

ANAVE – Circular de Régimen Interior

Madrid, 6 de abril de 2020
Ref: SMA 35/2020/AB

Asunto: Coronavirus:

1. **Solicitud de la prórroga de la validez de títulos de tripulantes ya embarcados.**
2. **Plan de gestión del buque para hacer frente al brote de COVID-19.**
3. **ICS: Actualización de la información a 6 de abril de 2020.**

Muy Srs. nuestros:

1. Solicitud de la prórroga de la validez de títulos de tripulantes ya embarcados.

Como les hemos informado en las circulares de referencia [SMA 23/2020/ES](#) y [SMA 33/2020/AB](#), para prorrogar la validez de títulos, tarjetas profesionales y certificados de suficiencia/especialidad del Convenio STCW, en principio el interesado debe solicitarlo a la DGMM por medios electrónicos y la DGMM expedirá una Resolución que certifique la ampliación del plazo de validez del título en concreto.

A instancias de una empresa asociada, hemos consultado a la DGMM cómo se debería solicitar dicha prórroga en el caso de tripulantes españoles a bordo de buques extranjeros que no disponen de acceso a medios de acceso a la Sede Electrónica para hacer la solicitud, requisito exigido en la Orden TAM 258/2020.

La DGMM nos ha informado de que no tienen inconveniente en **que lo solicite la empresa en nombre del tripulante por Sede Electrónica.**

Para comunicar la Resolución a la solicitud presentada, la DGMM contestaría al interesado por medios electrónicos por Sede Electrónica y por el correo electrónico que se indique en la solicitud.

2. Plan de gestión del buque sobre el brote de COVID-19.

La Asociación Internacional de Armadores Independientes de Petroleros (INTERTANKO) ha publicado un Plan de gestión del buque para hacer frente al brote de COVID-19, que les adjuntamos como **Anexo 1**.

Este plan, de 16 páginas de extensión, describe la planificación y los procedimientos que se recomienda poner en práctica para preparar al buque para el embarque de personal de tierra y para proteger a la tripulación de los peligros que representa el COVID-19. Ello incluye la posible exposición del personal de tierra y las acciones a tomar en caso de que se descubra un caso sospechoso a bordo.

Se recomienda leer este documento junto con la Guía de ICS: [Guidance for Ship Operators for the Protection of the Health of Seafarers](#).

3. ICS: Actualización de la información a 6 de abril de 2020.

La Cámara Naviera Internacional (ICS) nos ha enviado un informe, que adjuntamos en el **Anexo 2**, con la última información actualizada sobre los siguientes asuntos:

- Nuevos carteles en inglés sobre protección contra el COVID-19, que se recomiendan se coloquen en lugares visibles de sus empresas y buques. Sus títulos son:
 - “COVID-19: *Be informed, Be prepared, Be smart, Be safe, Be ready*”, (**Anexo 3**).
 - “COVID-19: *How to safely greet others*”, (**Anexo 4**).
- Publicación de 2 documentos elaborados por la Asociación Internacional de Salud Marítima (*International Maritime Health Association, IMHA*), que incluyen información general sobre:
 - Realización de tests rápidos a marinos y recomendaciones en caso de detectar que un tripulante presenta síntomas de contagio a bordo (**Anexo 5**).
 - Asistencia médica a los marinos en los puertos (**Anexo 6**).
- Mapa con las restricciones de acceso a los puertos a nivel global.
- Impacto en la gente de mar: incluye el video “Gestión de su salud mental durante la pandemia de COVID-19” y varios documentos gratuitos sobre salud mental elaborados por la *International Seafarers’ Welfare and Assistance Network (ISWAN)*.
- Recomendaciones médicas.

Les recordamos que 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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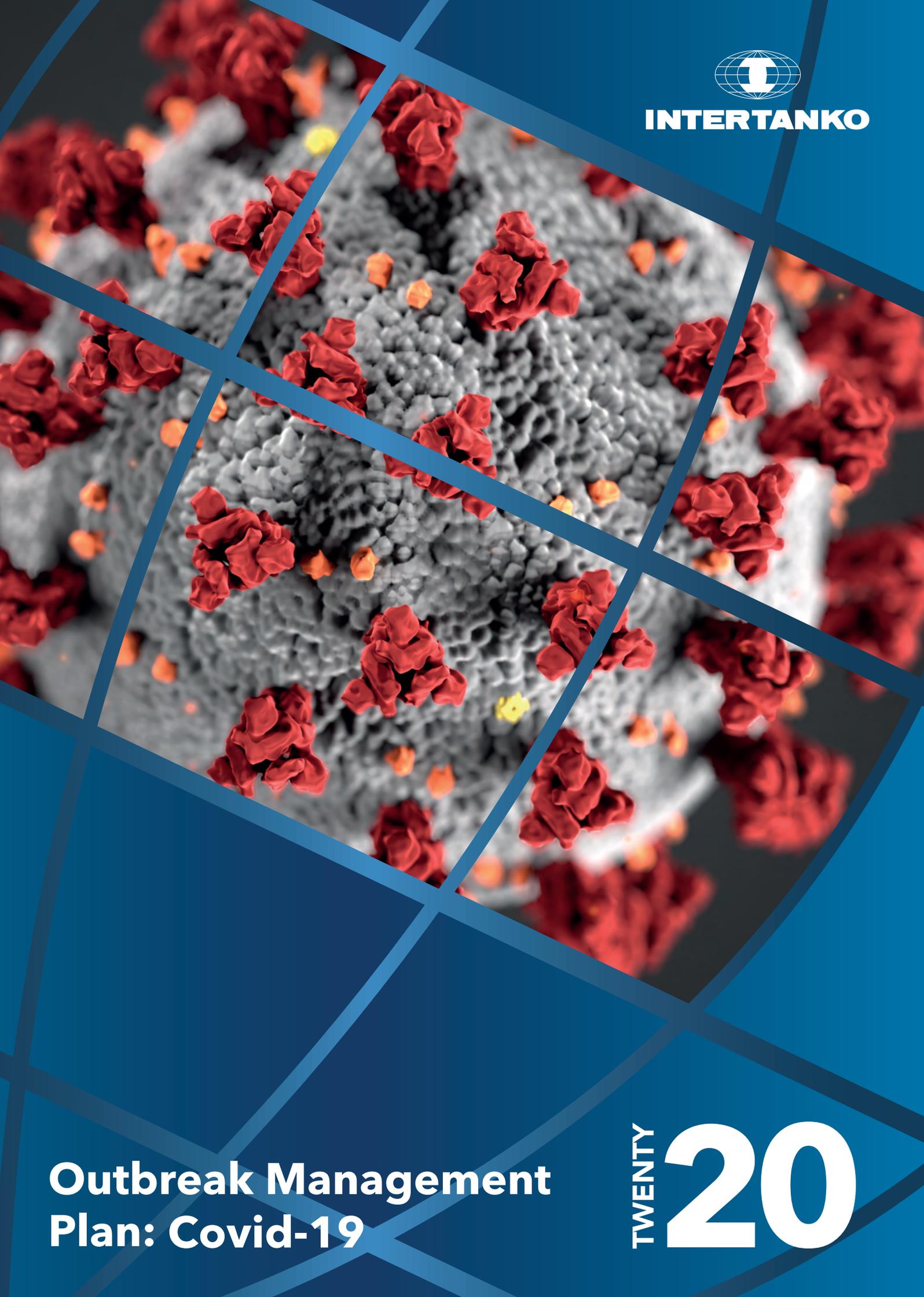
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INTERTANKO



**Outbreak Management
Plan: Covid-19**

**TWENTY
20**



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Outbreak Management Plan: Covid-19

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Introduction

This document outlines the plans and procedures to be put in place to prepare a ship for shore personnel to come on board and to protect seafarers from the dangers posed by the new Coronavirus disease (Covid-19). This includes potential exposure from shore personnel and the actions to take in the event of a suspected case on board. This guidance should be read in conjunction with the International Chamber of Shipping (ICS)-published Coronavirus (Covid-19) Guidance for Ship Operators for the Protection of the Health of Seafarers.

Symptoms of Covid-19 from the World Health Organisation

The World Health Organisation (WHO) states that the Covid-19 virus affects different people in different ways.

The WHO states that the common symptoms include:

- fever
- tiredness
- dry cough.

Other symptoms can include:

- shortness of breath
- aches and pains
- sore throat
- and, in a few cases, people may report diarrhoea, nausea or a runny nose.

It is believed that up to 30% of those infected do not show any symptoms and so cleanliness and social distancing must be maintained.

Basic protective measures against Covid-19

The following advice is derived from general advice provided by the WHO and based upon the ICS guidance:

- Frequent hand washing by crew using soap and hot water or alcohol-based (at least 65-70%) hand rub for 20 seconds;
- Avoidance of touching the face including mouth, nose and eyes with unwashed hands (in case hands have touched surfaces contaminated with the virus);
- Seafarers should be encouraged to cover their nose and mouth with a disposable tissue when sneezing, coughing, wiping and blowing the nose, then dispose of the used tissue immediately;
- If a tissue is not available, crew should cover their nose and mouth and cough or sneeze into a bent elbow;
- All used tissues should be disposed of promptly into a waste bin;
- Seafarers should aim to maintain social distancing and keep at least one metre (3 feet) distance from other people, particularly those that cough or sneeze or may have a fever. If they are too close, other crew members can potentially breathe in the virus; and
- Meat, milk or animal products should always be handled with care, to avoid cross-contamination with uncooked foods, consistent with good food safety practices.
- The consumption of raw or undercooked animal products should be avoided.
- A medical log should be maintained.

Personal Protective Equipment

Some ports will require all personnel who come into contact with shore workers to wear extensive amounts of PPE. However, the routine use of PPE including surgical masks, gloves and face shields is only recommended for those in close proximity to infected persons. Social distancing measures should prevent the need to wear PPE during routine activities. For the gangway watch, the use of a N95 respirator mask, or surgical mask and gloves is recommended as the watch may come into contact with infected persons.

The WHO advises the following on the use of face masks:

- If you are healthy, **you only need to wear a mask if you are taking care of a person with suspected Covid-19 infection.**
- Wear a mask if you are coughing or sneezing.
- Masks are effective only when used in combination with frequent hand-cleaning with alcohol-based hand rub or soap and water.
- If you wear a mask, then you must know how to use it and dispose of it properly.
- Make sure there are no gaps between face and the mask.
- Avoid touching the mask while using it; if you do, clean your hands with alcohol-based hand rub or soap and water.
- Replace the mask with a new one as soon as it is damp and do not re-use single-use masks.
- To remove the mask: remove it from behind (do not touch the front of mask); discard immediately in a closed bin; clean hands with alcohol-based hand rub or soap and water.

Prior to calling at port

Prior to calling any port of an affected country, the Master should ensure accurate port info and vessel ETA is sent to the office. To gather adequate information and update on the Covid-19 from all concerned parties to mitigate the risk, take appropriate precautions and comply with local requirements, which may include the use of additional PPE.

Ships' crews must alert the authorities in the event Covid-19 is suspected on board. In assessing whether a crew member has been exposed to Covid-19, the exposure history should be looked at, in particular whether anyone has joined the vessel in the previous 14 days and what port calls have been undertaken.

In many countries, local authorities are requiring all vessels to report the temperature and condition of a vessel's crew before entry into the port.

The provisions contained in the Ship Security Plan, which provide a framework for establishing preventive measures related to limited and unauthorised access, may also be effective in preventing the spread of the virus to ships and seafarers. These include conducting a risk assessment prior to entry into an affected port, assessing the preventive measures taken by those ports, and diligent application of access controls. Such measures may serve to support other actions aimed at preventing the spread of Covid-19 and thus enhance the safety of seafarers and persons with whom they may come into contact.

Precautions with Pilot on board

In the hour prior to Pilot boarding, wipe down the entire bridge with a 5% solution of bleach in water (Chart table, instruments, chairs, helm, entire console, windows, etc). The cleaning should be repeated after the departure of the Pilot.

Have disposable gloves readily available in order to supply the Pilot (if required) after his embarkation, which he should wear until his disembarkation. Remote temperature gauging of the Pilot (using a non-contact thermometer) should be undertaken and boarding should not be allowed if the readings are above 37.3 degrees Celsius.

Handshakes and other physical contact must be avoided. Social distancing between Pilot and bridge personnel should be in place at all times.

Any crew member entering the bridge including the pilot should thoroughly wash their hands prior to entering the bridge. To facilitate this the toilet located next to the bridge should have all necessary sanitizing materials. Pilots may bring their own sanitizing materials, but these should also be provided by the ship and made available for all bridge team members to use frequently.

Throughout the transit, all personnel on the bridge including the Pilots are encouraged to regularly wipe down any surface and equipment they come into contact with, such as pens/pencils, binoculars, radar control panels, ECDIS control panels, PPU's, VHF radios, chairs, handrails, etc.

If the Pilot is in a non-critical area of navigation and feels that they may need to cough or sneeze then they are encouraged to step to the bridge wing or exterior of the wheelhouse and do so in an open environment away from other individuals. If the area of navigation or layout of wheelhouse does not permit this action, then the individual shall cover their mouth/nose and orient themselves in a direction away from other individuals. When safe to do so, they shall proceed with wiping down of the surfaces in their immediate vicinity. Same applies to all ship's personnel attending the bridge.

Only essential personnel should be allowed in the wheelhouse.

Eating while on the bridge should be prohibited and the Pilot service informed of this prior to their boarding.

Precautions with Private Maritime Security Guards on board

The company, when engaging the services of a Private Maritime Security Company (PMSC), should undertake due diligence and ascertain the steps taken by the PMSC to ensure their guards are free of the virus.

The vessel should follow the same precautions as for Pilots boarding the ship. However, as the guards will be sailing with the vessel, social distancing and cleanliness will be key. After the guards have disembarked, their accommodation should be thoroughly cleaned.

The company must inform the PMSC if any seafarer falls ill with a fever, flu-like symptoms or tests positive for Covid-19 within two weeks of the guards' departure. Similarly, the PMSC must inform the company if any of the guards fall ill with a fever, flu-like symptoms or test positive for Covid-19 within two weeks of departing the ship.

When In Port

When entering ports of an affected country, seafarers must refrain from going ashore, with any disembarkation from the vessel avoided where possible and done only where absolutely necessary.

Furthermore, during the port stay there should be minimal interpersonal exchanges with persons from ashore, avoiding contact with people who show symptoms of flu or high temperature and taking care of personal hygiene, including more frequent handwashing, etc. The primary means to prevent transmission of the virus is to maintain social distancing.

Encourage the terminal to use all available electronic and radio controlled devices (Phone, VHF, E-mail) for ship-shore interface.

Key points are:

- Ship's staff exposure on main deck must maintain social distancing. PPE to be worn as required. Care should be taken that the PPE in use must also comply with that needed for the handling of the cargo.
- If any shore person exhibits a fever or flu-like symptoms then they need to depart the vessel at the earliest possible time.

Crew to frequently clean hands by using alcohol-based hand rub or soap and water.

Gangway watch shall have to take remote temperature gauging of those coming on board (using a non-contact thermometer) and should not allow entry if the readings are above 37.3 degrees Celsius¹. Generally thermometers in the hospital on board are of probe type. Every company should make all effort to provide non-contact thermometers for this purpose. Where a clinical non-contact thermometers are of non-intrinsically safe type, those boarding should be escorted to a safe area where their temperature may be monitored. According to the WHO, scanning for temperature is not 100% effective as some infected people show no symptoms initially and some do not develop symptoms for up to 10 days.

In general:

- No handshaking or any physical contact.
- No shore personnel should enter internal spaces of the vessel and accommodation doors should be locked.
- In the event that shore personnel do need to enter the accommodation, then they should be escorted throughout, maintain social distancing and wash their hands frequently.
- Have available at the gangway sanitising and disinfectant material for shore personnel when boarding.
- Food must not be brought on board by shore personnel. Shore personnel should not, where possible, eat on board.
- Have a dedicated space and /or toilet for the use of shore personnel, which should be cleaned and disinfected afterwards upon vessel departure.
- Shore embarkation ladders/gangways: It is recommended that no crew member should come in direct contact with any shore equipment including shore gangways and ladders.

¹ The normal range for human temperature is between 36 and 37 degrees Celsius. The WHO advises that a temperature above 37.3 degrees Celsius is a symptomatic of a low fever and is the trigger for the additional steps to be taken. Other administrations apply different temperatures ranging from 37.5 to 38 degrees Celsius. Taking into account the tolerances on the thermometers when used in open spaces subject to the ambient weather conditions 37.3 degrees Celsius is provided here as it is the lowest temperature and so provides the greatest margin of safety.

Berthing / Unberthing – cargo or bunkering operations:

- Officers and crew involved in such operations must take all precautions as to wearing the relevant PPE and especially after un-berthing taking into consideration that the terminal's staff have come in contact with heaving lines, rope lines etc. After sailing these lines are to be washed down using soapy water and all accommodation public spaces, corridors, handrails, toilet etc are to be properly disinfected.
- Reduce physical contact with shore personnel and exchange most of the documents as much as possible via email.
- Any produced garbage/litter originated from shore should be disposed of in a dedicated drum and landed prior to departure, if allowed, by shore. Otherwise it should be kept isolated.
- Following departure from port, monitor daily all ship staff's temperature.
- On signing, crew luggage should be handled with gloves and cleaned thoroughly.

Cargo Operations

Tanker operations often require loading masters, cargo surveyors and other personnel to be on board. They interact with ship's crew in the following way:

- During the ship-shore safety and cargo meeting.
- The signing and exchange of ship-shore checklist.
- The use of the shore portable radio as part of the ship-shore communication protocol.
- Connection of manifolds.
- The use by the surveyor or the loading master of ship's tank tables and cargo manual.
- Review of cargo monitors and gauging systems.

Similar precautionary measures as mentioned above for bridge procedures shall be exercised in all common / controlled areas such as Cargo Control Room, Meeting Room and Mess Room. Social distancing should continue.

Repair and Dry Dock Operations

During periods in repair yards, shore workers will need to gain access to the ship.

The company and repair facilities should ensure that no workers exhibiting symptoms should be allowed onboard. The repair facility is responsible for ensuring that all workers are free of the virus and that they complete a health declaration form prior to being engaged on the ship.

The ship, company and repair facilities should agree on the placement of a monitoring station prior to boarding of the ship where the temperatures of the workers can be monitored. If the temperature readings are above 37.3 degrees Celsius, the worker should not be allowed onboard. Only one gangway or access route should be used.

The following additional measures should be in place:

- No handshaking or any physical contact.
- No shore personnel should enter internal spaces of the vessel and accommodation doors should be locked.
- In the event that shore personnel do need to enter the accommodation, then they should be escorted throughout, maintain social distancing and wash their hands frequently.
- Have available at the gangway sanitising and disinfectant material for shore personnel when boarding.
- Food must not be brought on board by shore personnel. Shore personnel should not eat on board.
- Have a dedicated space and /or toilet for the use of shore personnel, which should be cleaned and disinfected afterwards upon vessel departure.
- Shore embarkation ladders/gangways: It is recommended that no crew member should come in direct contact with any shore equipment including shore gangways and ladders.

Signing off and on seafarers

Prior to entry into port, the crew manager should ensure that crew changes can take place taking into account local regulations. In considering crew changes the manager must ensure that flights are operating and this includes transits in third countries. The seafarer signing off or on should keep with them documents showing that they are seafarers whilst transiting borders. Such documents should assist in their transit. The off signing crew member should complete a health declaration form. A standardised one can be found in the annex.

In case of issues passing through borders, the seafarer should have the emergency contact telephone number for the consulate of their nationality for each country they pass through.

No crew member should join a ship if they are feeling ill or suffering from flu-like symptoms. The WHO does not advise routine testing of on-signing seafarers for Covid-19 as the tests may provide false results if no symptoms are present and the test is only relevant at the instant of testing.

Social distancing procedures should be in place during the hand over between the on and off signing seafarer.

The off-signing seafarer must report to the company if during the 14 days following leaving the ship they feel ill or exhibit flu-like symptoms. Similarly, if there is a suspected outbreak on board, the company must inform all off-signers of the situation within 14 days of their departure from the ship.

Suspected case

In the event of a seafarer showing Covid-19 the following steps should be taken:

- Isolate the infected person in the Hospital, or in a cabin with a separate toilet and bathing facilities, ensure the air-conditioning duct is isolated and the independent ventilation is used but the WHO advise that the door should be closed;
- Limit the number of carers of the patient, ideally assign one person who is in a good health without risk conditions;
- **No visitors;**
- Carer should wear PPE consisting of N95 respirator masks or surgical masks, and disposable gloves;
- For close contact (e.g. to bathe or turn the patient), plastic overalls or aprons are essential;

- All PPE should be disposed of after each contact with the patient;
- Avoid direct contact with body fluids, particularly oral or respiratory secretions, and stools;
- Infected person's cabin and belonging to be sanitised;
- Do not touch an infected person's belongings, clothes, sheets or their bodily fluids.

As soon as a suspected case is discovered, then the company should be informed immediately and medical advice sought. The company should also inform the Flag State of the ship, the nation state of the seafarer and the ship's P&I Club.

Medical Waste Disposal

This form of medical waste is of two categories:

1. infectious and
2. non-infectious.

Infectious medical waste is liquid or solid waste that contains pathogens in sufficient numbers and with sufficient virulence to cause infectious disease in susceptible hosts exposed to the waste.

Non-infectious medical waste includes disposable medical supplies and materials that do not fall into the category of infectious medical waste.

Infectious waste should be safely stored or sterilised, e.g. by steam, and suitably packaged for ultimate disposal ashore. Medical waste should be labelled. Ships properly equipped may incinerate paper- and cloth-based medical waste but not plastic and wet materials. Sharps should be collected in plastic autoclavable sharps containers and retained on board for ultimate disposal ashore. Unused sharps should be disposed of ashore in the same manner as medical waste.

Liquid medical wastes may be disposed of by discharging them into the sanitary system. All sewage should be managed with the assumption that it will contain human pathogens such as thermotolerant coliforms and therefore be treated through the ship's sewage treatment plant (MEPC Resolution 227 (64) IMO Guidelines for Sewage Treatment Plants).

Non-infectious medical waste may be disposed of as garbage, not requiring steam sterilising or special handling.

Medical waste should be carefully handled and stored with clear labelling. It should be recorded under Domestic Waste – Category C until landed ashore.

Medical repatriation

Any seafarer in need of urgent medical attention should be allowed ashore and treated by medical professionals. The company should inform the Port State of the need of urgent medical attention. Local agents and P&I Clubs should be kept informed of all plans.

The ship should determine the best evacuation route for the seafarer and a plan should be in place to ensure that minimum amount of contact is made between the suspected case and those assisting in the evacuation. Social distancing should be in place as much as possible. All involved in the transfer of persons should wear appropriate PPE. Agreement between the Port State and the ship should be achieved on this evacuation plan.

Once the suspected case has been successfully evacuated ashore, the route and accommodation of the seafarer should be thoroughly cleaned and all PPE and bedding disposed of.

Close monitoring of the remaining ship's crew for any signs of infection should be continued for 14 days after the suspected case has been disembarked. The company should keep the ship informed of any test results on the suspected case.

On-going monitoring

Seafarers, port officials, pilot or anyone who has been on board the ship must inform the company if they fall ill with a fever, flu-like symptoms or test positive for Covid-19 within two weeks of departing the vessel.

Crew Training

Owners should ensure that all crew on board are well familiarised with the content of the plan and this should be practised prior to entering ports.

Annex – Health Declaration Form



INTERTANKO Seafarer Health Declaration Form

Name:

Ship's name:

1.	Do you have any of the following flu-like symptoms?		
	Fever	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Cough	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Breathlessness	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Sore throat	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Running nose	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Muscle joint pain	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Chest pain	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	Others: please specify:		
2.	List the countries that you have been in during the last 14 days	From	To
	1.		
	2.		
	3.		
	4.		
	5.		
3.	Did you come in close contact with any person suffering from COVID-19 in the last 14 days?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
4.	Have you ever been admitted to or visited a hospital in the past one month?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
	If yes, please specify the reason for the admission or visit:		
5.	Have you been in contact with farm or non-domesticated animals in the past one month?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
6.	Declaration: I hereby declare that, to the best of my knowledge the information provided is true and correct		
Signature:		Date:	

The personal data contained in this form will be used solely for the purpose of compliance with legal/statutory requirements of port and other authorities. The personal data will be stored and processed by the operator in accordance with any applicable data privacy laws.

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6 April 2020

COVID-19(20)28

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

COVID-19 UPDATE AS OF 6TH APRIL 2020

ACTION REQUIRED:

Members are:

- *Invited to note information provided by WHO last night (5th April 2020). This demonstrates a shift to 208 countries now reporting confirmed cases of COVID-19 in the last week compared with 199 countries a week ago. 498,923 new cases have now been confirmed globally since last Monday this is an increase of over 44% and is a dramatic increase on the week before. There has also been a climb of 53% in the number of deaths over the last week. However, it is also important to appreciate that in addition many countries are unable to report all cases as they do not have the potential testing equipment so the numbers are likely to be much higher.*
- *Requested to notify ICS of any matters to be shared with other stakeholders.*
- *Invited to note the two new versions of the Covid-19 posters attached at Annex 1 - 2*
- *Invited to note the two new protocols produced by IMHA relating to testing of seafarers (Annex 3) and Medical care in Ports (Annex 4)*

SITUATION IN NUMBERS

Area	No of Cases	No of Deaths	Risk level
Globally	1133758	62784	Very high
Western Pacific	111396	3838	Very high
European Region	621407	46416	Very high
South East Asia	7816	302	Very high
Eastern Mediterranean	70293	3794	Very high
Americas Region	315714	8187	Very high
African Region	6420	236	Very high

TOP 12 COUNTRIES WITH CASES AS AT 5th April 2020

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

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 still 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 how many people have really contracted the virus in these countries. Caution should therefore be taken in this regard.

It is also worth noting that the new countries now identified as having cases are within the Latin American countries and Africa.

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

ICS ASSISTANCE

- ICS is monitoring the situation daily and advising members as and when appropriate.
- ICS is now chairing a weekly coronavirus taskforce group meeting once a week involving all the main welfare agencies and ITF. This group meets on a Tuesday and then key issues arising can be flagged up to the appropriate agencies/ governments. This group has been very successful in working collaboratively and responding to immediate needs.
- ICS has also established an inter industry group with the main UN agencies which meets on a Thursday to discuss areas of cooperation on various matters, this has proven particularly effective in discussing issues raised by the International NGOS and Welfare agencies and trying to ensure a consistent global approach across UN agencies. It has also been responsible for ensuring necessary circulars have been issued by IMO, ILO and WHO.
- ICS is also working with funders to see how assistance can be given to those most in need as a result of the crisis. This has resulted in various charities now setting up much needed Emergency donation funds to assist those involved in welfare assistance for seafarers and their families.
- An ICS e-room contains advice and up to date information for shipping companies regarding COVID-19, which ports are open, advice from flag States, Labour Supply Countries and port States as to actions required for vessels and their crew members and citizens. Anyone new wishing to subscribe should contact the undersigned. E room users are encouraged to share and post information about their respective countries directly within the - e room.
- IMO has also set up a dedicated website on Covid-19 which is available at [Link](#).
- ICS would be grateful if we could continue to be notified of: -
 - any information regarding crew members undergoing testing or who have tested positive for COVID-19. It is important for us to be able to track the number of crew affected on all ships and to report this to WHO and IMO to ensure appropriate measures are adopted.
 - issues faced in procuring necessary medical supplies. We will update our list and get advice from WHO if certain items are impossible to obtain to identify potential alternatives.
 - 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 MAPS

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

In addition, ICS have also been advised of another very useful Port Restrictions Map which is also available at [Link](#) and one provided by IAPH which is available at [Link](#).

DIFFICULTIES IN BEING ABLE TO REPATRIATE INDIAN SEAFARERS

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

IMPACT ON SEAFARERS

Many countries have imposed further visa restrictions and mandatory quarantine for seafarers from countries significantly affected by COVID-19. As over 85% of global flights are affected shipowners are encouraged to obtain daily updated information on the flight situation review the IATA website which gives comprehensive coverage. [Link](#)

Many welfare agencies are now offering virtual ship visiting by video conferencing and associations are encouraged to advise Shipping companies of this resource. Shipping companies should also be encouraged to see if they can offer cheaper or free international calls for seafarers at this time so that they can keep in touch with their families.

ICS is also aware of the concerns regarding the mental health of seafarers and their families at this time. ISWAN has produced two resources which are available for free and worth sharing with seafarers, please ensure your shipping companies and seafarers are aware of how to access these.

"Managing Your Mental Health During the Covid 19 Pandemic - A guide for seafarers" on YouTube.

https://youtu.be/rB_Nyk0LRSo

ISWAN Mental health tools available to download free of charge

<https://www.seafarerswelfare.org/seafarer-health-information-programme/good-mental-health>

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.

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.
- Check the protocols produced by IMHA which are attached as Annexes 3 and 4 relating to Screening and Testing and Port Access to Medical Care. Please also share these with your member companies.

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 and which can be downloaded from the ICS Covid-19 website at [link](#).

In addition, ICS would like to express its thanks to the Chamber of Marine Commerce in Canada for sponsoring translations of these posters into French. If any other member associations wish to translate these please contact the undersigned.

SHIP ACCESS TO MEDICAL SUPPORT IN PORTS

ICS is continuing to become aware of reported situations where ships are continuing to find it impossible dock in certain ports. Each incident we know of, is 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.

It is very important also for us 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. Additional information is being posted up on the WHO

website daily and ICS is continuing to review this to see what can be shared with our members.

The ICS secretariat will produce an update on Tuesday 14th April 2020.

Natalie Shaw
Director Employment Affairs

COVID-19

How to safely greet others

Avoid physical contact.

Safe greetings include
a wave, a nod
or a bow



For more information, go to
ics-shipping.org/covid19



International
Chamber of Shipping

Shaping the Future of Shipping

COVID-19

Be **INFORMED**

Be **PREPARED**

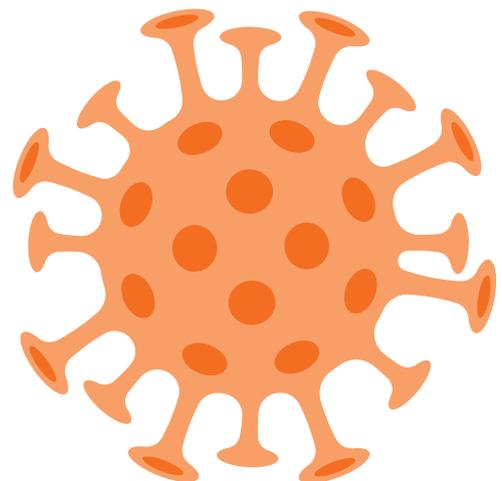
Be **SMART**

Be **SAFE**

Be **READY**

#COVID19

For more information, go to
ics-shipping.org/covid19



International
Chamber of Shipping

Shaping the Future of Shipping



Testing seafarers on Covid-19

- Testing a person with no symptoms by a throat swab (PCR)* is never indicated. Even if a person tests negative on day one, he/she may feel sick on day two and test positive.
- Testing asymptomatic people is a waste of valuable resources.
- For the same reasons, health certificates that declare an asymptomatic person “Corona-free” cannot be trusted and should not be accepted**.
- A ship is a form of collective housing and therefore any person on board with respiratory symptoms has to be isolated*** in his cabin, use separate sanitary facilities and food should be put in front of cabin door, strictly avoiding any personal contact.
- The condition of the patient should be followed up every day, and twice a day the body temperature has to be taken.
- If possible test every seafarer with respiratory symptoms with a throat swab (PCR) to identify if they have Covid-19. If however it is clear that seafarers on board have had covid-19 or tested positive with it, caution should be exercised.
- The asymptomatic part of the crew have to be followed up as “near contacts”, this means that they can continue their normal duties as long as they are asymptomatic but should exercise social distancing. Asymptomatic near contacts should pay extra attention to basic hygiene and should follow their health closely for two weeks, thereby avoiding unnecessary social interaction and wearing PPE in contact with outsiders for two weeks.

* PCR: polymerase chain reaction, where small quantities of genetic material of the virus (or other germs) can be detected, proving that a person has been in contact with...

** antibody tests (IgG) that allow to determine if a person has antibodies against the virus, may suggest that someone is immune, but little is known of the duration and effectiveness of that immunity, yet.

*** Isolation means: to separate the sick from the healthy. Quarantaine means to put all contacts of a sick person in isolation as well.

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IMHA is registered in Belgium as an international association by Royal Decree of 14/07/1998, identification number: 22285/98



Medical assistance to seafarers in ports with Covid-19

The system of medical assistance to seafarers in ports is now limited due to the Covid-19 crisis.

Therefore before sending a seafarer on land for medical care the ship should be in direct contact with the receiving medical service.

This can be arranged through the normal intermediary used in ports: shipping agent or others.

This dispatching is necessary because hospitals and clinics are not allowed and do not want to receive patients that are a risk for infection or a waste of resources because not urgent.

If a seafarer cannot land for medical care, the ship has to seek advice from a Telemedical Advisory Service or other medical advice service with experience in the matter and possible contacts on land.

If a seafarer has not had contact with anyone for 14 days with Covid-19 and is not showing any symptoms of Covid 19 they are unlikely to pose a risk and port government authorities should use discretion in dealing with non-covid cases and identify suitable aid and assistance.

Ship visitors and other intermediaries in ports should be aware of this difficult situation of seafarers and try to mediate where possible.

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