

ANAVE – Circular de Régimen Interior

Madrid, 18 de marzo de 2020
Ref: SMA 19/2020/AB

Asunto: Coronavirus:

1. **Nota de OCIMF: Gestión de las inspecciones SIRE en puertos y zonas afectadas por el brote de COVID-19.**
2. **ICS: Actualización de la información a 16 de marzo de 2020.**

Muy Srs. nuestros:

1. **Nota de OCIMF: Gestión de inspecciones SIRE/OVID en puertos y zonas afectadas por el brote de COVID-19.**

El Foro Marítimo Internacional de las Compañías Petroleras (*Oil Companies International Marine Forum*, OCIMF) ha publicado una Nota sobre la gestión del programa de inspecciones de los buques (SIRE) y la base de datos de las inspecciones de unidades offshore (OVID) en puertos y zonas afectadas por el brote de COVID-19, que les adjuntamos como **Anexo 1**.

La Nota señala que la propagación del COVID-19 va a afectar a la capacidad para enviar personal técnico a realizar inspecciones SIRE/OVID en las regiones afectada. Por ello, será necesaria la cooperación de todas las partes involucradas en el proceso de inspección para asegurar que las cuestiones relacionadas con la salud y seguridad sean siempre prioritarias.

A la vista de la situación actual, OCIMF ha instado a sus miembros a adoptar un enfoque práctico cuando se planteen la posibilidad de solicitar una inspección en alguna de las zonas afectadas.

OCIMF ha publicado un documento de “Preguntas Frecuentes” (**Anexo 2**) dirigidas a los inspectores SIRE y OVID, y que pueden consultar para aclarar posibles dudas.

2. **ICS: Actualización de la información a 16 de marzo de 2020.**

En el día de ayer, la Cámara Naviera Internacional (ICS) nos ha enviado un informe con la última información actualizada sobre los siguientes asuntos, y que les adjuntamos en el **Anexo 3**:

- Mapa con las restricciones de acceso a los puertos a nivel global.
- Impacto económico en el transporte marítimo.
- Impacto en la gente de mar.
- Cruceros: acceso a los puertos.
- Recomendaciones médicas.

La extensión de la epidemia en España se puede seguir en tiempo real en el siguiente [enlace](#). Y en todo el mundo, en este otro [enlace](#).

Saludos cordiales,

Manuel Carlier
Director General

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OCIMF BULLETIN: CORONAVIRUS (Covid-19) OUTBREAK

The outbreak of novel coronavirus (Covid-19) in the People's Republic of China (PRC) has now been declared as being a Pandemic by the World Health Organisation (WHO) and sadly, continues to cause loss of life.

The WHO and many countries are providing health and travel advice which continues to change as the situation develops. The WHO urges all countries to take a comprehensive approach tailored to their circumstances – with containment as the central pillar. It also stresses that advice must strike a fine balance between protecting health, preventing economic and social disruption, and respecting human rights.

Impact on SIRE/OVID Inspections conducted in affected regions

The spread of this novel coronavirus (Covid-19) will have an impact on the ability of submitting members to conduct SIRE/OVID inspections in affected regions. This will, therefore, require the cooperation of all involved in the inspection process to ensure that health and safety considerations are always paramount.

OCIMF encourages its submitting members to take a pragmatic approach when considering the commissioning of inspections in affected areas in the current situation. It should be noted that SIRE/OVID inspections are commissioned by submitting members and not the OCIMF Secretariat. The acceptance, or otherwise, of a SIRE/OVID report for reasons of age is a matter for individual recipients and not the OCIMF Secretariat.

In response to recent industry engagement, a number of submitting members and recipient members have indicated that they will apply sound judgement, pragmatism and flexibility when considering the commissioning of inspections and evaluating inspection reports for vessel eligibility.

OCIMF encourages vessel operators to engage early and engage directly with submitting members with regards to any challenges that may be experienced in conducting SIRE inspections.

Inspectors are encouraged to engage with the member commissioning the inspection and to monitor and follow the health and travel advice provided by the WHO and by relevant national health authorities when making their decision on travel for SIRE/OVID inspections. This includes the use of prevention and control measures such as personal hygiene and use of personal protective equipment.

OCIMF has published a [Frequently asked Questions](#) aimed at SIRE and OVID inspectors which can be accessed for clarifications.

OCIMF will keep the situation under review and provide updates.

Frequently Asked Questions

I am a SIRE (Cat 1 and/or Cat 3) inspector....

Why have OCIMF taken the decision to cancel all courses?

The outbreak of novel coronavirus (COVID-19) in PRC is impacting travel both, within Peoples Republic of China (PRC) and internationally. Many countries are providing their citizens with health and travel advice reflecting that available from the WHO.

As the situation continues to develop that advice has changed with several governments issuing advice ranging from suspending all travel to enforcing a quarantine period on those travellers who may have visited affected areas.

This has added a further layer of complexity to the management of Inspector courses and audits. OCIMF has therefore decided to suspend all SIRE (Cat-1 & Cat-3) audits, refresher courses and new-inspector courses for the year 2020.

How will this cancellation affect my SIRE accreditation?

OCIMF will provide extensions of a period of 12months to **all** inspectors whose accreditations are expiring in 2020. Please note that these extensions are temporary, and all accreditation cycles will be brought in line with original accreditation dates in the following year.

This extension will provide a relief on the requirement to take refresher courses and renewal audits for a period of 12 months.

Therefore, as an example, if an inspector were to have an accreditation expiry date of 31 October 2020, they will find their accreditation expiry date extended by 12 months to 31 October 2021. When the inspector takes their audit and gets reaccredited, they will have their accreditation renewal date reinstated to 31 October 2023.

When will I be able to register for a SIRE Refresher or a New-Inspector course?

OCIMF has **suspended all** SIRE (Cat-1 & Cat-3) audits, refresher courses and new-inspector courses for the year 2020.

OCIMF will review the situation at the *end of June 2020* to assess whether inspector courses and audits can be reinstated.

Further advisories will be issued by OCIMF following this assessment.

Can I still apply to be a SIRE Inspector?

Yes. You can continue to make applications as normal.

You will need to liaise with a Submitting member who will have the ability to send you an invitation to apply to upload the documents required for making an application and submit these to be processed.

OCIMF will only process applications and allocate courses after a decision to reinstate SIRE courses has been confirmed and announced.

I did not pass my exam(s) and wish to take a resit – is this possible?

OCIMF will not facilitate any arrangements for existing inspectors and new candidates to retake SIRE examinations during 2020.

OCIMF will review this situation at the end of June 2020.

Can I arrange accompanied inspections?

You must liaise with your nominating/sponsoring member to arrange accompanied inspections.

I am a new-inspector candidate who has attended a course and passed the exams, but I have not yet taken the audited inspection – can I continue the process to gain accreditation?

All Inspector Audits (Accreditation and renewal audits, including any retakes) are suspended. OCIMF will review this situation at the end of June 2020

Please do not make any arrangements for audits or audited inspections with immediate effect. If there are any audits that have already been planned with arrangements for travel made, then you must contact OCIMF immediately to seek clarification.

When should I contact my allocated auditor, and will they remain the same?

All Inspector Audits (Accreditation and renewal audits, including any retakes) are suspended.

As this situation is continuously changing, OCIMF will review auditor allocations in due course and you will receive a notification when your auditor is reallocated, and it is determined that arrangements for audits can be made.

I have paid my last audit-fee contribution in 2020 but my audit will not now take place in 2021. Will I need to pay again in 2021?

The original payment schedule will remain unaffected.

Will I receive new documents to cover the extension period?

OCIMF will send a new ID card with your revised accreditation expiry date.

You should contact idcards@ocimf.org if you have not received your documents within 2 weeks of your revised accreditation expiry date.

New Certificates will not be sent. Once you have completed your next audit and your original accreditation date is reinstated a new id card and certificate will be sent at that time.

Please read this in consideration of the recent announcement bulletin.

I am an OVID inspector....

Why has OCIMF taken the decision to cancel all courses?

The outbreak of novel coronavirus (COVID-19) is impacting travel both, within PRC and internationally. Many countries are providing their citizens with health and travel advice reflecting that available from the WHO.

As the situation continues to develop that advice has changed with several governments issuing advice ranging from suspending all travel to enforcing a quarantine period on those travellers who may have visited affected areas.

This has added a further layer of complexity to the management of Inspector courses. OCIMF has therefore decided to **suspend all** OVID refresher courses and new-inspector courses for the year 2020.

How will this cancellation affect my OVID accreditation?

OCIMF will provide extensions of a period of 12 months to **all** inspectors whose accreditations are expiring in 2020. Please note that these extensions are temporary, and all accreditation cycles will be brought in line with original accreditation dates in the following year.

This extension will provide a relief on the requirement to take refresher courses for a period of 12 months.

Therefore, as an example, if an inspector were to have an accreditation expiry date of 31 October 2020, they will find their accreditation expiry date extended by 12 months to 31 October 2021. When the inspector takes their refresher course and gets recredited, they will have their accreditation renewal date reinstated to 31 October 2023.

My OVID application was approved but the new inspector course was cancelled, will I be able to attend an alternative course?

OCIMF has **suspended all** OVID refresher courses and new-inspector courses for the year 2020.

OCIMF will review the situation at the *end of June 2020* to assess whether inspector courses can be reinstated.

Further advisories will be issued by OCIMF following this assessment.

My accreditation is suspended awaiting attendance at a refresher course, will I lose time on my accreditation?

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Will this affect my minimum inspection requirements for 2020?

The requirements for minimum inspections have not been changed. A review of the number of inspections conducted by all OVID inspectors will be made at the end of the year.

I paid for a new inspector's course - will this be refunded?

OCIMF will be reviewing all payments made for new inspector courses and will issue refunds to all candidates who have paid for a course which has been cancelled.

I would like to apply to become an inspector, can I still do this?

Members can still invite candidates to apply.

You will need to liaise with a Submitting member who will have the ability to send you an invitation to apply and upload the documents required for making an application and submit these to be processed.

OCIMF will only process applications and allocate courses after a decision to reinstate SIRE courses has been confirmed and announced.

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16th March 2020

LA(20)16

To: Labour Affairs Committee
Copy: All Members & Associate Members (for information)

COVID-19 UPDATE AS OF 16TH MARCH 2020

ACTION REQUIRED:

Members are:-

- ***Invited to note information provided by WHO last night (15th March 2020). This demonstrates a significant shift to 143 countries now reporting confirmed cases of COVID-19 in the last week compared with 102 countries a week ago. 47,931 new cases have now been confirmed globally since last Monday.***
- ***Requested to notify ICS of any matters to be shared with other stakeholders.***
- ***Invited to note the new ICS Guidance to Assist Ship Operators to Continue to Conduct Business During the COVID-19 Outbreak and associated practical tools attached to this circular and to share these with their members.***

SITUATION IN NUMBERS (COUNTRIES AFFECTED LISTED LATER IN THIS REPORT)

Region	Confirmed Cases 8th March 2020	Confirmed Cases 15th March 2020	Increase in last week	Risk
Globally	105586 Confirmed	153517 confirmed	47,931 confirmed	Very high
	3584 deaths.	5735 deaths.	2151 deaths.	
China	80859 confirmed	81048 confirmed	189 confirmed	Very High
	3100 deaths	3204 deaths	104 deaths	
Other Countries	24727 confirmed	72469 confirmed	47742 confirmed	Very High
	484 deaths	2531 deaths	deaths	
Total Countries	102	143	41	Very High

CONFIRMED CASES OF COVID-19 IN CHINA, 15TH MARCH 2020.

It is encouraging to note that the number of new cases has considerably reduced in China. However, all provinces in China have had cases of COVID-19 with the largest number of cases still within WUHAN Hubei – with confirmed cases (deaths). This compares to a total of cases (deaths) within China as a whole. The five provinces currently with the most cases in order of size are :-

1. Hubei
2. Guangdong
3. Henan
4. Zhejiang
5. Hunan

TOP 12 COUNTRIES WITH CASES AS AT 15TH MARCH 2020.

China
Italy
Iran (Islamic Republic of)
Republic of Korea
Spain
France
Germany
United States of America
Switzerland
United Kingdom
Netherlands
Sweden

697 cases were reported for the Diamond Princess and 7 deaths.

Grand Princess cases are currently still being assessed.

The number of cases reported varies depending on the time they are reported to WHO for inclusion in their 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 a number of countries, particularly in Africa and South and Central America and the Caribbean currently do not have access to testing kits or have an extreme shortage of kits (such as the US and the Philippines) so it is difficult to know if people have contracted the virus in these countries. Caution should therefore be taken in this regard.

A few countries now appear to have temporarily resolved all their initial cases, however it should be assumed that there still remains a potential risk in these countries too.

ICS ASSISTANCE

- ICS is monitoring the situation daily and advising members as and when appropriate.
 - Please review the new ICS Guidance to Assist Ship Operators to Continue to Conduct Business During the COVID-19 Outbreak and associated practical tools attached as annexes to this circular and share these with your members. These give advice provided by the Chartered Institute of Personnel and Development. Whilst some countries and companies may have appropriate plans in place, others may not and the tools may assist companies maintain their businesses at this difficult time.
 - Annex 1 – ICS guidance for shipping company operations during the COVID-19 outbreak
 - Annex 1A - pandemic contingency plan policy template.
 - Annex 1B - emergency protocol business continuity template.
 - Annex 1C - Model Employee Letter Regarding COVID-19
 - Annex 1D- Model Employee Letter regarding responsibilities in relation to control of COVID-19.
- 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 new wishing to subscribe should contact the undersigned.
- E room users are encouraged to share information about their respective countries.
- 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 to track the number of crew affected on all ships and to be able to report this back 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.
 - 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.

COVID-19: GLOBAL PORT RESTRICTIONS MAP

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](#)

COVID-19: DIRECT ECONOMIC IMPACT ON MARITIME TRANSPORT

COVID-19 has directly economically impacted virtually all shipping segments, including (but not limited to) containerships and cruise ships and will substantially effect revenues of maritime operations this year– from shipyards to carriers of bulk commodities – adding to the pressure the sector is already under resulting from trade wars and a global economic slowdown.

It is still too early to determine the full impact of the outbreak on the global maritime transport sector, but some expert assessments indicate that while the short-term outlook is unfavourable, the prospect for improvement over the coming months may be positive. However, this will depend largely on, among other things, pace of economic recovery in China, which shows signs of improvement.

Containerships

Recent estimates indicate that, as of 10 February 2020, the COVID-19 outbreak is costing the liner segment around \$350 million a week in lost volumes. This is supported by recent assessments of containership movements and ships cargoes indicating a change in the operational behavioural patterns of containerships. Containership visits to Chinese ports, measured both in number of vessels scheduled to call and their cumulative capacity in Twenty-foot-Equivalent Units (TEU), fell significantly between January and February for various reasons but exacerbated by COVID-19.

ICS also understands that the ratio of missed port calls (scheduled calls abandoned) seems to have increased drastically between February and March 2020, at least in part due to the outbreak.

Courtesy of Maritime Strategies International (MSI), this [link](#) assesses the impact of COVID-19 on the global shipping industry (by shipping segment/sector) providing three different scenarios – ‘Status quo’, ‘Moderate escalation’ and ‘Severe escalation’ and outlining potential “repercussions across major shipping sectors as of mid-February, and risks from escalation.”

INTERTANKO has advised its Members to take measures in 4 areas relating to Covid-19 and its impact on the tanker sector to assist global efforts to combat spread of the virus and is urging charterers to take the flexible and pragmatic approach taken by IMO, ILO and WHO. Control measures adopted cover the ability to:

1. Relieve crews from ships

Inability for seafarers to travel and join ships affects the whole shipping industry. The impact on families, mental welfare of seafarers and issues of long-term fatigue are real concerns. For tankers there is an additional impact upon the crew matrix and breaching statutory limits on crew trip length.

2. Arrange SIRE and CDI inspections.

The tanker industry relies on seamless implementation of vetting and inspection regimes run by OCIMF and CDI. However, ships cannot undertake SIRE and CDI inspections due to inspectors inability to travel to ships. Many tankers cannot maintain regular (six-monthly) inspection schedules.

3. Complete repairs and supply spares

Tankers are complex ships reliant on maintenance from specialised technicians joining ships from manufacturers and spare part providers. With increasing travel restrictions, the specialists and spare parts are scarce.

4. Issue statutory and Class certification.

As Flag and Class inspectors are prevented from joining ships and unable to issue certificates INTERTANKO has now advised its Members to:

- Assume that problems will last for several months.
- Plan and undertake early SIRE / CDI inspections, including on loading or idle if possible.
- Inform charterers of any cancellation of inspection.
- Remind charterers that inspection reports are kept on the OCIMF and CDI systems for up to 12 months or longer from the date of receipt and remain valid. Validity time restrictions are the choice of individual charterers.
- Keep detailed records of all refusals/cancellations of inspections and problems about travel for seafarers, superintendents, inspectors and repair technicians to evidence steps followed.
- Note drafted chartering provisions to address Covid-19 for time and spot fixtures, including wording enabling any SIRE inspection suspension if affected by Covid-19 until the vessel's trading pattern allows an inspection. Charterers should accept and understand this.
- Welcome measures suggested by IMO, ILO and WHO in their circulars and called on States to be flexible and implement force majeure measures. It was also appreciative that these measures have been recognised by most Flag States and Classification Societies, who are adopting a practical and pragmatic stance on affected regulatory matters.
- Encouraged charterers to apply pragmatism in application of internal rules and preferences and to recognise their members efforts to comply with inspection regimes. As Members may not currently be able to utilise normal rules, flexibility is needed to ensure enough tonnage to carry oil, gas and petroleum products, avoiding knock-on effects for the global economy.

IMPACT ON SEAFARERS

COVID-19 has also negatively affected 'crew changeovers' in many cases, due to travel restrictions imposed by countries to try to contain virus spread. This includes the Philippines, where the Government recently banned travel to China, Taiwan (Chinese Taipei), Hong Kong and Macau making it difficult to deploy Filipino seafarers to ships from these countries. Thus, some shipowners have rerouted crew to alternative ports for changeovers.

Many countries have also imposed visa restrictions and mandatory quarantine for seafarers from countries significantly affected by COVID-19, such as Chinese seafarers. To obtain daily updated information on the situation review the IATA website which gives comprehensive coverage. [Link](#)

Chaplains and ship visitors are now finding it difficult to gain access to ships in many ports and ICS is working with ICMA to see what help they may need in this regard.

CRUISE SHIPS: ACCESS TO PORTS

ICS knows of the substantial number of situations where cruise ships cannot dock or operate in certain countries ports. ICS also appreciates the financial implications and long-term effect on the sector. Each incident is shared with WHO and ICS continues to work with CLIA to press for countries to honour their obligations under the WHO International Health Regulations (IHR). ICS encourages members to share data to document these cases. Whilst it may be difficult to immediately resolve this, we can try to suggest new measures should a similar crisis occur in future.

MEDICAL ADVICE

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. These were updated in 2005 to reflect lessons learned from the SARS crisis. All ships must complete a Maritime Declaration of Health or Passenger Locator form before entering a port area to identify health concerns early so that appropriate assistance given.

A pratique license is given to a ship to enter port if the captain assures the authorities that she is free from contagious disease. Clearance granted is known as free pratique. A ship can request pratique by flying a solid yellow square-shaped flag. (Q flag - International maritime signal flags.) Port States must assist vessels with suspected cases of contagious diseases and if necessary provide medical assistance, equipment and other goods such as fresh food and water to ships affected. Ships with over 100 crew onboard must have a medical practitioner onboard whereas cargo ships and other vessels travelling internationally may have seafarers with limited first aid and medical training.

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.

ICS (COVID-19) Guidance for Ship Operators for the Protection of the Health of Seafarers [link](#). This comprehensive document aims to support all types of ships operating in international waters with current effective information to limit spread of COVID-19. It has been produced together with WHO, IMO, ECDC and IMHA and highlights a raft of measures including advice on:

- managing Port Entry Restrictions,
- practical Protective Measures Against COVID-19 for Seafarers,
- an Outbreak Management Plan.
- pre-boarding screening,
- education and what to do in Suspected Cases of Infection.
- hygiene measures for seafarers on Ships,
- managing high risk exposure,
- Case handling,
- Isolation
- Cleaning, disinfection and waste management.

The guidance also comes with posters which can be printed out and placed onboard ships together with a Sample Pre-Boarding Passenger Locator Form and a WHO COVID-19 Support and Logistics Supplies List. The posters are also separately downloadable at the following links :-

[protect yourself from becoming sick](#) [stay healthy whilst travelling](#)

[Practice food safety](#)

CRUISE SHIP ACCESS TO MEDICAL SUPPORT IN PORTS

ICS is aware of reported situations where cruise ships cannot dock in certain countries ports. Each incident is being reported to WHO and we will continue to press for countries to honour their IHR obligations. Please feel free to share information on cases arising with ICS.

CARGO SHIP CREW ACCESS TO MEDICAL SUPPORT IN PORTS

It is helpful to know of cases where seafarers with reported symptoms cannot access medical assistance from shore side personnel so that these issues can be raised at an international level.

WHO

ICS continues to support WHO's strategic objectives relating to COVID-19 through a mix of 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. WHO:

- still does not currently recommend any specific health measures for travellers. In case of symptoms suggestive of respiratory illness either during or after travel, travellers should seek medical attention and share their travel history with their health care provider.
- advises people in areas with COVID-19 cases to take infection risks seriously and to follow their advice and guidance of national and local health authorities. For most people, COVID-19 infection will cause mild illness however, it can make some people very ill and in others it can be fatal. Older people, and those with pre-existing medical conditions (such as cardiovascular disease, chronic respiratory disease or diabetes) are at risk for severe disease.
- has published the *Rational use of personal protective equipment for COVID-19* [link](#).

- summarises recommendations for appropriate use of personal protective equipment (PPE) in health care / community settings, including handling cargo.
- is producing new technical guidance documents which will be reviewed to see how they can best be utilised. As and when new information is available, we will post hyperlinks to this weekly update and add them to the ICS COVID-19 Guidance when revised and updated.
- has established a dashboard illustrating the situation in different countries and the number of cases reported each day. This is available at: [link](#)

NOTABLE GUIDANCE FROM GOVERNMENTS & INTERGOVERNMENTAL ORGANISATIONS

ICS continues to urge all industry stakeholders to adhere to official, authoritative guidance from national governments and intergovernmental bodies. This includes:

- Practical guidance from the European Union Healthy Gateways on *'Interim advice for preparedness and response to cases of the novel Coronavirus (2019-nCoV) infection at points of entry in the European Union (EU)/EEA Member States (MS)'*.
- European Union Healthy Gateways: *'Advice for ship operators for preparedness and response to the outbreak of 2019-nCoV acute respiratory disease (version 2)'*, 3rd February 2020.
- IMO [Circular Letter No.4204](#) (31 January 2020) provides information and guidance, based on recommendations developed by WHO, on precautions to take to minimise risks of COVID-19 for seafarers, passengers and others on board ships.
- Guidance issued by the United States Centers for Disease Control and Prevention (CDC), for ships transiting to US Ports available at: [Link](#)
- Regarding ship inspections, many flag states (including Liberia and the Marshall Islands) have issued advisory notices for shipping companies to adhere to. Some are in the e-room.
- United States Coast Guard (USCG) Marine Safety Bulletin on 'Novel Coronavirus' [Link](#)

The ICS secretariat will produce an update on Monday 23rd March 2020.

Natalie Shaw

Director Employment Affairs