public Health Authorities](#) in Canada. Crews who operate ships or personnel who service ships, and are not experiencing symptoms of COVID-19, have been deemed essential by the government and are exempt from the 14-day self-isolation period following travel.

An employee experiencing symptoms of COVID-19 must report it to the company and follow advice from the Public Health Authorities. Further measures will be carried out as per the most current direction from Transport Canada and if applicable, the United States Coast Guard. Employees who have previously exhibited COVID-19 symptoms will only be permitted to return to work once they have received the required medical clearances. See section 9 for further details.



Scheduling arrangements or leave will be made based on the results of the screening assessment and advice from health care professionals.

Other preventive procedures include:

- Avoiding crew changes in the United States, unless operationally essential
- Discouraging guests, with any guest requiring approval by company management before boarding
- Working with government agencies, customers, and service providers to reduce the need for boarding vessels and to carry out more tasks by electronic or other remote means
- Providing personal protection equipment to crews or other people boarding, if needed
- Following the measures requested by Pilotage Authorities through their notices to industry, before a pilot boards.

Vendors and service technicians that attend vessels will be screened using the tools mentioned above and approved by the company prior to boarding.

Personnel from government agencies, customers, pilots, and service providers that have undertaken similar protective practices for their employees and have shared these with CMC, should be seen as trusted partners and not need additional screening. Our ship owners will work with these stakeholders to exchange protection procedures and inform crews.

2. Keeping a Distance

- Ship owners will provide onboard crews with personal items that they may find hard to obtain with increasing restrictions on shore leave.
- Ship owners follow restrictions designed to limit crew's exposure and risk of contracting the virus at work. Health authorities are recommending a 2-metre distance.
- For those who must work in closer proximity, these tasks will be assessed for safety taking into account the other protective measures in place: hand washing, hygiene, and disinfection.
- While in port, crews will largely remain on board the ship, in keeping with new Transport Canada restrictions on shore leave, with the exception of crew change, authorized medical attention, normal dock operations and authorized shore leave.
- Shore leave may also be further restricted by a shore authority and by the company under certain conditions, for example, leave could be limited to a walk along a secure wharf that does not have public access. All shore leave is to be approved by the Captain.
- Whenever shore leave is granted, all crew are advised to practice good judgment, proper hygiene and social distancing.
- **When travelling by air, crew must cover their mouth and nose at airport screening checkpoints, whenever physical distance of 2 metres cannot be maintained and while onboard the aircraft. This practice is also strongly encouraged for all other modes of travel. Please consult the Public Health Agency of Canada [guidance on the wearing of non-medical masks and face coverings](#).**
- When travelling to and from vessel, all crew should carry a copy of their seafarer documents as well as protective gear if necessary.
- Crew will follow procedures to limit their in-person interaction with customers on the dock
- Deliveries should be made with limited contact between crew and shore side personnel.



- Inspectors, surveyors, service providers, including trusted partners such as pilots will maintain a 2-metre distance while aboard. Where this distance is impossible, for example in a small wheel house, further protective measures may be taken as noted above.
- Shore-side employees will limit their contact onboard vessels unless deemed necessary by management. Service providers will try remote operations first.
- Handling of paper documents for deliveries and invoices will be replaced by emails, where this is not possible see section 7, Port Procedures.
- Crew will limit exposure to each other, as much as possible, and observe social distancing as per their company specific protocols.

3. Sanitization

- Each vessel will receive a supply of personal protection equipment and cleaning items. Certain items may be subject to supply availability and alternatives will be sought.
- Sanitizing supplies should be available for cleaning in common work areas.
- All door handles, navigation equipment, engine control room equipment and other high-touch areas are to be wiped down with disinfectant cleaner on a regular basis.
- Crew are to wash their hands with soap and water for 20 seconds minimum prior to entering the Galley and are responsible for wiping down the table with disinfectant after a meal.
- Each room is to be cleaned thoroughly from top to bottom when a crew member departs, this includes:
 - Bulkheads
 - Furniture and bunks
 - Electronic equipment
 - Sink, shower, and toilet
 - Door handles
- If the person departing was in isolation, the cabin should remain isolated until a third-party cleaning service is arranged.
- See [PHAC guidance](#) on Cleaning and Disinfecting Public Spaces for more information.

4. Navigational Watches on the Bridge

- All Navigation equipment is to be wiped down on a frequent basis.
- No officer is to use the same pen or pencil, each officer should have their own.
- Coffee cups are not to be shared.
- All railing, door handles should be wiped on frequent basis.
- Wheelhouse computer keyboard is to be wiped down on a frequent basis.
- If handheld radios are used, all mics are to be wiped down prior to handover to another.

5. Engine-room Watches

- Control room is to be wiped down on a frequent basis
- No officer is to use the same pen or pencil, each officer should have their own.
- Computer touch screen or keyboard to be wiped down on a frequent basis
- No coffee cups are to be shared.
- Railings should to be wiped down or gloves worn when walking around doing rounds.
- Radios and mics to be wiped down prior to handover.



6. Galley Protocols

- Chief Cooks and galley personnel will continue to keep the galley clean as required by regulation, with additional procedures that all handles are wiped down every day.
- When handling food and dishes, cooks are to wear protective disposable gloves and hair nets or hats.
- Prior to handling any open fridges, getting coffee, food, dishes or sitting down, hands must be washed.
- At the end of each meal or coffee break, all tables, serving tables, food handling areas and chairs are to be wiped down.
- Fridge handles are to be wiped down regularly.
- Coffee pot handles are to be wiped regularly.
- No food is to be left out i.e. snacks and late lunches.

7. Port Procedures

- Deckhands are not to shake hands with the customers but can verbally interact with customers when handing over Bills of Lading, Load Plans, other ships business documents, and radios. Preferably, documents can be handled and exchanged electronically.
- Radios should be wiped down before handing over to the customer and before shipboard use.
- The First Officer should ask that Bills of Lading and other documents be sent to ship's email.
- If documents must be signed, personnel are to wash hands afterwards.
- If one has to go ashore to sign or receive documents, if possible, ask for the document to be brought outside to be signed to avoid entering enclosed quarters.

8. Crew Changes

- Each room is to be thoroughly cleaned from top to bottom when a crew member departs as per section 3.
- Travel by public transportation will be reviewed by ship owner's human resource departments relative to flights, trains, or bus transportation requirements.

Joining crew members are to carry their own luggage.

- When joining the ship, the joining crew member will go straight to their cabin by the outside stairway of the accommodations and, if possible, is to shower upon arrival.
- Handover notes are to be placed on the desk and no face to face time with crew exchange and the disembarking crew member is to provide detailed handover notes.

9. Onboard and Symptomatic

The following draws from guidance from Public Health Agency of Canada (PHAC), provincial health agencies, and the U.S. Centres for Disease Control (CDC) for managing a case onboard. **This also reflects [Transport Canada's Regional Operational Maritime Plan to Address Coronavirus \(COVID-19\) for the Great Lakes – St. Lawrence Seaway](#).**



Initial development of symptoms and screening

Any employee who feels the onset of potential COVID-19 symptoms while onboard a vessel is to report their condition immediately to the Captain and remain isolated in their cabin. Where a ship owner has arranged private tele-medical services, they should be consulted. Where private services are not arranged, screening tools are available through the Public Health Agency of Canada (PHAC) or local health authorities. **If in Ontario waters, use that province's Self-Assessment Tool: <https://covid-19.ontario.ca/self-assessment/#q0>** **If in Quebec, see: <https://www.quebec.ca/en/health/health-issues/a-z/2019-coronavirus/>**

The employee and Captain will follow the advice provided **for both the affected crew member and for further disinfection procedures for the vessel, if so advised.** A flow chart of the process is set out at the end of this section.

If advice from a health professional indicates the symptoms are consistent with COVID-19 or a public health screening tool indicates the person should self-isolate, the affected person would remain in isolation onboard and the Captain would inform the ship owner and make the required reports.

Reporting

Our ship owner members will follow both [Transport Canada](#) and [U.S. Coast Guard](#) requirements. If the vessel is destined to a Canadian port, reporting would be made to the nearest local health authority with Transport Canada being advised. **If in the waters of the Great Lakes or the St Lawrence Seaway, a report should be emailed to Transport Canada Ontario Region at ONIncidentReports-ONRappportsIncidents@tc.gc.ca**

A template for the report is set out in the [Annex to this document](#).

If destined to a U.S. port and in U.S. waters, this would be to the U.S. Coast Guard Captain of the Port and the nearest local CDC quarantine office.

Other Canadian contact points are the nearest public health authority in [New Brunswick](#), [Prince Edward Island](#), [Nova Scotia](#), [Newfoundland and Labrador](#), [Manitoba](#), [BC](#), [Yukon](#), [Nunavut](#), and the [Northwest Territories](#).

In the United States, the Captain will report the case to the U.S. Coast Guard [Captain of the Port](#) and to the nearest regional quarantine station for [the Centers for Diseases Control \(CDC\)](#).

Once authorities have been notified, the Captain must also notify **the Port Authority and docking facilities** at the next port of call, the traffic management authorities (the Seaway's and the Canadian Coast Guard), and any potential partners that may be scheduled to board the ship such as inspectors or pilots.

Management

The Captain and the affected crew member (who remains isolated) will liaise through local health authorities or CDC to develop an appropriate plan of care. Data from PHAC, CDC, and other health

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This document includes information provided by the Chamber of Marine Commerce and by third parties. It was prepared as a service for the members of the Chamber of Marine Commerce and other interested parties. It should not be your only source of information concerning the COVID-19 pandemic as it relates to your business operations and we recommend you seek expert advice as appropriate.



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authorities indicate most cases are mild and can be managed by isolation and bed rest, however, more severe cases can occur.

The care plan will be guided by the severity of the case and would be based on providing care to the crew member either onboard or at the closest care facility. Basic options to care for the affected crew member are:

- being kept isolated aboard the vessel, if practical, or
- transferred ashore for isolation at a facility determined by the local health care authority
- if severe, being transferred to an available care facility, coordinated by the local health care authority and first responder services.

PHAC and TC have been clear that a case of an affected crew member which warrants a transfer to a care facility must be managed at the closest facility. The person is not to travel home, no matter how mild the symptoms, as that poses greater risks to the general public. However, if the closest option is the crew member's home, such a transfer could be considered, but the decision would rest with local health authorities.

Onboard isolation

As soon as the potential symptoms are confirmed by the company's telehealth services or a local health authority to be consistent with COVID-19, the person must remain in isolation. CDC has provided [guidance on managing cases on board vessels](#).

Isolation means that the affected employee is not to leave their cabin until they receive instructions from the Captain. As this could be several days and up to two weeks, ideally, the cabin should be equipped with toilet and shower facilities. If the cabin is not equipped with such facilities, if possible, available facilities should be reserved for the affected employee. If not, the bathroom facility should be thoroughly cleaned immediately after the affected employee's use.

During isolation, measures should be taken to look after the isolated employee's well-being. A crew member should be designated to provide food and personal items, which should be left just by the door inside the cabin for easy collection and to minimize entry into the cabin by the supporting crew member. Protective coverall and gloves should be worn by the supporting crew member. CDC has provided [guidance on the donning and removal of protective garments](#). PHAC has provided advice on [wearing non-Medical masks](#) (new web page) which would be used mainly to contain coughs.

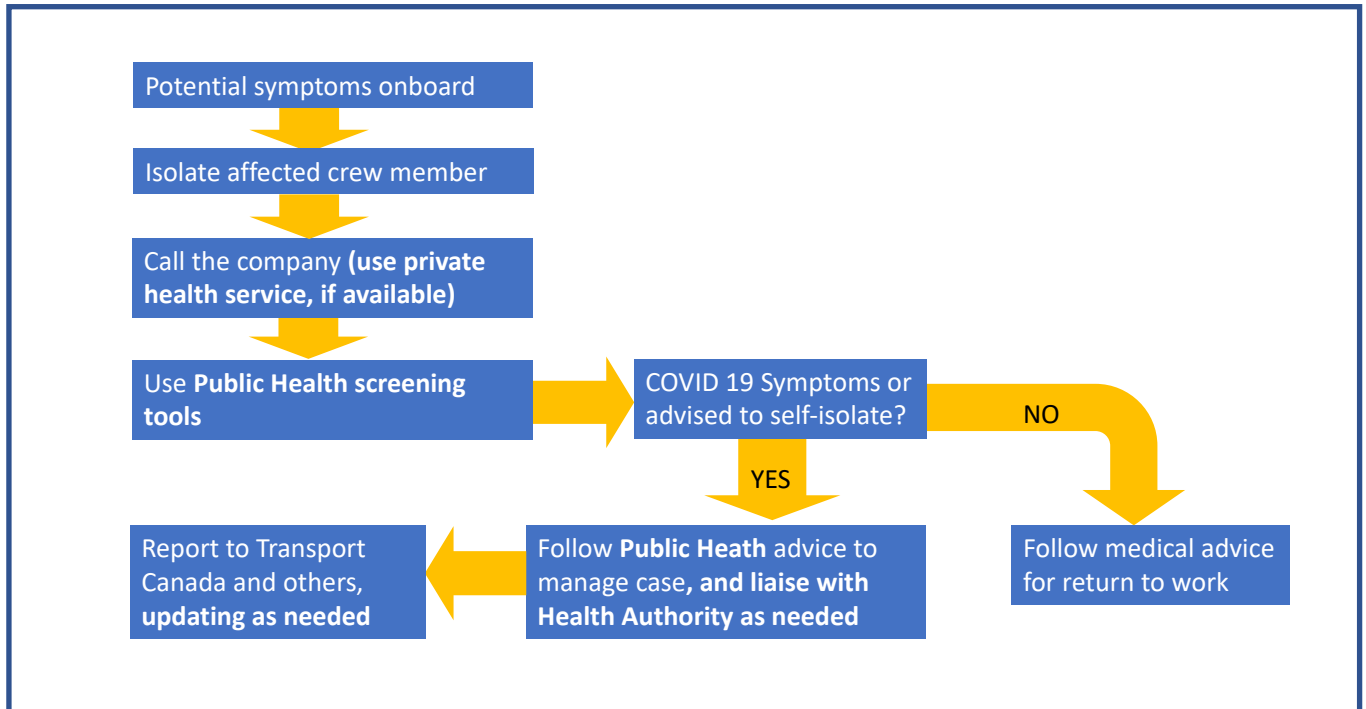
Transfer ashore

If approved or directed by public health authorities, our ship owners will arrange to transfer a person who is ill ashore to a health facility or designated quarantine facility, if not near home. Arrangements will follow the advice of health care professionals.

Ship owners will cooperate with each other and with traffic control authorities to assist a vessel in need of a berth in order to facilitate the transfer of an affected person ashore.



Flowchart: Managing a potential case on board



Additional References

Public Health Agency of Canada (PHAC -the federal lead): canada.ca/coronavirus

[PHAC Online Screening Tool](#), with links to provincial screening tools

Transport Canada's infographic on the [Marine Sector and COVID-19](#)

[COVID-19 measures, updates and guidance issued by Transport Canada](#)

[Transport Canada's Regional Operational Maritime Plan to Address Coronavirus \(COVID-19\) for the Great Lakes – St. Lawrence Seaway](#)

World Health Organization (WHO) [Main COVID 19 page](#) and WHO [operational advice](#)

International Chamber of Shipping [technical guidance](#)

[United States Coast Guard COVID-19 page](#)

[United States Centers for Disease Control \(CDC\)](#)

Chamber of Marine Commerce [COVID-19 page](#)

The St. Lawrence Seaway Management and Development Corporation's [Mariners Notifications](#)

Pilotage Authorities Notices (need links set up on CMC COVID-19 page)

[Great Lakes Pilotage Authority Protective Measures](#)

[Laurentian Pilotage Authority Protective Measures](#)

[Atlantic Pilotage Authority Protective Measures](#)

April 23, 2020



Annex: Reporting Template for a Suspected Case Onboard a Vessel

When completed, please email Transport Canada or the US Coast Guard Captain of the Port

Date of report:

First Report (Y/N):

Update:

1. **Vessel Name:**
2. **Contact Person Name and Phone Number:**
3. **Current Location:**
4. **Last port and date of departure:**
5. **Next port and ETA:**
6. **Number of crew with symptoms:**
7. **Date symptoms began:**
8. **Date health authority was notified:**
9. **Name of health authority notified:**
10. **Recommendations of health authority:**
 - a. **Is COVID-19 test recommended (Y/N)?**
 - b. **If self-isolation is recommended, when did it begin? And for how long?**
 - c. **Has the crew member(s) been isolated to a part of the ship away from areas where shore-side personnel may need to access if boarding?**
11. **What disinfection protocols is the ship applying, if any?**
12. **Is the ship scheduled to go to a port in the US (Y/N)?**
13. **Confirmation that Captain will advise all service providers in advance of interactions (pilots, Seaway, Port Authority or marine facility, etc.)**