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17.02.2021

Konu : ICS COVID-19 Güncel Duyurusu

Sirküler No: 185

Sayın Üyemiz,

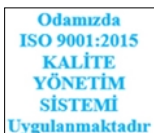
Uluslararası Deniz Ticaret Odası (International Chamber of Shipping-ICS) tarafından gönderilen 15 Şubat 2021 tarihli Ekte sunulan yazıda, Dünya Sağlık Örgütü'nün (World Health Organization-WHO) yayınladığı, 14 Şubat 2021 tarihi itibarıyla bütün ülkelerden bildirilen "Yeni Koronavirüs" (COVID-19) akut solunum yolu hastalık vaka tablosunu içeren güncel istatistiki bilgiler Odamıza iletilmiştir.

Bahse konu yazılarda Covid-19 vakalarının, hastaneye yatan hasta ve vefat sayılarının Avrupa ve Amerika'da önemli ölçüde artmaya devam ettiği, 14 Şubat 2021 tarihi itibarıyla toplam 108.153.741 adet Covid-19 vakası tespit edildiği, birçok ülkenin halihazırda uygun test ekipmanına sahip olmadığı için tüm vakaların rapor edilemediği ve bu nedenle sayıların artacağı belirtilmekte olup, rapor tarihi itibarıyla en fazla Covid-19 vakası tespit edilen ilk 12 ülke, Covid-19 salgını vaka ve vefat sayılarının olduğu tablo ve ülkeler hakkında güncel bilgiler bulunmaktadır.

Ayrıca yazıda, Covid-19 salgınıyla mücadele kapsamında ülkeler tarafından sürdürülen aşı programları hakkındaki gelişmelere ait bilgilerin yanı sıra aşağıdaki konular da yer almaktadır:

- Gemi personelinin aynı anda ya da ayrı ayrı aşılması hususlarında denizcilik firmalarından bu hafta sonuna kadar (19.02.2021) görüş talep edilmekte olup, konu hakkındaki görüşlerin natalie.shaw@ics-shipping.co.uk adresine iletilebileceği bildirilmektedir. Görüş talebi, aşı konusunda destek sağlamak üzere görüşmeleri planlamak için Sektörel Aşı Çalışma Grubu tarafından iletilmiştir.
- Denizcilik Çalışma Sözleşmesi'ne (MLC) yönelik revize edilmiş sıkça sorulan sorular (FAQ) ile denizcilik belgelerinin son versiyonlarını içeren deniz iş belgelerine ilişkin ILO İncelemesi'ne <https://bit.ly/2Zm5qdR> web adresinden erişim sağlanmaktadır.
- Ayrıca, bu hafta sonuna kadar (19.02.2021) hangi ülkelerin bölgesel aşılama merkezleri olarak değerlendirileceği konusunda görüş talep edilmekte olup, konu hakkındaki görüşlerin natalie.shaw@ics-shipping.co.uk adresine iletilebileceği bildirilmektedir. Bu kapsamda, uygun bir havalimanına ve gemiye nakil kabiliyetinin, aşılarda yapılabileceği gemilerin yakınında bulunan limandaki tesislerin, aşılarda bulunabilirliğinin ve destek sağlanması hususlarının değerlendirilmesi tavsiye edilmektedir.
- Yeni Zelanda Ulaştırma Bakanlığı tarafından yayınlanan, COVID-19 Uyarı Düzeyleri'ne yönelik değişiklikleri içeren rehber Ek-2'de, Yeni Zelanda Hükümeti tarafından yayınlanan Yeni Sağlık Düzenlemesi Ek-3'de yer almaktadır.

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



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- Avrupa Birliği (AB) tarafından, bölgelerinde devam eden aşı kıtlığına rağmen bu ay ABD, İngiltere ve Çin de dahil olmak üzere 21 AB dışı ülkeye aşı ihracatı onaylanmıştır. Seyahat kısıtlamalarıyla ilgili AB Konseyi Tavsiyeleri'nde yapılan son değişikliklere aşağıda yer alan web adreslerinden ulaşılmaktadır:

AB Ülkelerine Yapılacak Seyahatler: <https://bit.ly/3aqZ4QG>

AB Ülkelerinden Yapılacak Seyahatler: <https://bit.ly/3pr4IGX>

Bilgilerinize arz/rica ederim.

Saygılarımla,

İsmet SALİHOĞLU
Genel Sekreter

Ek:

- 1- ICS'in 15.02.2021 Tarihli Yazısı (9 sayfa)
- 2- Yeni Zelanda'nın 15.02.2021 Tarihli Rehberi (25 sayfa)
- 3- Yeni Zelanda Sağlık Düzenlemesi (2 sayfa)
- 4- MPA'nın 15.02.2021 Tarihli Yazısı (2 sayfa)

Dağıtım:

Gereği:

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

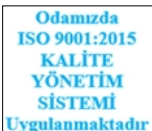
Derneği)

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

Bilgi:

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

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16 February 2021

COVID-19(21)13

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

COVID-19 UPDATE AS OF 15 FEBRUARY 2021

Action Required: *Members are invited to note:*

- *Information provided by WHO for 14 February 2021 and general epidemiological information on Covid 19 issued by WHO. Covid case numbers, hospital admissions and deaths continue to substantially increase across Europe and the Americas.*
- **108,153,741** Confirmed cases of COVID-19, **2,759,440** additional cases have been confirmed since last week's report **2.55%** last week. There were also **2,381,295** increased fatalities recorded which is **78,993** additional deaths **3.32%** growth last week. Many countries still cannot report all cases, so numbers will considerably increase. Currently **223** Countries, areas or territories have cases.
- *Member organisations are invited to ask Shipping Companies about whether crew members should be vaccinated all together or individually and to advise the Director of Employment Affairs (Natalie.Shaw@ics-shipping.co.uk) by the end of this week. The information is requested by the Industry Vaccination Taskforce to assist planning how to lobby for vaccination support.*
- *The new version of the ILO Compendium on maritime labour instruments, including the revised FAQs on the MLC, 2006 (2019) & latest versions of maritime instruments at https://www.ilo.org/global/standards/maritime-labour-convention/WCMS_770091/lang-en/index.htm*
- *Members are invited to advise the Director of Employment Affairs (Natalie.Shaw@ics-shipping.co.uk) by the end of this week which countries to consider as regional vaccination hubs. Companies should review ability to transfer to an appropriate airport and ship, facilities in port near vessels where vaccinations could occur, availability of vaccines and appropriate support.*

SITUATION IN NUMBERS BY WHO REGION

Region	Cases	Deaths
Global	108,153,741	2,381,295
Africa	2,723,431	68,294
Americas	48,137,377	1,131,524
Eastern Mediterranean	5,998,998	139,468s
Europe	36,573,613	812,370

South-East Asia	13,188,211	202,607
Western Pacific	1,531,366	27,019

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

	THIS WEEK	LAST WEEK	
1	USA	USA	The Same
2	India	India	The Same
3	Brazil	Brazil	The Same
4	Russia	Russia	The Same
5	UK	UK	The same
6	France	France	The same
7	Spain	Spain	The same
8	Italy	Italy	The same
9	Turkey	Turkey	The same
10	Germany	Germany	The same
11	Columbia	Columbia	The same
12	Argentina	Argentina	The same

TOP 12 COUNTRIES

	INCREASED CASES YESTERDAY	HIGH FATALITIES YESTERDAY
1	Brazil	Mexico USA
2	France	Brazil
3	Russia	UK
4	Italy	Russia
5	UK	Argentina
6	Argentina	Italy
7	India	Indonesia
8	Mexico	Germany
9	Indonesia	Columbia
10	Peru	Peru
11	Turkey	France
12	USA	South Africa

Australia

Australia has suspended its quarantine-free travel arrangement with New Zealand after the discovery of three new cases in Auckland

QLD: Perth Metropolitan & Peel regions in WA remain hotspots. Hard border for non-Qld residents, quarantine for returning residents from these areas. Essential workers permitted includes maritime crew. Transit through Perth airport OK (no quarantine).

NT: 4 Victorian LGAs are declared hotspots, quarantine required. Transit through Melbourne airports OK (no quarantine). No WA active hotspots remaining.

VIC: Perth Metropolitan area, the Peel and South West Region now Orange Zones. Arrivals must get a test within 72 hours and isolate until negative result. All NSW is now a green zone.

Will not increase their intake under the international passenger cap

SA: New Cross Border Travel Direction No. 35. No hard borders with any states, testing requirements for restricted arrivals but essential travellers exempt. The SA Police Commissioner has announced a hard border with arrivals from Greater Melbourne & VIC

TAS: High Risk Premises/locations added for Victoria and NSW.

WA: Regional G2G not mandatory but encouraged for workers leaving Perth/Peel region. Expecting Vic to be moved to medium risk (border closed); good news – G2G to be amended to provide for domestic maritime worker category.

China

On 21 February 2021, Chinese authorities including the Ministry of Transport, the General Administration of Customs, and the National Immigration Administration jointly issued an announcement to suspend crew change for all vessels managed by two shipping companies for 30 days from 8 February, after COVID-19 was detected on two dry bulk vessels calling at Chinese ports. According to the announcement, 15 crew members on one vessel and 21 crew members on another one tested positive for coronavirus.

The Chinese authorities expressly stated that the ship management companies failed in their responsibility to prevent and control the spread of COVID-19 by not having proper preventative measures and the prevention procedures were not effective in curbing the spread of the virus. The suspension serves to warn ship management companies to strictly adhere to preventative measures set out by the Chinese government.

European Union

The EU has approved vaccine exports to 21 non-EU countries this month, including the US, UK and China - despite continuing vaccine shortages in the EU. Vaccine delays have caused anger in Europe, where far fewer people have had the jab than in the UK and US. The following are links to the latest amendments to EU Council Recommendations on travel restrictions:

Intra-EU: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32021H0119&qid=1613049619667>

Travel into the EU: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32021H0089&qid=1613049585414>

Germany

Germany has reimposed police checks on its borders with the Czech Republic and Austria's Tyrol region. A new Covid surge has hit Tyrol's ski resorts hard. Meanwhile, long traffic queues have built up at the Czech-German border, including many lorries with

goods vital to the German economy. Germany is in lockdown until 7 March and entry is being limited to lorry drivers, medics and those with residence permits.

German labs have confirmed at least 10 cases of the Danish mink variant in Germany. It comes as an elderly man died from the strain in a Bavarian care home. Late last year Denmark culled over 10m mink on fur farms because the variant. Cluster-5 was rife there. The Bavarian cases are a surprise as Cluster-5 was thought to have disappeared.

Less is known about it than more dangerous variants, notably the British, South African and Brazilian ones. A virologist quoted by the daily Merkur said Cluster-5 was adapted to mink, rather than humans. But the transmission risk still persuaded Denmark to conduct a massive cull a shattering blow to its fur industry which is among the biggest in Europe.

Ghana

Large social gatherings are still banned as Ghana has now recorded more than 75,000 cases of the virus and over 500 deaths.

Ghana's Finance Minister Ken Ofori-Atta has travelled to the US for at least two weeks following post-Covid-19 complications. He recovered from the illness in December but his doctors advised he needs further medical attention. He was due to appear before a parliamentary committee for vetting as finance minister. President Akufo-Addo's cabinet nominees are being vetted by parliament following his re-election on 7 December.

Hong Kong

According to the South China Morning Post Cathay Pacific plans to axe long-haul flights with all routes to Australia cut, except Sydney, due to quarantine plan for flight crews.

Cathay Pacific Airways is axing all Australia flights except Sydney, while services to Vancouver, San Francisco and Frankfurt are amongst routes culled following a Hong Kong government plan to force local flight staff to quarantine for 14 days. The airline announced its tentative plan late last Wednesday in response to the isolation rule applying to local crew who stay outside China. Cathay cannot run its already reduced Covid-19 flight schedule with a less volunteer staff to maintain an optimal pandemic schedule.

Flights will start to reduce from the start of the quarantine period, from February 20 to the end of the month. Among long-haul destinations to be cut are Brisbane, Perth, Melbourne, Auckland, Frankfurt, Vancouver, San Francisco and Amsterdam. A one-way Hong Kong-Tel Aviv route will operate once in the initial flight reduction period. Services to Seoul, Kuala Lumpur and Ho Chi Minh City are also being scrapped. Cathay will operate a single, one-way flight from Hong Kong to both Cebu and Kaohsiung, under the schedule.

Regional Flights in the region that will proceed are: Taipei, Beijing, Shanghai, Jakarta, Surabaya, Osaka, Tokyo, Manila, Singapore and Bangkok. Surviving longer-haul flights include: Sydney, Los Angeles, New York, Toronto, plus flights one-way from Hong Kong to London and one-way from Amsterdam to Hong Kong.

Cathay warned last month quarantine measures could force it to cut passenger flight capacity by 60% linked to how far the airline flies and seats per plane available for sale. The airline said the move would mean up to HK\$400 million (US\$51.6 million) in lost revenue. It is already losing HK\$1 billion to HK\$1.5 billion a month. Cathay Pacific Cargo has also outlined its flying schedule for once the quarantine measures take effect.

Some flights to the Americas will drop but ones to Southeast Asia will increase. In the week before the new quarantine measures, Cathay plans to operate 69 flights globally, while afterwards, the number will be 65 a week. Cuts were always likely to fall on long-distance services, and last month, the airline's executive director, warned new measures would have a significant impact on ability to service passenger and cargo markets.

On February 5, Hong Kong said it would require city-based pilots and cabin crew to quarantine in a designated hotel for 14 days, before re-entering the community and undergoing an extra seven days medical surveillance involving regular temperature checks and health monitoring. The government's overriding concern was risk of importing mutant Covid strains. The airline said it was "actively" planning its available manpower for March to build a flight schedule, which is expected to be released on February 22.

Cathay will place crews at a company hotel at its airport headquarters, and one supplied by its parent shareholder Swire Pacific. Crews will receive extra allowances while flying continuously for three weeks, before quarantining, imposing an extra cost on the airline as it loses revenue from cutting flights.

Israel

In one of the biggest real-world studies to date of vaccine effectiveness, Israel's largest healthcare provider has reported a 94% drop in symptomatic coronavirus cases among 600,000 fully vaccinated people.

The analysis compares Israelis who have received two doses of the Pfizer-Biontech vaccine with an unvaccinated group of the same size, matched for age and medical history. It reports a result similar to Pfizer's clinical trials, though the research is preliminary and has yet to be peer reviewed. The study also seeks to assess how well the vaccine can work against serious illness. Here, the researchers say they believe effectiveness, a week after a second dose, ranges from 91% to 99%. A more accurate figure will be available as more time passes after a participants' second jab.

Israel has immunised over 25% of its population with two doses. While overall infection rates remain stubbornly high, the number of critically ill over-60s has fallen by 33% in recent weeks, the age group were among the first to get jabs from mid to late December.

Italy

Italian ski resorts were preparing to reopen after months of lockdown, but at the weekend the health ministry decided to keep them shut until 5 March. Many businesses in the resorts are in dire straits, having lost the influx of winter tourists. The far-right League - now in the new coalition government - sharply criticised the U-turn.

New Zealand

With thanks to Maritime New Zealand. Please find guidance covering the change of COVID-19 Alert Levels, issued by the Ministry of Transport attached at Annex 1.

Auckland is now at Alert Level 3, while the rest of New Zealand moves to Alert Level 2. The measures will remain in place for three days until midnight Wednesday 17 February. The changes of Alert Level will be reviewed on a 24-hour basis and with daily updates, the first being on Monday afternoon, 15 February. The information covers various areas and scenarios so please read through it and read the sections applicable.

A new Health Order has now been published:

<https://www.legislation.govt.nz/regulation/public/2021/0006/latest/LMS451670.html>. see [Annex 2](#).

Permitted travel across the Alert Level 2/3 boundary to provide a business or service, is listed in Schedule 3 (attached). Note this allows for the movement of freight by road, rail, air or sea (cl. 4), key utilities and communications (cl. 6-7), transport agencies/service providers, SOEs and their contractors, and government services including local authorities (cl. 11, 13), the construction and maintenance of key infrastructure including road and rail and infrastructure that supports supply chains (cl. 12), and the production, processing and supply of food or drink and packaging for food and drink (cl. 15). Schedule 4 and 5 in the main order have the boundary definition.

Singapore

ICS have been advised by Intertanko that for crew change applications where the sign-off crew requires pre-departure test before departing Singapore, in addition to the existing requirement of crew not having gone ashore for 21 days, all crew on board [including those remaining on board] shall produce a negative test result from a COVID-19 Polymerase Chain Reaction (PCR) test taken at the vessel's last port of call before calling at Singapore. The test results shall be submitted to MPA as soon as available and before the vessel arrives in Singapore.

This is not a blanket requirement, and only for seafarers who require a PDT for arrival into their own country. However, this will affect a lot of crew changes.

The MPA has said they will look at this on a case by case basis. One avenue is that this should only apply to ships in port within the last XX days.

As mitigation in case the policy does not change, Malaysia may be contacted to arrange PCR tests. So either a ship could stop for PCR testing in Malaysia before entry or Singapore could be bypassed entirely. See Annex 3.

A British man has appeared in a Singapore court, where he pleaded guilty and was convicted of breaking his quarantine in the Asian country. The man 52, from Southampton, left his room at the Ritz Carlton Millenia Singapore Hotel on three occasions without wearing a mask. On the third occasion, he walked up 13 flights of stairs to spend the night with his fiancée. The Singaporean citizen, 39, booked a room at the same hotel after finding out he was staying there for his quarantine. She pleaded guilty and was convicted of conspiracy to abet his Covid-19 related offences. They both face a fine and up to six months in prison when sentenced.

South Africa

South Africa is reopening 20 land border crossings that were closed more than a month ago to limit the spread of Covid-19. The land border points with Zimbabwe, Namibia, Mozambique, eSwatini, Botswana and Lesotho will now have normal travel. They were closed following congestion among people seeking to enter the country.

South Africa has the highest number of infections in Africa, with nearly 1.5 million cases and over 47,000 deaths...The authorities believe the second Covid wave has passed.

Investigators believe there are syndicates selling fake Covid-19 certificates, after a handful of travellers were caught with them last month. The home affairs minister has announced

that anyone who presents fake certificates will be denied entry and barred from visiting South Africa for a minimum of five years.

Spain

Below is the latest news published in the last days in the Official Spanish Gazette on travel restrictions kindly shared by Anave.

As of 9 February, border controls with Portugal were extended by means of Order INT/98/2021, from 01:00 h of 10 February until 01:00 h of 1 March.

Seafarers arriving to Spain to get onboard in a Spanish port are exempted from these restrictions as there are exceptions regarding border controls for passengers arriving to Spain for working reasons.

The authorized corridors and opening hours for entries and departures from Spanish territory through the border with Portugal are available in the following link:

http://www.exteriores.gob.es/Consulados/OPORTO/es/Consulado/Paginas/Articulos/20210129_NOT1.aspx.

As of 13 February, restrictions regarding entrance by air or sea of passengers from the United Kingdom, Brazil or South Africa were extended:

1. Restrictions for passengers coming from the United Kingdom

The entrance restrictions for passengers coming by air or sea from the United Kingdom are extended from 18:00 h of 16 February 2021 until 18:00 h of 2 March 2021. We remind you that seafarers are exempted from these foreseen restrictions for flights coming from the United Kingdom with destination Spain, with or without stopovers.

2. Restrictions for passengers coming from Brazil or South Africa

The flight restrictions from the Federative Republic of Brazil and the Republic of South Africa to Spanish airports, with or without stopovers, are extended from 09:00 h of 17 February 2021 to 18:00 h of 2 March 2021. There are no exemptions for seafarers.

Sweden

In Sweden there has been a sharp rise in cases of Multisystem Inflammatory Syndrome in Children (MIS-C) at the Astrid Lindgren hospital in Stockholm. In January it recorded 25 children with the potentially life-threatening condition. The numbers in previous months were below 10. MIS-C has been linked to Covid, but that link is not very clear, as Swedish children are not generally tested for Covid.

United Kingdom

Lower proportions of black and Asian staff at one hospital trust have come forward for a Covid-19 vaccine, according to a study. The analysis reviewed 19,044 workers at the University Hospitals of Leicester NHS Trust who were all offered jabs since mid-December. It found 70.9% of white staff had come forward, compared to 58.5% of South Asian staff and 36.8% of black staff. This could majorly impact vaccine roll-out.

The UK government will provide target dates to ease restrictions next week when it hopes to reveal a road map for ending lockdown setting out dates to prepare appropriate actions for the summer. The dates will be the earliest dates possible. If due to the rate of infection,

something needs to be deferred, the government will do so as people would rather see a cautious reversible plan that proceeds sensibly in accordance with the disease.

The Health Secretary stated over a million letters had been issued offering a Covid jab to people aged 65 to 70 after the government hit its target to vaccinate 15 million people by mid-February. He said take up of the vaccine is incredibly important and that 90% of over-70s offered a vaccination have come forward. About two-thirds of care home staff and four-fifths of NHS staff have also accepted a vaccine. The Health Secretary set a new goal of 32 million jabs by the end of April. The vaccine roll out moves into a new phase today after the most vulnerable groups have been offered a jab. Unpaid carers, over-65s and people with an underlying health condition making them vulnerable to Covid are next in line for a jab. The prime minister will set out his road map next Monday about when restrictions might be lifted. Currently over 23,000 people are still in hospital with Covid, greater than the April peak, so there is still some way to go.

NHS England's national medical director, said vaccinating the top four priority groups in 10 weeks was a fantastic achievement. The uptake has been very good. The NHS knew of groups more reluctant to receive the vaccine and worked hard in healthcare settings and all settings with faith leaders and community leaders. The UK's top four priority groups all being offered a vaccination is an important post in the race to vaccinate the vulnerable.

No decisions have been taken on whether primary and secondary schools would reopen together though clearly reopening schools on 8 March is a priority of the government and families within the UK. Schools have been shut for most pupils during lockdown, with children of key workers and vulnerable children still attending in person.

Unions, women's groups and charities asked the UK's equalities watchdog to investigate if the government broke the law in its Covid response. Groups claim some decisions taken deepen inequalities faced by women. Their intervention comes a week after some MPs said the response to Covid had repeatedly skewed towards men. The government quoted unprecedented assistance for sectors where women are more likely to be employed, protection for female led start-ups and new childcare support.

Activists have targeted people with fears about vaccines in a social media blitz. In an experiment the BBC showed a panel a video filled with falsehoods to see if it affected willingness to get a jab. The video featured people with impressive medical and scientific titles based in the UK, US, Spain and Sweden. After watching the video one person said he thought at first 'Are these actors, is this just a sham?' but as it went on, he thought they were real. Another person working in IT said he felt he could trust some of them.

England and Scotland have introduced quarantine hotel stays for arrivals from 33 red-listed countries. All British and Irish arrivals to England from these countries must quarantine for 10 days in a hotel from today. The aim is to stop entry of new variants. Similar rules also apply in Scotland, while people travelling to Wales and Northern Ireland from red-list countries must quarantine in England due to no direct international flights.

Most covid deaths have come in the over 70s, but just over half of hospitalisations. There are a high number at risk in the 50 to 70 age group and younger adults with health conditions promised a jab by the end of April. Achieving this will be challenging. From March people will start needing a second dose, meaning the rate at which new first doses can be given may tail off. Everything depends on supply. The UK is currently getting less supply of the Pfizer vaccine than initially expected due to manufacturing problems in Belgium which should be rectified in coming weeks. AstraZeneca supply lines remain strong and by Easter the first Moderna vaccine deliveries should arrive.

The chairman of UK pub chain JD Wetherspoon called for pubs to reopen alongside non-essential shops. He warned the pub industry is on its knees and needs to reopen to save jobs arguing pubs massively contribute to the economy, with his company paying about £10 of tax per pound of profit made. Pubs, bars and restaurants across most of the UK are currently closed but can offer takeaways within certain restrictions. But a senior clinical lecturer at the University of Exeter medical school, said reopening pubs by April is premature and a failure to get it right would result in returning to square one.

The UK government currently is not considering requiring domestic proof of vaccination with no plans for a vaccine passport for certain jobs or activities trying to drive uptake via positive action. Some countries globally are proposing future proof of vaccination for entry and the UK will need to ensure this can be met. There is currently international debate and work on how to credibly prove somebody has been vaccinated for international travel.

An MP is calling for a new public health act to force the government to prove proportionality of Covid measures employed. He was a lead signatory of a letter to the prime minister requesting a relaxation of unnecessary restrictions from 8 March He quoted disappointment with the lack of data provided by the Treasury giving the impression the government was making important decisions without proper regard to the impact to both health and the economy. The new act aims to ensure proper votes on amendable motions, with cost benefits available to MPS to know the government is doing the right thing.

USA

Microsoft founder Bill Gates says ending the coronavirus pandemic will be very, very easy by comparison to solving climate change. which would be the most amazing thing humanity has ever done. By comparison, ending the pandemic is very, very easy, claims his new book, How to Avoid a Climate Disaster, a guide to tackling global warming. Don't underestimate the scale of the challenge. We have never made a transition like we're talking about there is no precedent for this."

Natalie Shaw
Director Employment Affairs

ALERT LEVELS 2 and 3: COVID-19 Guidance for Transport Operators

Last updated: 0730hrs, 15 February 2021

- This guidance is applicable to operators for the provision of all transport services, including public transport, aviation, maritime and other land-based passenger services. To the extent that it is relevant, it may also be used by organisations transporting passengers without hire or reward.
- It is intended to be read in conjunction with official information about COVID19 Alert Levels 2 and 3 contained on, or linked from, the [covid19.govt.nz](https://www.covid19.govt.nz) webpage and on the [Ministry of Transport website](https://www.transport.govt.nz).
- **Since this guidance was last published** (at 0920 hrs on 20 November 2020) possible community transmission is under investigation in Auckland. At 11.59pm on 14 February 2021 Auckland will move to Alert Level 3, and the rest of New Zealand will move to Alert Level 2, for a period of 72 hours.

Executive summary

- Possible community transmission is under investigation in Auckland. At 11.59pm on 14 February 2021 Auckland will move to Alert Level 3, and the rest of New Zealand will move to Alert Level 2 for a period of 72 hours.
- The Alert Level 3 area is defined by [Schedule 4](#) and [Schedule 5](#) of the Order.
- Interregional travel between the Alert Level 3 Area (Auckland) and the Alert Level 2 Area (rest of New Zealand) will be restricted. Travel within the Alert Level 3 Area (Auckland) will also be restricted.
- In Auckland physical distancing needs to be observed on public transport services, and at terminals, stations, and airports.
- In the rest of New Zealand, individuals will need to observe physical distancing at terminals, stations, and airports. However, individuals do not need to maintain physical distancing on-board public transport services at Alert Level 2; but passengers are still encouraged to keep their distance from others where possible.
- With respect to public transport services travelling between the Auckland, and the rest of New Zealand, physical distancing needs to be observed.
- Drivers, staff, and passengers are required to wear face coverings at Alert Levels 2 and 3 (with some exceptions). Passengers of small passenger vehicle services will not need to wear masks, but drivers of these services will.
- Operators are required to support contact tracing. Most transport operators are required to display QR codes. Public transport services that require passengers to provide their name and a contact phone number (in order to use the service) do not need to display QR codes.
- Operators should continue to clean vehicles, vessels, aircraft and facilities (e.g terminals) in line with Ministry of Health guidance.
- With regards to workplace health and safety, operators should consider advice and guidance from Worksafe and the Ministry of Health.
- Transport operators are not expected, or required, to enforce passenger compliance with the Order or Ministry of Health guidelines; but may provide advice to passengers for travelling safely for example by displaying public information posters. Passengers and staff should not be encouraged to call Police if someone is not complying with the requirements. As per normal procedures, if the situation is dangerous or a passenger is displaying threatening behaviour, for example, Police should be called.

ALERT LEVELS 2 & 3

- Possible community transmission is under investigation in Auckland. At 11.59pm on 14 February 2021 Auckland will move to Alert Level 3, and the rest of New Zealand will move to Alert Level 2, for a period of 72 hours.
- The Alert Level 3 area is defined by [Schedule 4](#) and [Schedule 5](#) of the Order.
- Interregional travel between the Alert Level 3 Area (Auckland) and the Alert Level 2 Area (rest of New Zealand) will be restricted. Travel within the Alert Level 3 Area (Auckland) will also be restricted.

Advice for traveling safely under Alert Level 3

- We all need to remain vigilant in the battle against COVID-19. We recommend travellers:
 - Note that travel restrictions are in place, please check <https://covid19.govt.nz/> before travelling.
 - Be kind and patient with each other and transport staff, especially your driver or crew.
 - Observe physical distancing measures on board public transport services, at terminals, at stations, and at airports.
 - Wear a face covering while on public transport.
 - Keep a record of where they go and their interactions on the NZ COVID Tracer App; including scanning QR codes (where available), or manually recording travel information in the NZ COVID Tracer App (where QR codes are not available); OR keep a manual record if you do not have a smartphone.
 - Practice good hygiene and follow Ministry of Health advice. This includes washing and drying their hands thoroughly with soap and water (or hand sanitiser if soap and water not available), coughing and sneezing into their elbow, and not touching their face.
 - Plan ahead, and allow extra time to ensure their journey is as comfortable as possible.
 - Stay home if they're unwell, or may have COVID-19. They should also not travel if they: have been requested to self-isolate/quarantine, have symptoms of COVID-19, or are awaiting COVID-19 test results.

Advice for traveling safely under Alert Level 2

- We all need to remain vigilant in the battle against COVID-19. We recommend travellers:
 - Be kind and patient with each other and transport staff, especially your driver or crew.
 - Observe physical distancing measures at terminals, stations, and airports. Where it is possible to do so, keep your distance from other passengers on board public transport services.
 - Wear a face covering while on public transport.
 - Keep a record of where they go and their interactions on the NZ COVID Tracer App; including scanning QR codes (where available), or manually recording travel information in the NZ COVID Tracer App (where QR codes are not available); OR keep a manual record if you do not have a smartphone.
 - Practice good hygiene and follow Ministry of Health advice. This includes washing and drying their hands thoroughly with soap and water (or hand sanitiser if soap and water not available), coughing and sneezing into their elbow, and not touching their face.
 - Plan ahead, and allow extra time to ensure their journey is as comfortable as possible.

- Stay home if they're unwell, or may have COVID-19. They should also not travel if they: have been requested to self-isolate/quarantine, have symptoms of COVID-19, or are awaiting COVID-19 test results.
- We recommend operators encourage their passengers and users to follow the safe travel tips (list above) and by publically displaying COVID-19 educational posters on site, and through social media and public announcements (e.g. in terminals and on-board).

About this guidance

- This guidance outlines key information for transport service operators under Alert Level 2 and 3. Specifically, the following matters are covered:

Section 1: Workplace health and safety

Section 2: Travel restrictions

Section 3: Physical distancing

Section 4: Face coverings

Section 5: Supporting contact tracing efforts

Section 6: Cleaning practices

Section 7: Customer compliance

- If you require further information or advice, please email the Ministry of Transport at: essentialtransport@transport.govt.nz.
- If you would like access to collateral, including posters for your transport assets (e.g. buses, trains) or facility (e.g. terminals, platforms), please email the Ministry of Transport at: essentialtransport@transport.govt.nz.

Section 1: Workplace health and safety

- When considering workplace health and safety arrangements, transport operators should consider:
 - any advice or guidance issued by Worksafe <https://worksafe.govt.nz/managing-health-and-safety/novel-coronavirus-covid/>
 - advice or guidance issue by the Ministry of Health <https://www.health.govt.nz/our-work/diseases-and-conditions/covid-19-novel-coronavirus> (where this may be relevant to their health and safety arrangements).

Section 2: Travel restrictions

Interregional travel between Auckland and the rest of New Zealand

- Effective 11.59pm on 14 February 2021, interregional travel between the Alert Level 3 Area (Auckland) and the Alert Level 2 Area (the rest of New Zealand) will be restricted. Travel is only permitted for the following reasons:
 - travelling:
 - to provide an service or business listed in [Schedule 3](#) of Order; or
 - to provide an service or business listed in an exemption gazetted by the Director-General of Health; or
 - as a person who is exempted from the Order, pursuant to [clause 45](#); or as an enforcement officer
 - maintaining a shared childcare arrangement; or
 - providing urgent care for a child, if there is no other person available to provide that care in the Alert Level Area that it is needed; or
 - providing urgent care for a person in a critical or terminally ill condition, if there is no other person available to provide that care in the Alert Level Area that it is needed; or
 - attending an appointment with a health service; or
 - attending Court, tribunal, New Zealand Parole Board hearing or another judicial institution; or
 - leaving or relocating a home, or place of residence, on court order; or
 - travelling to a home, or place of residence, after detention or determination; or
 - leaving New Zealand (including travelling to a managed isolation or quarantine facility immediately before leaving New Zealand); or
 - travelling to preserve life or safety; or

- returning home (e.g. a person ordinarily lives in Auckland and need to get back from another region of New Zealand, or needs to leave Auckland to get to their home in another region); or
- relocating home or business on a permanent or long-term basis; or
- returning home after arriving in New Zealand (and after completion of isolation/quarantine where applicable)
- collecting a person who has returned to New Zealand as is returning home (and after completion of isolation/quarantine where applicable); or
- collecting or accompanying a tūpāpaku or deceased person, but only if the total number of people collecting or accompanying the tūpāpaku or deceased person (including the person operating the vehicle) is no more than 10; or
- providing care, or enable care to be provided, for pets or other animals, but only if—
 - a breach of the Animal Welfare Act 1999 could result if the care were not provided; and
 - the travel between alert level areas is necessary to provide the care or enable it to be provided; or
- travelling to Auckland Airport and are leaving by air (*with a transit period of 24 hours or less if transiting by air*) to undertake travel described in the list above; or
- accompanying a person, where necessary, for the travel listed above; or
- travelling directly through Auckland (or via permitted airport transfer) between home and work, if both the home and place of work are in Alert Level 2 areas; or
- travelling under an exemption granted by the Director General of Health; or
- Transport operators should not carry passengers, between Auckland and the rest of New Zealand, which are not travelling for a permitted reason. In some cases passengers are required to provide documentary evidence to support their reason for travel. Recommended documents, which the passenger must/should provide to support their reason for travel, can be found at **Appendix B**. If you are uncertain about the situation with respect to permitted movements, please email essentialtransport@transport.govt.nz

Travel within Auckland

- Travel within the Alert Level 3 Area (Auckland) will also be restricted. Travel is only permitted for the following reasons:
 - going to Auckland Airport to:
 - take a flight to leave New Zealand, or
 - take a flight to undertake permitted interregional travel (see above)

- returning home; or
- accessing local businesses or services; or
- going to work or education; or
- accessing low-risk recreation; or
- undertaking customary gathering, or
- attending permitted funeral, tangihana, wedding, or civil union, or
- facilitating permitted extended bubble arrangements or shared caregiving arrangements; or
- providing urgent care for a child, or a person in a terminally ill condition, if there is no other person available to provide that care; or
- visiting a person in residential disability care (if permitted by the care provider); or
- attending an appointment with a health service; or
- attending a Court, tribunal, New Zealand Parole Board hearing or another judicial institution; or
- leaving or relocating a home, or place of residence, on court order; or
- travelling to a home, or place of residence, after detention or determination; or
- leaving New Zealand (including travelling to a managed isolation or quarantine facility immediately before leaving New Zealand); or
- travelling to preserve life or safety; or
- relocating home or business on a permanent or long-term basis; or
- returning home after arriving in New Zealand (and after completion of isolation/quarantine where applicable); or
- collecting a person who has returned to New Zealand and is returning home (and after completion of isolation/quarantine where applicable); or
- collecting or accompany a tūpāpaku or deceased person, but only if the total number of people collecting or accompanying the tūpāpaku or deceased person (including the person operating the vehicle) is no more than 10; or
- providing care, or enabling care to be provided, for pets or other animals; or
- travelling under an exemption granted by the Director General of Health; or
- accompanying a fellow resident undertaking the above travel.

- Transport operators should not carry passengers within Auckland, which are not travelling for a permitted reason. However it is understood that it may not be practicable to check that passengers are travelling for a permitted reason. If you are uncertain about the situation with respect to permitted movements, please email essentialtransport@transport.govt.nz

Section 3: Physical distancing

Public transport services – Alert Level 3, Auckland

- Air passenger services and small passenger vehicle services travelling within, to, from, or through Auckland, are required to maintain physical distancing to the extent practicable:
 - with respect to air passenger services, please note the Ministry of Health has agreed that for a 72 hour order physical distancing on an aircraft is not likely to be reasonably practicable, given it will require numbers of people to be disembarked from the aircraft with little time to manage passengers.
 - small passenger services in accordance with previous guidance the passenger(s) should be seated as far from the driver as practicable, and the front passenger seat should be unoccupied; passengers can travel together in the back seats if they are part of the same bubble.
- On board other public transport services travelling within, to, from, or through Auckland, physical distancing is generally required at a distance of 1 metre to the extent practical (taking into account the nature of the service).
- Regional authorities (in the case of public transport) and transport operators should also issue public messaging that discourages people who are unwell from using their services.

Public transport services – Alert Level 2, rest of New Zealand

- Physical distancing does not need to be observed on board public transport services at Alert Level 2 (and which are not travelling to, from, or through Auckland); however, passengers are still encouraged to physically distance where possible.
- Regional authorities (in the case of public transport) and transport operators should issue public messaging that discourages people who are unwell from using their services.
- Additionally, it is recommended that some physical separation of the passengers from the driver compartment is maintained.

Airports, bus stations, train stations, and ferry terminals - Alert Levels 2 & 3, all of New Zealand

- 1 metre distance between people and passengers at the airport or terminal is required (unless they are travelling together within their 'bubble' or 'extended bubble').

Section 3: Face coverings

Who needs to wear a face covering?

- Drivers, staff, and passengers on public transport services are required to wear face coverings. However, there are some exemptions, these include:

- persons on Cook Strait ferry services (see letter from the Director-General of Health (dated 16 September 2020)),
- passengers of small passenger services (but drivers of small passenger services are required to wear face coverings),
- the following specific services:
 - school buses (meaning dedicated school services contracted by: the Ministry of Education, or Local Authority, or School Board, or Auckland Transport), or
 - charter services and tours.

What kind of face covering can be used?

- Any face covering that adequately covers the mouth and nostrils can be used, these include: single use disposable masks, washable reusable masks (whether purchased or homemade), or other types of face coverings (e.g. a scarf wrapped around the face).

Is anybody exempt from wearing a mask?

- Yes. Transport operators should be aware that the following persons are not required to wear face coverings:
 - persons under the age of 12, and
 - persons who have a medical condition or disability that make it unsuitable to wear a face covering (*please note it might not always be clear why someone may need to be exempt from wearing a face covering*); and
 - drivers or staff, if:
 - they are in a space separated from passengers (e.g. pilots in a cockpit, or train drivers in a train cab), or
 - wearing a face covering could make it unsafe to operate the vehicle (e.g. wearing a face covering means drivers or staff are unable to properly communicate, or causes the eyeglasses of the driver to fog).
- In addition, transport operators should note that the use of face coverings is not required in the following situations:
 - if it is unsafe to wear a face covering (e.g. if the person's only face covering is wet, or wearing a face covering means a driver cannot safely operate the vehicle),
 - if there is an emergency that requires the face covering to be removed (e.g. to perform CPR),
 - if removal of the face covering is required to prove identity,
 - if visibility of the mouth is required for communication (e.g. when communicating with someone who is deaf),

- if there is a legal requirement to remove, or not to wear, the face covering,
 - if there is a need to remove the face covering to take medicine,
 - if there is a need to remove the face covering to eat or drink (if eating or drinking is permitted by the conditions of carriage),
 - if there is a reasonable excuse not to wear a face covering.
- Information from the Ministry of Health, regarding the use of face coverings in the community, is available [here](#).

What about enforcement?

- The obligation to wear a face covering on public transport is the responsibility of the individual.
- Operators, drivers and staff are not expected to assume the role of enforcement officer; but they still have their usual customer relations role to remind people about face coverings. The role is to educate and encourage passengers to do the right thing, but not be the enforcer.
- Staff are not expected to refuse boarding to people who do not have a face covering. This kind of issue should be dealt with as you would normally manage a difficult passenger situation.
- Passengers and staff should not be encouraged to call Police if someone is not wearing a face covering. As per normal procedures, if the situation is dangerous or a passenger is displaying threatening behaviour, for example, Police should be called.

Should operators be encouraging and educating passengers about wearing face coverings?

- Yes, the support of operators and staff in encouraging and educating passengers about the wearing of face coverings is appreciated. A range of collateral is provided with this guidance including posters which operators are asked to display across their fleets, terminals, stations and other facilities. A script to support social media messaging and PA announcements is attached at Appendix 1 to this guidance.
- The government will continue to remind people to follow the instructions of the public transport workforce regarding face coverings.
- These messages will be reinforced through a major All of Government public communications campaign, including COVID-19 TV advertising.

Section 4: Supporting contact tracing

What is contact tracing and why is it important?

- The purpose of contact tracing is to prevent potential onward transmission, raise awareness about the disease and its symptoms and support early detection of suspected cases.
- It is important that everyone undertakes practicable actions to support a quick and robust contact tracing process. Contact tracing (coupled with testing and quarantine/isolation measures) is a critical pillar in supporting New Zealand's goal to eliminate COVID-19.

Who undertakes contact tracing?

- Contact tracing is undertaken by Public Health Units (in the DHB where the confirmed or probable case was diagnosed), or by the Ministry of Health's National Close Contact Service.
- When there is a confirmed or probable case of COVID-19, a contact tracing process will occur to:
 - identify all 'close contacts' of the confirmed or probable case – so that these people can be quarantined/isolated (and tested if required); and
 - identify 'casual contacts', of the confirmed or probable case, and ask them to get tested if they have (or develop) symptoms of COVID-19.

What's the difference between a close contact and a casual contact?

- Generally, a 'close contact' is someone who has been within 2 metres for more than 15 minutes of a confirmed or probable case of COVID-19. The full definition of 'close contact' is available on page 13 of this factsheet: <https://www.health.govt.nz/system/files/documents/pages/advice-for-health-professionals-novel-coronavirus-covid-19-27aug2020.pdf>
- A 'casual contact' is someone who may have been in contact with a confirmed or probable case of COVID-19, but more than 2m apart or for less 15 minutes.

What should regional authorities and transport operators do to support contact tracing?

- Under Alert Levels 2 and 3, transport operators are required to support contact tracing.
- Regional authorities, and transport operators, are required to display QR codes that are compatible with the NZ COVID Tracer App for their transport assets. Those QR codes need to be displayed in an easily accessible prominent place.
- Public transport services are not required to obtain and display QR codes if they require all passengers to provide their name and a contact telephone number (in order to use the service); these may include services, such as:
 - air passenger services,
 - interregional bus services,
 - interregional passenger train services.
- In addition the following services do not need to obtain and display QR codes:
 - school buses (meaning dedicated school services contracted by: the Ministry of Education, or Local Authority, or School Board, or Auckland Transport), or
 - car sharing services and carpooling services.
- Regional authorities (in the case of public transport) and transport operators should also take steps to promote and enable users and passengers to keep records for contact tracing purposes. We recommend transport operators issue public messaging (e.g. through posters, announcements, social media) to encourage users and passengers to:

- use the NZ COVID Tracer App by scanning the QR code (where display of the QR code is available), or recording the trip manually in the NZ COVID Tracer App (if the QR code is not available); OR keep a manual record if you do not have a smartphone.
- use public electronic ticketing cards where these are available (e.g. AT HOP, Snapper, Metrocard or Bee Card) and make sure those cards are registered with the passenger's contact information.

What can regional authorities and operators expect if there is a confirmed or probable case of COVID-19 on their transport service?

- If there is a confirmed or probable case of COVID-19 on a transport service, a health official will notify the regional authority (in the case of public transport) and/or operator and request your support with identifying the contacts of that person. The health official will be particularly interested in details you might have of any people who were in 'close contact' with the COVID-19 case on the bus/train/ferry they are investigating.
- For example, you may be asked to review CCTV footage, or online passenger registers (e.g. public transport electronic ticketing card registration details).
- The health official may also ask you to provide any contact information you might have for people who were in 'casual contact' with the COVID-19 case on the bus/train/ferry/aircraft they are investigating. This is so they can ask these 'casual contacts' to get tested if they have (or develop) symptoms of COVID-19.
- If you do not have this information (but are not certain that there were no 'close contacts') the health official will discuss with you what action should be taken. For example, they may request that you undertake public messaging asking people that travelled on the service to contact the COVID-19 Healthline.
- If you are certain that there were no 'close contacts' (e.g. CCTV footage shows no 'close contacts' were established), then you should advise the health official of this and ask if there is anything more that you should do.

Section 5: Cleaning

- Transport operators should apply cleaning practices consistent with Ministry of Health guidance.
 - Ministry of Health general guidance on cleaning can be found [here](#)
 - Ministry of Health cleaning FAQs can be found [here](#)
- Cleaning regimes should include:
 - cleaning the vehicle/vessel/aircraft regularly with particular attention to high-touch surfaces (where possible, at the end of each shift/sailing/flight, but at least at the end of each day).
 - as far as practicable, frequent cleaning of high-touch surfaces throughout the day.

Section 6: Customer compliance

Travel restrictions

- Transport operators are not required to enforce passenger compliance with travel restrictions, however transport operators:
 - should not carry passengers, between Auckland and the rest of New Zealand, which are not travelling for a permitted reason,
 - should not carry passengers, within Auckland, which are not travelling for a permitted reason. However it is understood that it may not be practicable to check that passengers are travelling for a permitted reason.
- Transport operators should encourage potential passengers to check what the current restrictions are prior to making a booking or using their services.
- The New Zealand Police will enforce compliance with travel restrictions with respect to land transport (particularly at the Alert Level 2/3 boundary), and the Aviation Security Service will check compliance with travel restrictions with respect to air transport. Ferry operators can contact the New Zealand Police if enforcement of travel restrictions is required with respect to their services.

Other public health measures

- With respect to the other public health measures, transport operators are not expected, or required, to enforce passenger compliance with:
 - the COVID-19 Public Health Response (Alert Levels 3 and 2) Order (No 3) 2020, or
 - Ministry of Health guidelines.
- Transport operators, however, may choose to stop passengers boarding, where it is lawful to do so on health and safety grounds as per their standard operating procedures.
- Transport operators may also provide advice to passengers for travelling safely for example by displaying public information posters.

Appendix 1: Public Announcement Scripts

Public Transport Operators – Bus / Train

Face coverings help us protect ourselves and others from the spread of COVID-19.

You are required to wear a face covering on public transport during alert levels 2 and 3.

Everyone should wear a face covering while on the bus / train, unless you are under 12 years old, or have a health reason for not wearing one.

Your driver may not be wearing a face covering because of safety/medical reasons. Please be respectful.

We also encourage you to track your journey using the QR codes provided, or record it manually.

Please keep your face covering on until you exit the bus / train, and if you need to dispose of it, please do so safely.

If you are sick, please don't use public transport.

Thanks for your cooperation.

Ferry Operators (excluding the Cook Strait ferries)

Face coverings help us protect ourselves and others from the spread of COVID-19.

You are required to wear a face covering on public transport during alert levels 2 and 3.

Everyone should wear a face covering while on the ferry, unless you are under 12 years old, or have a health reason for not wearing one.

Your captain or crew may not be wearing a face covering because of safety/medical reasons. Please be respectful.

We also encourage you to track your journey using the QR codes provided, or record it manually.

Please keep your face covering on until you exit the ferry, and if you need to dispose of it, please do so safely.

If you are sick, please don't use public transport.

Thanks for your cooperation.

Airlines / Airports

Face coverings help us protect ourselves and others from the spread of COVID-19.

You are required to wear a face covering while on board the aircraft and until you enter the terminal during alert levels 2 and 3.

Everyone should wear a face covering while on the aircraft, unless you are under 12 years old, or have a health reason for not wearing one.

Your pilot or members of the cabin crew may not be wearing a face covering for safety reasons. Please be respectful.

Please keep your face covering on until you enter the terminal, and if you need to dispose of it, please do so safely.

If you are sick, please don't fly.

Thanks for your cooperation.

Appendix B: Required/recommended evidence for movement across an Alert Level 2/3 boundary

Note if a person is travelling by air and transiting through the Alert Level 3 area, pursuant to clause 17(2) of the Order, they should have an onward ticket (and their transit time cannot be more than 24 hours).

<i>Business Travel</i>	
Reason for travel	Required/recommended evidence to carry
Travelling to provide a business or service, listed in Schedule 3 of the Order.	<p>Must carry evidence of the purpose of travel and the person’s destination; this could be:</p> <ul style="list-style-type: none"> • a Business Travel Document (issued via the business travel register (administered by MBIE)) – preferred; or • a letter (issued by the persons employer) stating that: <ul style="list-style-type: none"> ○ the person named in the letter providing an business or service (listed in Schedule 3 of the Order), and ○ the destination the person is travelling to (<i>note alternatively the letter, and a document showing the persons destination, can be two separate documents</i>). <p>A person driving a road vehicle must have Photo ID (Photo Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Travelling: <ul style="list-style-type: none"> • to provide specified exempted business/service under clause 45 of the Order • as an enforcement officer 	<p>Must carry evidence of the purpose of travel and the person’s destination; this could be:</p> <ul style="list-style-type: none"> • a Business Travel Document (issued via the business travel register (administered by MBIE)) – preferred; or • a letter (issued by the relevant business or service) stating that the person named in the letter is: <ul style="list-style-type: none"> ○ providing a specified exempted business/service, or is an enforcement officer, and

	<ul style="list-style-type: none"> ○ the destination the person is travelling to (<i>note alternatively the letter, and a document showing the persons destination, can be two separate documents</i>). <p>A person driving a road vehicle must have Photo ID (Photo Driver's Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Travelling to relocate a Business	<p>Must carry evidence of the purpose of travel and the person's destination; this could be:</p> <ul style="list-style-type: none"> • a Business Travel Document (issued via the business travel register (administered by MBIE)) – preferred; or • proof of the new business address (e.g. a commercial tenancy agreement etc.) <p>A person driving a road vehicle must have Photo ID (Photo Driver's Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Travelling to provide or enable care to be provided for pets or other animals, <i>but not a business listed under Schedule 3 of the Order</i>	<p>Should carry evidence, where possible, showing the purpose of travel and the person's destination; this could be a Business Travel Document (issued via the business travel register (administered by MBIE), following an assessment by the Ministry of Primary Industries)</p> <p>A person driving a road vehicle must have Photo ID (Photo Driver's Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Travelling to provide a business or service, not listed in Schedule 3 of the Order, but subject to a gazetted class exemption.	<p>Must carry evidence of the purpose of travel and the person's destination; this could be:</p> <ul style="list-style-type: none"> • a Business Travel Document (the business travel register will be updated with any class exemptions as they are approved, businesses can then make a request under the new category) – preferred; or • a letter (issued by the persons employer) stating that:

	<ul style="list-style-type: none"> ○ the person named in the letter is providing a business or service that has been exempted (with reference to the gazette number), and ○ the destination the person is travelling to (<i>note alternatively the letter, and a document showing the persons destination, can be two separate documents</i>). <p>A person driving a road vehicle must have Photo ID (Photo Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p> <p><i>Note while it is not a legal requirement for persons travelling to carry documentation (except a person driving a road vehicle must carry a drivers license), persons travelling under an exemption should expect that an enforcement officer will refuse them travel (or a transport service will refuse them boarding) if they do not have proof of that exemption.</i></p>
Travelling to provide a business or service, not listed in Schedule 3 of the Order or a gazetted class exemption, <i>individual exemption required.</i>	<p>Must carry a Business Travel Document (issued via the business travel register (administered by MBIE), pursuant to the issuing and gazetting of an exemption by the Director-General of Health).</p> <p>A person driving a road vehicle must have Photo ID (Photo Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p> <p><i>Note while it is not a legal requirement for persons travelling to carry documentation (except a person driving a road vehicle must carry a drivers license), persons travelling under an exemption should expect that an enforcement officer will refuse them travel (or a transport service will refuse them boarding) if they do not have proof of that exemption.</i></p>
<i>Personal Travel</i>	
Reason for travel	Required/recommended evidence to carry
Maintaining a shared childcare arrangement.	Should carry evidence, where possible, showing the purpose of travel and the person’s destination; this could be:

	<ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or • a copy of the signed shared childcare agreement, or • a copy of the Court Order directing the shared childcare arrangement. <p>A person driving a road vehicle must have Photo ID (Photo Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
<p>Providing urgent care for a child, <i>(if no other person is able to provide the care or support in the Alert Level area that it is needed).</i></p>	<p>Should carry evidence, where possible, showing the purpose of travel and the person’s destination; this could be:</p> <ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or • a letter from social worker or other professional (explaining that there is a child in need of urgent care). <p>A person driving a road vehicle must have Photo ID (Photo Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
<p>Providing urgent care or support for a person in a critical or terminal condition <i>(if no other person is able to provide the care or support in the Alert Level area that it is needed).</i></p>	<p>Should carry evidence, where possible, showing the purpose of travel and the person’s destination; this could be:</p> <ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or • a letter from a medical professional (explaining that there is a person in critical or terminal condition that requires care or support).

	<p>A person driving a road vehicle must have Photo ID (Photo Driver's Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Attending an appointment with a health service	<p>Must carry evidence of the purpose of travel and the person's destination; this could be:</p> <ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or • proof of an appointment with a health service (e.g. a letter (signed by a health professional) detailing the time and location of the appointment). <p>A person driving a road vehicle must have Photo ID (Photo Driver's Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Attending court, tribunal, New Zealand Parole Board hearing, or other judicial institution	<p>Must carry evidence of the purpose of travel and the person's destination; this could be:</p> <ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or • proof of requirement/permission to attend a court, tribunal, New Zealand Parole Board or other judicial institution (e.g. a jury summons, a witness summons, a summons to a defendant etc) <p>A person driving a road vehicle must have Photo ID (Photo Driver's Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Leaving or relocating home, or place of residence, on Court Order	<p>Must carry evidence of the purpose of travel and the person's destination; this could be:</p> <ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or

	<ul style="list-style-type: none"> • a copy of the Court Order <p>A person driving a road vehicle must have Photo ID (Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Travelling to a home/residence after detention or determination	<p>Must carry evidence of the purpose of travel and the person’s destination; this could be:</p> <ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or • documentary evidence of the detention/determination, and documentation showing the home/residence that the person is travelling to. <p>A person driving a road vehicle must have Photo ID (Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Leaving New Zealand (including travelling to a managed isolation or quarantine facility immediately before leaving New Zealand);	<p>Must carry evidence of the purpose of travel and the person’s destination; this could be:</p> <ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or • a copy of the airline booking (and if staying in a managed isolation or quarantine facility before leaving New Zealand, evidence of a booking in a managed isolation or quarantine facility). <p>A person driving a road vehicle must have Photo ID (Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>

Travelling to preserve life or safety	<p>A person driving a road vehicle must have Photo ID (Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p> <p>No other documentation is required; but if a person does have documentation that helps explain their situation (e.g. a letter from a Police Officer or Social Worker), they should carry it.</p>
Accompanying a person, where necessary, for the travel listed above	<p>Should carry evidence, where possible; this evidence could be:</p> <ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or • other documentation that helps explain the situation (e.g. proof of residence that shows that both persons reside at the same residence). <p>A person driving a road vehicle must have Photo ID (Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Returning home (e.g. a person ordinarily lives in Auckland and need to get back from another region of New Zealand, or needs to leave Auckland to get to their home in another region);	<p>Must carry evidence of the purpose of travel and the person’s destination; this could be:</p> <ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or • proof of residential address, which has both the person’s name and address on the document (e.g. utility bill, bank statement etc) <p>A person driving a road vehicle must have Photo ID (Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Relocating a home/residence on a permanent or long-term basis	<p>Must carry evidence of the purpose of travel and the person’s destination; this could be:</p>

	<ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or • proof of the new residence (e.g. a sale and purchase agreement, a residential tenancy agreement etc.) <p>A person driving a road vehicle must have Photo ID (Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Returning home after arriving in New Zealand (and after completion of isolation/quarantine where applicable)	<p>Must carry evidence of the purpose of travel and the person’s destination; this could be:</p> <ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or • proof of residential address (e.g. utility bill, bank statement etc) <p>A person driving a road vehicle must have Photo ID (Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
Collecting a person that has arrived in New Zealand (and after completion of isolation/quarantine where applicable)	<p>Should carry evidence, where possible; this evidence could be:</p> <ul style="list-style-type: none"> • a Personal Travel Document (issued via the personal travel register (administered by the MoH)); or • other documentation that helps explain the situation (e.g. proof of residence that shows that both persons reside at the same residence). <p>A person driving a road vehicle must have Photo ID (Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>

<p>Travelling to collect/accompany a tūpāpaku or deceased person</p>	<p>A person driving a road vehicle must have Photo ID (Driver's Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p> <p>No other documentation is required; but if a person does have documentation that helps explain their situation, they should carry it.</p>
<p>Travelling to provide or enable care to be provided for pets or other animals</p>	<p>Should carry evidence, where possible, showing the purpose of travel and the person's destination; this could be this could be a Personal Travel Document (issued via the personal travel register (administered by the MoH), following an assessment by the Ministry of Primary Industries)</p> <p>A person driving a road vehicle must have Photo ID (Driver's Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>
<p>Travelling for a personal reason, not permitted by the Order, but subject to a gazetted class exemption.</p>	<p>Must carry evidence of the purpose of travel and the person's destination; this could be:</p> <ul style="list-style-type: none"> • a Personal Travel Document (via the personal travel register (administered by the MoH), pursuant to the issuing and gazetting of a class exemption by the Director-General of Health) – preferred; or • a letter (from an appropriate authority) stating: <ul style="list-style-type: none"> ○ that the person named in the letter is travelling for a an exempted purpose (with reference to the gazette number), and ○ the destination of the person. <p>A person driving a road vehicle must have Photo ID (Driver's Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p> <p><i>Note while it is not a legal requirement for persons travelling to carry documentation (except a person driving a road vehicle must carry a drivers license), persons travelling under an exemption</i></p>

	<i>should expect that an enforcement officer will refuse them travel (or a transport service will refuse them boarding) if they do not have proof of that exemption.</i>
Travelling for a personal reason, not permitted by the Order, or a gazetted class exemption, <i>individual exemption required</i>	<p>Must carry a Personal Travel Document (issued via the personal travel register (administered by the MoH), pursuant to the issuing and gazetted of an exemption by the Director-General of Health).</p> <p>A person driving a road vehicle must have Photo ID (Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p> <p><i>Note while it is not a legal requirement for persons travelling to carry documentation (except a person driving a road vehicle must carry a drivers license), persons travelling under an exemption should expect that an enforcement officer will refuse them travel (or a transport service will refuse them boarding) if they do not have proof of that exemption.</i></p>
<i>Personal/Business Travel, through the AL 3 area (without stopping)</i>	
Reason for travel	Required/recommended evidence to carry
Travelling directly through Auckland (or via permitted airport transfer) between home and work, if both the home and place of work are in Alert Level 2 areas;	<p>Must carry evidence of the purpose of travel and the person’s destination; this could be:</p> <ul style="list-style-type: none"> • a Business Travel Document (issued via the business travel register (administered by MBIE)), or a Personal Travel Document (issued via the business travel register (administered by MoH)) – <i>depending on the purpose of travel, or</i> • other document(s) that demonstrate the purpose of travel and the destination of the person travelling (e.g. a letter issued by their employer with this information (if travelling to work) and a proof of residential address (if travelling home). <p>A person driving a road vehicle must have Photo ID (Driver’s Licence). Drivers/operators (of other vehicles), and passengers (of any type of vehicle) should have a Photo ID, unless it is not reasonably practicable (e.g. because they are a minor).</p>



New Zealand Legislation

COVID-19 Public Health Response (Alert Level Requirements) Order 2021

Schedule 3

Businesses or services for which travel permitted for work purposes between alert level 3 area and another alert level area

cl 18

Number	Business or service
1	Justice sector, including Courts of New Zealand, facilities and related services of the Department of Corrections, and tribunals (but note that this list does not affect the exclusion from the closure of premises in clause 22(2)(b))
2	Parliament, including members of Parliament, parliamentary staff, and any officer of Parliament (but note that this list does not affect the exclusion from the closure of premises in clause 22(2)(b))
3	Postal operators and courier services
4	The following services: <ul style="list-style-type: none"> freight services (including those for transporting livestock) provided by means of road, rail, air, or sea; passenger services (including public transport services) provided by means of road, rail, air, or sea; any other transport and logistics services provided at or through an aerodrome
5	Scientific services (including research organisations) of the following kind or provided by the following entities or facilities: <ul style="list-style-type: none"> ESR, GNS, GeoNet, NIWA, MetService; services involved in COVID-19 response, including laboratories and Physical Containment level 3 (PC3) facilities; services involved in hazard monitoring and resilience; services involved in diagnostics for critical businesses or services like biosecurity, food safety, or public health; other significant research facilities, including animal facilities, clinical trials, and infrastructure that requires constant attention (for example, samples, collections, and storage facilities), that are important to New Zealand
6	Key utilities , which means utilities that provide for the production, supply, sale, distribution, or disposal of 1 or more of the following: <ul style="list-style-type: none"> electricity; gas; water; wastewater (for example, sanitation); waste (for example, rubbish collection and recycling); liquid or solid fuel; telecommunications services (as defined in section 5 of the Telecommunications Act 2001)
7	Key communications , which— <ul style="list-style-type: none"> means news (including news production) and broadcast media; and includes delivery of newspapers for non-English-language material audiences or communities that have limited access to digital connectivity and are hard to reach due to physical location
8	Emergency services (other than those described in clause 45, which sets out exemptions from this order)
9	Services provided under the Oranga Tamariki Act 1989, and other social services provided to support persons to maintain critical well-being or as crisis support for people who are unsafe or homeless
10	Diplomatic and consular services
11	A transport-related entity or service provider, but only if— <ul style="list-style-type: none"> the travel is for a specified function; and the travel is reasonably necessary to enable the specified function to occur (for example, because the function cannot be performed by an appropriate person who is already within the relevant alert level area); and performance of the function cannot reasonably be delayed <p>In this item,—</p> <p>specified function means a function to which 1 or more of the following apply:</p> <ul style="list-style-type: none"> an enactment requires that the function be performed; the function is necessary to support the response to COVID-19; the function is necessary to preserve the national security of New Zealand; the function is necessary to preserve human life or safety <p>transport-related entity or service provider means any of the following:</p> <ul style="list-style-type: none"> New Zealand Transport Agency; Civil Aviation Authority of New Zealand (including the Aviation Security Service); Airways Corporation of New Zealand Limited; Maritime New Zealand (including the Rescue Coordination Centre New Zealand); KiwiRail Holdings Limited (including Interislander); Transport Accident Investigation Commission; any entity or service provider that is contracted by 1 or more of these entities

Number	Business or service
12	<p>Building, construction, and maintenance services required for 1 or both of the following:</p> <ul style="list-style-type: none"> • to address immediate risks to health and safety: • key infrastructure <p>In this item, key infrastructure means—</p> <ul style="list-style-type: none"> • the key utilities as defined in item 6; and • infrastructure that enables or supports supply chains that are needed for 1 or both of the following: <ul style="list-style-type: none"> • to provide for the current needs of people and communities; • to enable or support the recovery of the whole or any part of New Zealand from the effects of COVID-19; and • other road and rail networks; and • other infrastructure whose operations, if interrupted, would be seriously impacted
13	<p>Government services, including services provided by State services and local authorities, but only if—</p> <ul style="list-style-type: none"> • the service is a regulatory or social service, or relates to infrastructure; and • the travel between alert level areas is reasonably necessary to enable the service to be provided (for example, because the service cannot be provided by an appropriate person who is already within the relevant alert level area); and • provision of the service cannot reasonably be delayed (for example, because a delay would breach an obligation under an enactment, risk harm to people or communities, or risk damage to the environment) <p>In this item, State services has the same meaning as in section 5 of the Public Service Act 2020 and local authority has the same meaning as in section 5(1) of the Local Government Act 2002</p>
14	<p>Veterinary and animal health and welfare services, but only if—</p> <ul style="list-style-type: none"> • a breach of the Animal Welfare Act 1999 could result if the service were not provided; and • the travel between alert level areas is reasonably necessary to enable the service to be provided (for example, because the customer does not have access to an appropriate person who is within their alert level area)
15	<p>Businesses engaged in any of the following activities, but only if the travel between alert level areas is reasonably necessary to enable those activities:</p> <ul style="list-style-type: none"> • the production, processing, or supply of food or drink; • the production, processing, or supply of packaging for food or drink
16	<p>Unions, but only if—</p> <ul style="list-style-type: none"> • the travel between alert level areas is reasonably necessary to enable the union to provide a service (for example, because the service cannot be provided by an appropriate person who is already within the relevant alert level area); and • provision of the service cannot reasonably be delayed (for example, because a delay would risk the health and safety of workers)
17	<p>Services that are required to do 1 or both of the following in relation to a vehicle that is used for the purposes of a business or service described in this schedule:</p> <ul style="list-style-type: none"> • keep the vehicle operational (for example, mechanics, tyre services, aircraft maintenance services, vehicle testing services, and vehicle recovery services); • disinfect or clean the vehicle to enable the business or service to comply with legal requirements relating to biosecurity, animal welfare, human health, the management of hazardous substances or dangerous goods, or transport safety
18	<p>Services for the transport of tūpāpaku or deceased persons</p>



MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 07 OF 2021

15 February 2021

Shipping Community

**UPDATED REQUIREMENTS FOR SIGN-OFF CREW FROM OCEAN-GOING
CARGO SHIPS THAT REQUIRE COVID-19 PRE-DEPARTURE TESTING IN
SINGAPORE
(SUPPLEMENTARY TO PMC NO. 5 OF 2021)**

1. MPA notes that some countries require travellers to take a COVID-19 pre-departure test (PDT) and present a valid negative test result before they are allowed to transit through or enter. Similar requirements are also imposed by some airlines before allowing travellers to board their flights.
2. MPA has been facilitating COVID-19 pre-departure testing for sign-off crew in Singapore on a case-by-case basis. Please be reminded that MPA's approval shall be sought for signing off crew that requires PDT in Singapore.
3. For crew change applications where the sign-off crew requires PDT before departing Singapore, in addition to the existing requirement of crew not having gone ashore for 21 days, all crew on board¹ shall produce a negative test result from a COVID-19 Polymerase Chain Reaction (PCR) test taken at the vessel's last port of call before calling at Singapore. The test results shall be submitted to MPA as soon as they are available and before the vessel arrives Singapore.
4. This new requirement shall apply to all sign-off applications submitted from 15 February 2021.
5. This circular supplements Port Marine Circular No. 5 of 2021, and therefore, the requirements for crew change in Port Marine Circular No. 5 of 2021 continue to apply.

¹ Includes the sign-off crew as well as crew that will remain on board and sail off with the vessel.

6. Any queries relating to this circular should be directed to crew_change@mpa.gov.sg.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE