

FONASBA MEMBERSHIP ENQUIRY



ENQUIRY RESPONSE FORM

ORIGINATING ASSOCIATION:	APAM, Peru
ENQUIRY DETAILS:	<i>Please provide details of the current protocols and limitations in place in case a seafarer tests positive for COVID-19 on arrival at the port.</i>
REPLY TO:	admin@fonasba
COPY REPLY TO:	
CLOSING DATE FOR REPLIES:	Tuesday, 1st December 2020
RESPONDING ASSOCIATION:	

RESPONDING ASSOCIATION COMMENTS: (Please include any attachments)

Algeria	<p>Free practice and start operations are always subject to sanitary service green light granted further their inspection which could be carried out either on road or at berth at the discretion of local authorities who requires a list of document to be sent 48hrs prior arrival or upon departure for short sea transit. This list includes IMO crew list, recent crew change list, crew temperature list, last 10 ports of call and medical declaration of health.</p> <p>In case any positive confirmed case or suspicious one detected, then vessel is put in quarantine for a determined period of time until complete recovery of the contaminated person or the suspicion has been raised.</p>
Argentina	<p>Within the framework of the COVID-19 Pandemic, the Argentine Health Authority has established specific protocols for vessels entering ports and they must obtain Free Pratique before doing so or, where appropriate, during their stay in port.</p> <p>The requirements are based on the International Health Regulations (IHR) for general cases, in addition to a series of specific health information that must be sent no less than 72 hours before the arrival of the vessel in order to proceed with the Free Pratique process.</p> <p>The protocol states that vessels that have positive cases or suspects of COVID-19 on board will be declared in quarantine, as provided by the Health Authority, before granting Free Pratique or Free Circulation in inland waterways.</p> <p>If a suspected or confirmed case of Covid-19 is detected in the crew of a vessel during its stay in port, according to the protocols, they must immediately interrupt all its operations, the boarding of all personnel who are not crew members of the vessel will not be allowed, and the Argentine Coast Guard and Border Health of the Ministry of Health will immediately intervene in order to reassess the health</p>

	<p>status on board. In this case, the vessel will remain in quarantine at the dock or in port, according to the existing facilities and indications of the Authorities.</p> <p>The personnel who were in contact with the vessel's operation will remain identified and separated in a sector of the port facility, and will not be able to leave until the Health Authority determines their situation and allows them to leave. If it is necessary to evacuate a crew member or passenger, the procedure must be coordinated with the Coast Guard and the Health Authority.</p>
Bahrain	<ol style="list-style-type: none"> 1. Port considers Master's Health declaration for acceptance of the vessel to port. 2. If master reports any suspected cases onboard, then the Health authorities would carry out PCR Tests of all crew. 3. The vessel may be quarantined subject to the cases onboard. 4. If a sign off crew is tested positive, then the person would be accommodated in hospital till he recovers and tested negative. 5. The protocols may vary subject to the ground situation at the time of ship arriving
Brazil	<p>The file with the protocols defined by the National Health Surveillance Agency follows attached.</p> <p>(Apologies the set of rules is only available in Portuguese)</p>
Bulgaria	<p>If a member of the crew is infected with COVID 19, he must be isolated on board and the rest of the crew shall not be allowed to come into contact with shore-based persons. If the sailor is a Bulgarian citizen, the isolation is at home and he is checked daily by the police.</p>
Croatia	<p>No special limitations are in place.</p> <p>Seafarers found positive for Covid-19 can be sent to hospital treatment and repatriated home when recovered.</p>
Cyprus	<p>The protocols in place cover the preventive measures during vessels calls at ports and port establishments in order to prevent the infection and spread of COVID-19.</p> <p>In the case of a positive COVID-19 seafarer arriving at a local port/anchorage area, the Medical & Public Health services assess the situation and in the event of an emergency they are mobilised and undertake the transportation of such individuals following the protocols from the vessel to the designated hospital/medical centre/isolation area.</p> <p>The above procedure has actually taken place earlier this year in two cases of confirmed symptomatic crew members of vessels which called at Cyprus Ports.</p> <p>The general principle is that no crew member is left untreated on board the vessel if there is an actual need of providing medical care.</p>

Dubai	<p>In case the test result is positive, the crew is kept in a room inside the ship and is not allowed to leave the ship without Captain's prior approval.</p> <p>It is the requestor's responsibility to arrange for quarantine with the respective person, and comply with all requirements as per Dubai Health Authority's (DHA) regulations.</p>
Egypt	<p>Ships arriving at ports for cargo operation:</p> <ol style="list-style-type: none"> 1. When the quarantine authority board the ship and if a sailor is suspected of illness or symptoms, a medical swab for PCR is taken (PCR results take 12 to 24 hours). 2. If the PCR is positive, the ship will be stopped and considered suspended by the authorities until the port entry approval is given and some precautionary measures are taken, including, for example, sterilizing the ship prior allowing stevedores to board, reducing the presence of individuals from the shore on the ship, wearing a certain type of clothing, gloves and masks in addition to isolating the patient, taking the necessary preparations from the Master in view of the danger of the presence of any other suspicions among the crew. However, in such cases the vessel is not considered a ship arrived at the port, she will not be granted free pratique and will wait for the authorities decision. 3. The sick crew member will be kept isolated onboard and will not allowed to go shore unless an urgent medical hospitalization is needed.
Hungary	14 days quarantine – for the entire crew
Japan	Ship master and/or ship agent must contact to the quarantine office and isolate that seafarer for 14days at the ship, in severe case, that seafarer go to hospital by ambulance.
Jordan Attachment	Please find attached protocol issued by Jordan Maritime Commission.
Lithuania	<p>All persons, arriving to country, have to get tested for COVID-19 within 24 hours of arrival* or self-isolate for 10 days and follow mandatory.</p> <p>* or have a negative test result from not earlier than 48 hours before arrival to Lithuania</p>
Netherlands	<p>Please find below two links of the Port of Rotterdam with relevant information:</p> <p>https://www.portofrotterdam.com/en/shipping/port-health-authority</p> <p>https://kustwacht.nl/sites/default/files/20200403%20Coronavirus%20and%20prevention%20on%20board%20ships.pdf</p> <p>The most important is that there will be intensive contact between the agent and the various authorities where they sometimes work on a tailor-made solution.</p>

Romania	<p>PLEASE NOTE THE FOLLOWING:</p> <ol style="list-style-type: none"> 1. The seafarer found positive for COVID 19 will be taken from vessel and hospitalized; 2. The rest of crew members will be quarantined on board for a period of 14 days; 3. During this period, any direct contact with people on land is prohibited, except for medical reasons. 4. If the supply of water, food, medicine, fuel, is necessary, then all measures shall be taken to carry out these operations without direct human contact. 5. During the quarantine period, the crew will monitor their health, including daily thermometry or whenever necessary. If there are changes in health or febrile cases arise, it will be announced immediately by telephone to the border medical office. 6. The cabins where people are quarantined must be well ventilated. 7. Wash clothes and linen with detergent at a temperature of 60-90°C and dry well. 8. Dishes used by quarantined persons will be washed thoroughly with regular detergents. 9. Surfaces in common areas, frequently touched by crew members shall be frequently disinfected. 10. Disinfection will be performed on board the vessel with an authorized company; in all common spaces and cabins, in a particular way and time, so that during the operation, the crew does not come into contact with the disinfectant. 11. Cargo operations can be performed without any interactions between crew and shore personnel; 12. The loading / unloading operations/repairs of the ship may continue only to the extent that they can be carried out: <ul style="list-style-type: none"> - without any direct contact between operators, superintendents and crew members - provided the use of face protection masks - rigorous hand hygiene (washing, disinfection). 13. AFTER 14 DAYS THE VESSEL CAN SAIL.
Russia	<p>Seafarer(s) with positive tests must be hospitalized for further treatment. Their vessel will be disinfected asap and then quarantined for a period of 14 days with having daily medical inspections of the crew by Health control. If any other crewmember is found sick during these 14 days then another quarantine period of 14 days will be implemented. After the quarantine and no sick crewmember found within it, the vessel will be allowed to sail from the port.</p>

Slovenia	<p>In Slovenia agent must in the national single window notify all authorities of potential risk of COVID-19 infected seafarer.</p> <p>Authorities will order the ship to stop on anchorage before granting port entry. Medical team is ordered to board the ship to take swabs for testing.</p> <p>All following decisions for crew and vessel movements are the responsibility of medical officials at the NIJZ (National institution of public health).</p> <p>If this is an isolated case of one crew member which is not in risk for spreading the virus, responsible medic will order that the crew member should be isolated during vessel stay in Slovenia.</p> <p>If the crew member is in critical condition will be transported to University Medical centre in Ljubljana at the infectious disease clinic.</p>
South Africa	<p>If the vessel is in port for a long stay the crew member will remain on board for a 14 day quarantine period then be re tested before leaving the vessel.</p>
Spain	<p>The protocol for infected seafarer as similar to any other citizen, including hospitalization if so is needed.</p> <p>Then, following international sanitary rules, vessel is subject to quarantine to obtain free practice dispatch.</p>
UK	<p>If ship arrives with a crew member who has tested positive for Covid</p> <p>This must be notified on the health declaration before the ship arrived (notifiable disease). Currently we would not get a Pilot to board the vessel. Ports would NOT accept the vessel on notification that there was a confirmed outbreak on board.</p> <p>This position would only amended after a full risk assessment / mitigation had been completed by Port, based on the specific circumstances and confirming the actual facts relating to the outbreak and follow consultation with Public Health England.</p> <p>If a crew member tested positive while his ship was working</p> <p>Port would withdraw staff and stop working the vessel. Again a full risk assessment / mitigation would be required based on the specific circumstances before a definitive answer could be provided.</p> <p>Work would not recommence before Port were confident that it was a safe environment.</p>
USA	<p>Below is a message received from my member serving the Port of New York and New Jersey that includes attachments from USCG for reporting and handling crew with COVID.</p> <p>USCG guidance applies to all US ports, however, the Captain of the Port has discretion when handling such cases, so handling can vary from port to port.</p>

New York Harbor is at MARSEC Level 1

COVID-19 Corona Virus Information

Restrictions continue at the Port of New York/New Jersey.

Vessel cargo operations are not affected and are still being conducted with little or no delays.

Attached please find the Marine Safety Information Bulletin's from USCG and CBP requirements of safeguarding detained crewmembers falling within 14 days of their arrival from COVID-19 restricted countries. Crew changes being allowed if vessel meeting safe COVID requirements. Also attached is memo to agents from the Sandy Hook Pilots covering COVID-19 precautionary measures for vessels entering the Port of New York and New Jersey.

Frequently Asked Questions: <https://coronavirus.jhu.edu/covid-19-basics/faq>

CDC: <https://www.cdc.gov/coronavirus/2019-nCoV/index.html>

USCG: <https://www.uscg.mil/Coronavirus/>

CBP: <https://www.dhs.gov/coronavirus>

Not related to the Pandemic, any off signing crew with contracts of 1 year or less and/or first time arriving in the U.S. are required to be escorted and attended to by guards from ship to airport/hotel. This requirement is at Customs and Border protection discretion. Crew must be on airplane departing while ship is in port. In case crew cannot depart, then guards will be required at all times while in the U.S. This is subject to Customs approval on a case by case basis.

While there have been few (if any) confirmed positive crew members arriving in the U.S. via ship, there have been vessels delayed entry into U.S. ports for not providing timely submissions of attestation letters where required. Just a friendly reminder to ensure that this information is being transmitted to USCG well in advance of expected POB, in order to prevent any significant delays with entry into port, thank you.

Some terminals/services carrying out due diligence at their berths to limit the spread of the virus to crew and shore side personnel by limiting any direct contact with personnel. In some cases, temperature checks, no paperwork exchanges, only via e-mail, crew not being allowed to depart while at their terminals.

Gangways to be raised/removed when shore personnel leave ship during operations. Limit inspectors, gaugers etc. from entering terminal buildings.

Following oil terminals/maritime facilities have restrictions in place at the Port of New York/New Jersey for vessels under USCG Captain of the Port orders and/or US Customs operational details as per attached:

Gordons Terminal – No crew changes at terminal as a precaution due to the Corona Virus issue. No one will be allowed to board or depart vessels and barges at terminal location until further notice except cargo surveyors and agents.

Buckeye Port Reading – no crewmembers to will be allowed to depart while docked at the facility. gangway to be removed after pilot departure, but gaugers can attend on arrival/sailing Going forward until further notice no ship crew members will be allowed to depart while docked at the facility.

There should be no paperwork exchanges with ship personnel. Our members can fill out the paperwork then email to the vessel. Once the ship has completed the paperwork they should email to the tc-1 or gaugers and delivered to the dock.

Once the pilot has departed from the ship the gangway is to be removed from the ship until the pilot is ready to board to sail the ship.

There rover will also be stationed at the dock when a ship arrives. Once the gangway is removed from the ship the rover can continue his usual activities.

Inspectors should not be stationed at the terminal or entering the terminal building. Tc-1 to call when they need gauges or samples then the inspector will take the paperwork back to the office and email to the tc-1. We are minimizing any direct contact with personnel and paperwork.

IMTT Bayonne - COVID-19 Mandatory Temperature Screening on all Personnel

Effective 31Mar20, all personnel entering IMTT property will be required to have their temperatures checked for fever like symptoms. All personnel to include contracted staff will be required to check into the East Gate screening area by vehicle. All personnel are asked to remain in their vehicles, once their turn has arrived, they will be asked to partially lower their windows to allow IMTT personnel to perform a non-contact temperature screening. Personnel will be allowed to enter IMTT only if their temperature is below 99.5°F. In the event they have a fever of 99.5°F or higher, personnel will be denied access to the facility. Personnel allowed access to the facility will be issued a color coated wristband for that day. If personnel are found in the terminal without the appropriate wristband, they will be asked to leave immediately.

Parking along the side of the road will be prohibited until further notice.

IMTT expects full compliance with this from our staff, contractors, and other critical partners in our attempts to keep everyone on the facility safe during these difficult times. Additionally, IMTT encourages that all employees and contracted

personnel check their temperatures before coming on site to keep all employees safe.

No IMTT-Bayonne personnel will embark onto the ship. All pre-discharge activities will be conducted on the pier. This policy will remain in effect for the duration of the healthcare emergency.

Kinder Morgan Carteret - Kinder Morgan Load Master (employee) will not board vessels at their berth. All workers and visitors are required to wear cloth face coverings and gloves while within New Jersey Kinder Morgan Terminals. These efforts are to reduce exposure within our facilities and keep everyone that comes into our terminals healthy.

Kinder Morgan Perth Amboy - Implemented temperature screenings for every individual that enters their facilities. All workers and visitors are required to wear cloth face coverings and gloves while within New Jersey Kinder Morgan Terminals. These efforts are to reduce exposure within our facilities and keep everyone that comes into our terminals healthy.

Millers Launch Service - Implementing temperature screenings before being allowed on launch

Nustar Terminal Linden - Nustar Load Master (employee) will not board vessels at their berth

PROTOCOLO PARA QUARENTENA DE EMBARCAÇÃO COM CASO CONFIRMADO PARA COVID-19

AGÊNCIA NACIONAL DE VIGILÂNCIA SANITÁRIA - ANVISA
BRASÍLIA - ABRIL DE 2020



ANVISA

Agência Nacional de Vigilância Sanitária

Elaboração:

Agência Nacional de Vigilância Sanitária

Marcus Aurélio Miranda de Araújo

Diretor da Quinta Diretoria

Gerência-Geral de Portos, Aeroportos, Fronteiras e Recintos Alfandegados (GGPAF)

Rodolfo Navarro Nunes

Gerente de Infraestrutura, Meio de Transporte e Viajantes em Portos, Aeroportos, Fronteiras e Recintos Alfandegados (GIMTV)

Olavo Ossamu Inoue

Assessor

Marcelo Felga de Carvalho

Coordenador de Saúde do Viajante em Portos, Aeroportos, Fronteiras e Recintos Alfandegados (Cosvi)

Equipe:

Camila da Silva Borges de Lacerda

Denise Carvalho Gonçalves

Elenira Ribeiro Assunção da Silva

José Crisostomo Teixeira

Lorena Sales Rocha

Noemi Melo Cabral

Viviane Vilela Marques Barreiros

Coordenadora Infraestrutura e Meio de Transporte em Portos, Aeroportos, Fronteiras e Recintos Alfandegados (Cipaf)

Equipe:


Antonio Fernando dos Santos Guedes

Diego da Silva Moreira

José Roberto Batista Cunha

Teresa Amanda Correia Lima Castelo Branco

Thaila Coradassi de Almeida



PROTOCOLO PARA QUARENTENA DE EMBARCAÇÃO COM CASO CONFIRMADO PARA COVID-19

IDENTIFICAÇÃO DO CASO SUSPEITO A BORDO

1) A tripulação deverá:

- a) Fornecer máscara cirúrgica ao caso suspeito. Se este não puder usá-la por causa da dificuldade respiratória, devem ser providenciadas toalhas e solicitado que ele cubra o nariz e a boca quando for tossir ou espirrar. As toalhas utilizadas devem ser recolhidas e destinadas à limpeza e desinfecção ou dispostas em saco branco leitoso para gerenciamento 2 como resíduo sólido do grupo A, de acordo com as diretrizes da RDC 56, de 6 de agosto de 2008;
- b) Designar um tripulante, utilizando os equipamentos de proteção individual, para atendimento do caso suspeito;
- c) Posicionar o caso suspeito em uma cabine privativa;
- d) Não utilizar a cabine ocupada pelo caso suspeito para outros passageiros ou tripulantes, até que seja efetuada a limpeza desse compartimento, conforme os procedimentos descritos na RDC 56, de 6 de agosto de 2008;
- e) Se possível, designar um sanitário para uso exclusivo do caso suspeito. Se não for possível, deve-se limpar as superfícies normalmente tocadas do(s) sanitário(s) (torneira, maçaneta, tampa de lixeira, balcões) com água e sabão ou desinfetante, conforme os procedimentos descritos na RDC 56, de 6 de agosto de 2008.

2) O comandante da embarcação, ao tomar conhecimento do fato, deverá:

- a) Adotar, na embarcação, as medidas previstas nos regulamentos internacionais, especialmente os inerentes aos seguintes órgãos: Convenção das Nações Unidas para o Direito no Mar (CNDUN), Organização Marítima Internacional (OMI), Organização Mundial de Aduanas (OMA) e Regulamento Sanitário Internacional (RSI/OMS).
- b) Informar à autoridade sanitária, de imediato, por meio da autoridade marítima, os seguintes dados:
 - A procedência do caso suspeito, incluindo suas escalas;
 - O estado geral do caso suspeito;
 - Se o caso suspeito viaja só ou em grupo, e neste caso o número de pessoas;
 - O número total de pessoas a bordo;
 - O tipo de embarcação;
 - A hora estimada de chegada (ETA) até a atracação;
 - A autonomia de combustível, água e víveres.

3) A autoridade sanitária deverá comunicar à autoridade marítima, à agência de navegação e à autoridade portuária que a embarcação deverá ser direcionada para o ponto designado,



conforme estabelecido no plano de contingência do porto, podendo este ser em fundeio ou atracado.

4) A autoridade marítima, consoante a avaliação de risco à saúde humana estabelecida pela autoridade sanitária, indicará o ponto de fundeio, se necessário.

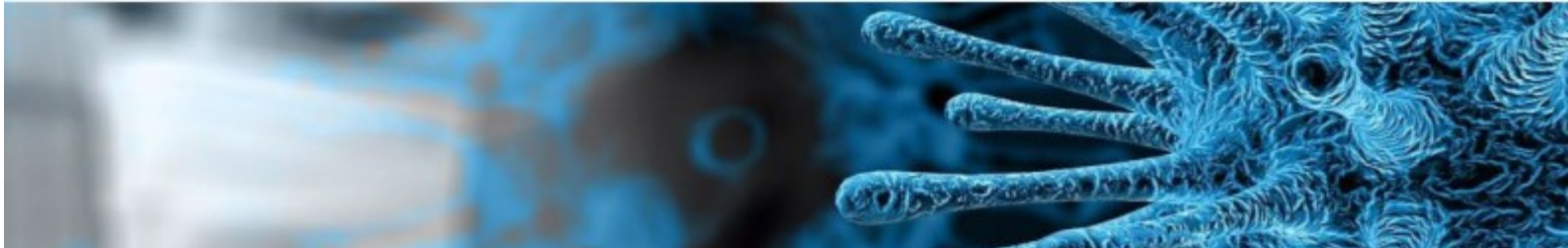
AVALIAÇÃO DO CASO SUSPEITO

- 1) Caso seja constatada, mediante avaliação clínica realizada pela equipe da Vigilância Epidemiológica, o enquadramento na definição do caso suspeito e, portanto, a necessidade de remoção do caso suspeito para unidade de saúde em terra (Hospital de Referência), a Autoridade Sanitária deverá autorizar seu desembarque, mediante o preenchimento do Termo de Controle Sanitário de Viajante (TCSV).
- 2) A Vigilância Epidemiológica, em conjunto com a Autoridade Sanitária, realizará a identificação dos contatos próximos, definidos no Quadro 1.

Quadro 1: Definição de contato próximo em embarcações. Um viajante a bordo de uma embarcação será considerado contato próximo caso se enquadre em um dos seguintes critérios:

- Compartilhar a mesma cabine de um caso suspeito ou confirmado da COVID-19;
- Ter contato próximo dentro de 2 metros de distância ou ter estado em um ambiente fechado com caso suspeito ou confirmado da COVID-19; – Para passageiros considerar a participação em atividades comuns a bordo do navio, ser membro de grupo que viajou junto ou compartilhou mesa em restaurante. – Para tripulação considerar a participação em atividades comuns, assim como, trabalhar na mesma área do navio que o caso suspeito ou confirmado da COVID-19.
- Trabalhador de saúde ou pessoa que forneceu cuidados para caso suspeito ou confirmado da COVID-19. (adaptado da OMS) Nota: São exemplos de contatos próximos de passageiros: passageiros que estejam na mesma cabine, familiares, amigos de viagem (que compartilham mesas em restaurante, realizem passeios em conjunto).
- São exemplos de contatos próximos de tripulantes: colegas que dividem a cabine, tripulantes que trabalham na mesma área e amigos.

- 3) Os contatos próximos deverão permanecer em isolamento, até o resultado do exame realizado para COVID-19.
- 4) Os profissionais que compõem a equipe de saúde de bordo e realizaram atendimento do caso suspeito são considerados contatos próximos e realizarão exame para COVID-19, para decisão quanto ao desembarque ou não.

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- 5) Caso o resultado do exame realizado no caso suspeito seja positivo para COVID-19, os contatos próximos deverão desembarcar e permanecer isolados por 14 dias em local pré-definido.

ORIENTAÇÕES SOBRE MEDIDAS SANITÁRIAS PARA MONITORAMENTO DE NAVIO COM CASO SUSPEITO

1) As seguintes orientações deverão ser reforçadas continuamente aos tripulantes:

- a) Importância da frequente higiene das mãos com água e sabonete líquido ou preparação alcoólica;
- b) Se tossir ou espirrar, cobrir o nariz e a boca com cotovelo flexionado ou lenço de papel. Se utilizar lenço de papel descartar imediatamente após o uso e realizar a higiene das mãos;
- c) Utilizar lenço descartável para higiene nasal (descartar imediatamente após o uso e realizar a higiene das mãos);
- d) Evitar tocar mucosas de olhos, nariz e boca;
- e) Não compartilhar itens/materiais com outros viajantes como copos, talheres, canetas, telefones etc;
- f) Observar escala para saída da cabine, mediante utilização de máscara cirúrgica; (orientar sobre a utilização das máscaras e troca);
- g) Observar distanciamento de 2 metros entre tripulantes de cabines diferentes;
- h) Reportar à equipe médica, caso presente sinais e sintomas.

2) Deverão ser realizados avisos sonoros, sistematicamente, com as informações descritas acima.

3) Monitoramento da situação da saúde dos tripulantes:

- a) Duas vezes por dia, um tripulante designado questionará sobre a presença de sinais e sintomas em cada cabine, por contato telefônico (ramal da cabine). Não é necessária a aproximação física com os passageiros e tripulantes entrevistados;
- b) Deverá ser disponibilizado ramal para contato do viajante que queira informar início de sinais e sintomas;
- c) Caso algum viajante responda afirmativamente, o mesmo deverá ser encaminhado ao serviço médico, utilizando máscara cirúrgica, para avaliação;
- d) O atendimento deve ser registrado e reportado à Autoridade Sanitária que informará a Vigilância Epidemiológica para avaliação conjunta quanto ao enquadramento na definição de caso suspeito;
- e) Caso se confirme o enquadramento, o caso suspeito deverá ser removido para realização de exame, seguindo o disposto no item “Avaliação do caso suspeito”;
- f) Após averiguação diária quanto a presença de sinais e sintomas da COVID-19, mesmo que não sejam identificados viajantes e tripulantes sintomáticos, a embarcação deverá reportar a situação atualizada à Autoridade Sanitária



(Notificação negativa) conforme procedimento já adotado no Guia Sanitário para Navios de Cruzeiros;

- g) Avaliar a viabilidade de distribuição de termômetro por cabine para auto monitoramento da temperatura pelo menos 2 vezes ao dia durante todo o período do acompanhamento.

4) Orientações para as Refeições:

- a) Todas as refeições deverão ser realizadas nas respectivas cabines;
- b) Ao término das refeições, os utensílios devem ser dispostos do lado de fora da cabine (no corredor, ao lado da porta) para que sejam recolhidos;
- c) Para a limpeza dos utensílios utilizados na alimentação recomenda-se utilizar água, detergente líquido e para a desinfecção deve ser utilizado álcool 70%, hipoclorito de sódio ou outro saneante registrado pela Anvisa para esse fim. O uso deve seguir as orientações do fabricante.
- d) Para o recolhimento, lavagem e desinfecção dos utensílios utilizados na alimentação e restos alimentares, os profissionais devem seguir o disposto no Guia Sanitário de Navios de Cruzeiro.

5) Orientações para limpeza e desinfecção de superfície (quartos, banheiros e áreas comuns):

- a) Deve ser estabelecido um horário pré-definido para a limpeza e desinfecção dos quartos visando a organização da rotina dos viajantes.
- b) O cronograma de limpeza e desinfecção das áreas comuns deve observar o fluxo de utilização dos espaços coletivos pelos viajantes de acordo com as escalas pré-estabelecida (limpeza e desinfecção entre intervalos dos grupos);
- c) A limpeza e desinfecção deve considerar o perfil de transmissibilidade da doença especialmente por contato ou gotículas e ser realizada de acordo com determinado na Resolução-RDC nº 56, de 06 de agosto de 2008, conforme Quadro 2;
- d) Os responsáveis pelos procedimentos definidos no Plano de Limpeza e Desinfecção - PLD devem utilizar os Equipamentos de Proteção Individual - EPI conforme estabelecido na RDC 56/2008;
- e) Incluir na limpeza e desinfecção, as áreas mais tocadas, como maçanetas, controle de televisão, corrimão de escadas, botões de elevadores etc. Pode-se utilizar álcool a 60 a 80%.

Quadro 2: Procedimentos de limpeza e desinfecção conforme disposto na Resolução RDC 56, de 06 de agosto de 2008. ANEXO I Plano de Limpeza e Desinfecção – PLD

A) MÉTODOS

METÓDO I: Limpeza

- Coletar e acondicionar os resíduos sólidos (lixo);
- Friccionar pano ou escova embebida com água e produtos detergentes, sabão ou limpadores de uso geral nas superfícies, retirando os resíduos deixados após operação;
- Enxaguar com água limpa e ou passar pano úmido, até que todos os resíduos sejam retirados;
- Secar com pano limpo;
- Promover o descarte dos panos utilizados na operação conforme gerenciamento de resíduos sólidos do grupo A ou, quando reaproveitáveis, acondicioná-los em recipientes ou sacos acondicionadores, para posterior limpeza e desinfecção.

MÉTODOS II: Desinfecção

- Executar os procedimentos descritos no Método I;
- Aplicar sobre a área atingida o produto de desinfecção respeitando a concentração recomendada para desinfecção, bem como a validade do produto;
- Aguardar tempo de ação, conforme indicação do fabricante;
- Enxaguar com água limpa e ou passar pano úmido, até que todos os resíduos sejam retirados; • Secar com pano limpo;
- Promover o descarte dos panos utilizados na operação, conforme gerenciamento de resíduos sólidos do grupo A ou, quando reaproveitáveis, acondicioná-los em recipientes ou sacos acondicionadores, para posterior limpeza e desinfecção.

MÉTODOS III: Desinfecção de alto nível

Este procedimento deve ser realizado em situações que são constatadas contaminações por sangue, fezes, urina, vômitos ou outros fluidos orgânicos. Antes de iniciar o procedimento deve-se interditar e isolar a área suspeita.

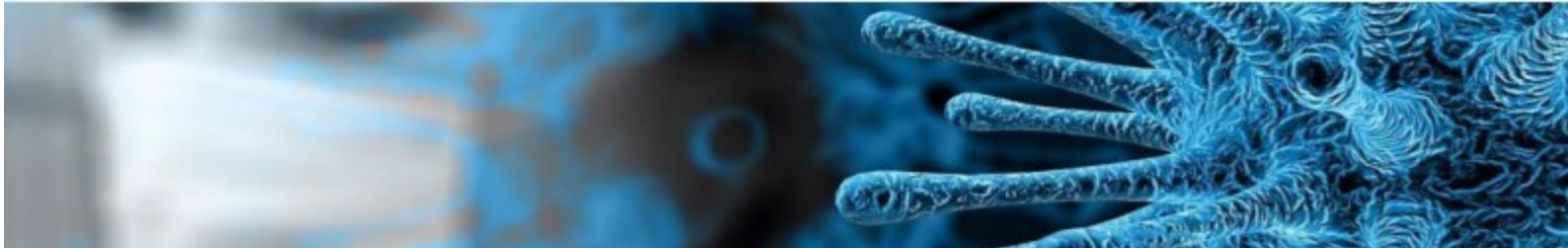
- Realizar a limpeza criteriosa conforme método I acima, sendo que os equipamentos e panos utilizados deverão ser descartados após a operação.
- Aplicar sobre a área atingida produtos saneantes respeitando as concentrações e validade apresentadas em sua rotulagem;
- Aguardar tempo de ação, conforme indicação do fabricante;
- Enxaguar com água limpa e ou passar pano úmido, até que todos os resíduos sejam retirados;
- Secar com pano limpo;
- Promover o descarte dos panos utilizados na operação;
- Descartar equipamentos e EPI que não possam ser desinfetados com segurança.

Obs.: A eleição dos produtos a serem empregados na operacionalização do PLD, ficará sob a responsabilidade da equipe que executa a ação. Recomenda-se a utilização de produtos registrados no Brasil. A diluição dos produtos, quando de sua necessidade, deve ser realizada por pessoa treinada e supervisionada por profissional tecnicamente habilitado. Os equipamentos de limpeza (vassouras, escovas, rodos, etc.) deverão sofrer desinfecção por imersão com soluções indicadas, após cada procedimento.

Nota: 1. Sempre que ocorrer suspeita de contaminação por contato com material infectante, os EPI devem ser substituídos imediatamente e enviados para limpeza e higienização.

6) Detalhamento da atividade de retirada e lavagem de roupas de cama:

- a) O tripulante designado para a realização do procedimento deverá utilizar os seguintes Equipamentos de Proteção Individual: luvas de procedimento, avental e máscara cirúrgica. Caso haja presença de fluidos, utilizar também óculos de proteção;
- b) Preferencialmente a troca de roupa de cama deve ser realizada por cada tripulante;

- 
- c) A lavanderia deve recolher e trocar as roupas sujas (cama e uso pessoal), no mínimo, 2 vezes por semana;
 - d) Na retirada da roupa de cama deve haver o mínimo de agitação e manuseio;
 - e) A máquina de lavar deve ser programada para utilizar o ciclo de lavagem com água em temperatura mais quente e o secador na configuração mais alta. É recomendado o uso de desinfetante a base de cloro ou álcool;
 - f) Os carrinhos ou equipamentos utilizados no transporte da roupa suja, até a lavanderia, devem ser limpos e desinfetados após cada uso;
 - g) A embarcação deve realizar a lavagem das roupas dos tripulantes.

7) Considerando se tratar de transmissão por contato e gotículas, não há indicação específica para troca de filtros do sistema de climatização. Deve ser mantida a rotina de troca, conforme manutenção preventiva e demais procedimentos relacionados.

8) Resíduos

- a) Os resíduos classificados como do grupo A, com base na Resolução RDC nº 56, de 2008, deverão ser acondicionados em sacos de cor branco leitoso, impermeáveis, de material resistente à ruptura e vazamento contidos no seu interior, respeitados seus limites de peso.
- b) São resíduos classificados como do tipo A os gerados:
 - por passageiros ou tripulantes sintomáticos;
 - por serviços de atendimento médico;
 - Por procedimentos de limpeza e desinfecção de sanitários de bordo;
 - Por procedimentos de limpeza e desinfecção de superfícies expostas a fluidos, secreções e excreções orgânicas humanas.
- c) Os sacos devem permanecer, durante todas as etapas de gerenciamento, identificados e dentro de recipientes de acondicionamento tampados.
- d) Os resíduos não poderão ser dispostos no meio ambiente sem tratamento prévio que assegure a eliminação das características de periculosidade do resíduo; a preservação dos recursos naturais; e, o atendimento aos padrões de qualidade ambiental e de saúde pública;
- e) O tratamento e disposição final devem ser realizados em locais licenciados pelos órgãos ambientais. Poderá ser utilizado método de incineração dos resíduos a bordo das embarcações observando as normas ambientais;
- f) Após tratamento, os resíduos sólidos do grupo A serão considerados resíduos do grupo D, para fins de disposição final;
- g) Os resíduos sólidos do grupo A não poderão ser reciclados, reutilizados ou reaproveitados;
- h) A classificação e gerenciamento dos demais resíduos devem seguir o disposto na RDC 56/2008, bem como a utilização de EPI na realização dos procedimentos relacionados.



**The protocol that is followed in case of
An infection or suspicion of Coronavirus (COVID 19) onboard a ship
Coming to Port of Aqaba**

1. If the ship have any infections or suspicion of COVID 19 cases onboard. The ships' agent should informs Jordan Maritime Commission and the other relevant authorities, 48 hours before, at least around (Two – Seven) days the ship's arrival at the port of Aqaba.
2. In turn of The Jordan Maritime Commission, represented by the Director General should inform His Excellency the Governor of Aqaba in order the presence of Corona virus infections onboard ship at the moment of the ship agents reporting the infection.
3. The ship agent make sure that the ships' captain isolates the affected case in a dedicated isolation room. In addition, preliminary sterilization for the ship before the ship's arrival at the Port of Aqaba.
4. The ship agent should take in advance coordination, to prepare any necessary types of equipment with all relevant authorities to receive the ship within strict precautionary measures.
5. The ship agent makes the necessary arrangements with the ship captain to adhere the necessity of the ship's crew to wear safety equipment's, including (gloves, masks, overalls and protective glasses) in accordance to the Jordanian applicable health protocol.

6. In advance coordination between the ship captain and the ship agent. In order to, send all the required documents related to the (Pratique Committee) and other related entities via e-mail, with a view to ensure the safety of the members of the Pratique Committee. In turn, the Pratique Committee should grants a free Pratique via the (VHF) while keeping the quarantine flag (Yellow) raised.
7. The last ten ports of calls by the ship should be reported in advance to Jordan Maritime Commission. In addition to, a health declaration report of the crew list indicating names of the infected/suspected persons. As well as, another report indicating the body temperature of the crew for at least one week.
8. The ship agents coordinates with the ship captain to equip a sterile room with natural ventilation close to the entrance of the ship. In order, to conduct a medical examination (PCR) for the crew, by the Aqaba Health Directorate or approved by them, as per the Jordanian applicable health protocol.
9. As much as possible, reduce the crew contact with all employees at the port of Aqaba on board the ship.
10. The ship captain and the ship agent should submit a written affirm to the Jordan Maritime Commission stating that the seafarers will not disembark at all the ship except the chief officer in order to take the ship draft's readings.
11. For purposes of pilotage and tug services, the pilot of the Aqaba Marine Services Company will not deliver the marine services. If not the ship agent obtained a official letter from the ship captain stating that all areas that the pilot will take on board the ship has been sterilized, with full adherence to wearing protective sanitary equipment's.
12. Make a warning cordon on the ship or put up barriers in order to notify every one of the presence of infected/suspicion COVID 19 cases on board the ship. Concurrently with, keeping the quarantine flag raised up. Furthermore, place a sign of a prohibited area on the jetty.
13. The Port (Jetty) operators should provide, over the 24 hours a port security patrol on board the ship, which is berthing on the jetty until the ship travels. Taking into consideration, the activation of the public safety role of the Aqaba port management and operation company to control violations and hold violators accountable.

14. The ship agent is responsible to pay the fees for each crew member are conducting a PCR examination related to Covid 19 to the Aqaba Health Directorate or a certified laboratory with them. Furthermore, in turn, the last one should provide the shipping agent with the duly financial receipt and the results of the examination with an approved certificate, whether the result is positive or negative.
15. All employees and those who involved in direct contact with the ship and its crew shall be required to wear complete sanitary clothing and equipment's that is used only once to able to get rid it after they finish their tasks. In addition, to sterilize them according to the rules and the applicable health protocol as followed in ASEZA.
16. Intensifying surveillance the ship that have infected cases through surveillance cameras system. According to the port, which the ship is laying up.
17. Start the loading or unloading operations taking into account the highest level of responsibility of precaution and caution, with the necessity of a 24-hour monitoring the ship and crew until leaving the port.
18. For purposes of epidemic investigation and tracing. The operator company should provide Jordan Maritime Commission by a list included of all those who have directly contacted with the ship, since the moment of the ship arrival till leaving the Port of Aqaba. In order to be provided to the Aqaba Health Directorate.
19. The necessity to make sure that all seafarers on board (Aqaba port employees) has been downloaded a safety application (AMAN) on their mobile phones.
20. All relevant parties should keep going on to take all precautionary and preventive measures, before the ship's arrival, during the loading and unloading operations until the moment it will leave the port.
21. Completely sterilizing the ship, which infected or suspicion was found upon before the ship leaving Port of Aqaba.

UNITED NEW YORK SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION
AND
UNITED NEW JERSEY SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION

Memo

To: All Ships Operating in the Port of New York & New Jersey (via Agencies)

Date: 6/22/2020

Re: COVID-19 Precautionary Measures (**Sustained/Updated**)

We continue to take the threat of the Coronavirus (COVID-19) very seriously and are committed to keeping all our Pilots in excellent health prior to boarding your ship. In our initial correspondence distributed on 3/16/2020, we requested specific precautionary measures to be implemented for all ships operating in the Port of New York & New Jersey. In our more recent correspondence distributed on 4/3/2020, we specifically outlined our internal mitigation efforts to protect the health of your Captains and crews. As your dedicated partner, we continue to remain diligent in taking appropriate measures to avoid spreading of the Coronavirus (COVID-19).

Please be reminded of our formal request to all ships operating in the Port of New York & New Jersey:

- 1) Within the hour prior to the Pilot boarding, wipe down the entire bridge and bridge head with a 5% solution of bleach water or similar disinfectant. This includes the route the Pilot will take to get to the bridge. Some examples include ladder/stair wells, handrails, elevator, chart table, instruments, chairs, helm, windows, radio, entire console, etc).
- 2) Maintain cool and dry conditions on the bridge. Hot & humid conditions allows for COVID-19 to stay alive on surfaces.
- 3) Only allow essential personnel on the bridge while the Pilot is present. *Further, ALL personnel should wear a face covering that shields the nose and mouth.*
- 4) All personnel should avoid handshaking and maintain a 2-meter distance as much as practical. *Allow only essential personnel on the bridge while the Pilot is on board. Provide a one-person escort for the Pilot to and from the bridge following a path of minimum exposure to anyone on board.*
- 5) Maintain a supply of hand sanitizer on the bridge.
- 6) Maintain a supply of hand soap and paper towels in the bridge head. *Anyone entering the bridge must thoroughly wash their hands immediately.*
- 7) Follow the U.S. Coast Guard instructions on reporting any crewmembers that are sick.



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 02-20 (Change 5)
Date: May 27, 2020

E-Mail: OutbreakQuestions@uscg.mil

Novel Coronavirus - Update (Change 5)

An outbreak of respiratory illness caused by a novel coronavirus (COVID-19) continues to affect mariners and maritime commerce. Vessel arriving to or traveling between any U.S. port or place must follow reporting and infection control measures to maintain the safety of personnel onboard vessels as well as within the port.

Vessel Reporting Requirements:

Illness of a person onboard any vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be reported *immediately* to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP. This requirement is separate and additional to any other required Coast Guard or Center for Disease Control and Prevention (CDC) reporting, and applies to vessels departing from or arriving to any port or place in the U.S., includes internal waters, the territorial seas, and deep water ports.

In addition to Coast Guard reporting requirements, 42 CFR 71.21 requires vessels destined for a U.S. port to report to the Center for Disease Control and Prevention (CDC) any sick or deceased crew/passengers 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses to the CDC can be found at: [Cargo vessels and Cruise ships](#). U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon. Further, 42 CFR 70.4 states the master of any vessel or person in charge of any conveyance engaged in interstate traffic, on which a case or suspected case of a communicable disease develops shall, as soon as practicable, notify the local health authority at the next port of call, station, or stop, and shall take such measures to prevent the spread of the disease as the local health authority directs.

See [MSIB 06-20](#), "Vessel Reporting Requirements for Illness or Death", for further information.

Vessel Control Actions:

Presidential Proclamations have placed entry restrictions from persons arriving from or through the following countries: Iran, China (excluding Hong Kong and Macau), the European states within the Schengen Area (Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland), United Kingdom and Republic of Ireland, and the Federative Republic of Brazil.

Non-passenger Commercial Vessels:

- The Coast Guard considers it a hazardous condition under 33 CFR 160.216 if a vessel has been to one of the countries noted above or has embarked a crewmember who has been in one of the countries noted above within the past 14 days. This requires immediate notification to the nearest Coast Guard Captain of the Port.
- Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, provided that crewmembers remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations. U.S. citizens or any other persons listed in Section 2 of Presidential Proclamation “[Suspension of Entry as Immigrants and Nonimmigrants of Certain Additional Person Who Pose a Risk of Transmitting Novel Coronavirus](#),” for example crewmembers with a transit and/or crewmember visa, may be permitted to disembark the vessel to conduct vessel operations pier side or for the immediate and continuous transit through the U.S. to another country. When entering the U.S. all persons must be cleared by Customs and Border Protection (CBP) and, if applicable, CDC. Crewmembers without the appropriate visas will generally be required to remain onboard unless otherwise cleared for entry by CBP and, if applicable, CDC.
- Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, and do have sick crewmembers should expect delays and need to work with local health and port officials prior to entry.

Passenger Vessels:

- On April 15, 2020, the CDC updated their existing No Sail Order. This Order will remain in effect until the Secretary of Health and Human Services’ declaration that COVID-19 no longer constitutes a public health emergency, the CDC Director rescinds or modifies the order based on specific public health or other considerations, or 100 days from the date publication in the Federal Register. This renewed order requires all cruise ship operators to provide “an appropriate, actionable and robust plan to prevent, mitigate, and respond to the spread of COVID-19 on board cruise ships” prior to operating in waters subject to U.S. jurisdiction. In addition to the plan, there are further restrictions on crew member and vessel movements. The CDC maintains a [website](#) specific to cruise ships with further information including a copy of the No Sail Order.

Onboard Precautions for COVID-19:

The Centers for Disease Control and Prevention (CDC) has updated their [Interim Guidance for Ships on Managing Suspected Coronavirus Disease 2019](#). This guidance includes measures to prevent infection in crew members, recommended PPE, cleaning and disinfection, how to manage sick passengers or crew.

Vessel owners and operators are encouraged to develop procedures to prevent, respond, and mitigate the effects of COVID-19 on board vessels. These plans should include the applicable aspects of the CDC guidance as well as any additional requirements of local health agencies.

Richard V. Timme, RDML, U. S. Coast Guard, Assistant Commandant for Prevention Policy sends



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 06-20
Date: March 13, 2020

E-Mail: OutbreakQuestions@uscg.mil

Vessel Reporting Requirements for Illness or Death

An outbreak of respiratory illness caused by novel coronavirus (COVID-19) is affecting mariners and maritime commerce. This MSIB serves as a reminder that the illness of persons on board a vessel must be reported to both the Coast Guard and the Centers for Disease Control and Prevention (CDC). Reporting delays create significant challenges to protect persons on board vessels and, more broadly, maintain an effective Marine Transportation System. Vessels or masters that do not immediately report illness or death among passengers or crew may face delays and disruption to passenger and cargo operations including a requirement to return to the previous port after sailing. Additionally, vessels and masters are subject to Coast Guard enforcement action, which include civil penalties, vessel detentions, and criminal liability.

Illness of a person onboard a vessel that may adversely affect the safety of a vessel or port is a hazardous condition per 33 CFR 160.216 and the owner, agent, master, operator, or person in charge **must immediately** notify the nearest Coast Guard Captain of the Port (COTP). It is critical to report persons who exhibit symptoms consistent with COVID-19 or other illness to the COTP.

42 CFR 71.1 defines an ill person onboard a vessels as one that has:

(A) **Fever (has a measured temperature of 100.4 °F [38 °C] or greater; or feels warm to the touch; or gives a history of feeling feverish) accompanied by one or more of the following:**

- skin rash,
- **difficulty breathing** or suspected or confirmed pneumonia,
- **persistent cough** or cough with bloody sputum,
- decreased consciousness or confusion of recent onset,
- new unexplained bruising or bleeding (without previous injury),
- persistent vomiting (other than sea sickness)
- headache with stiff neck;

(B) **Fever that has persisted for more than 48 hours;**

(C) Acute gastroenteritis, which means either:

- diarrhea, defined as three or more episodes of loose stools in a 24-hour period or what is above normal for the individual, or
- vomiting accompanied by one or more of the following: one or more episodes of loose stools in a 24-hour period, abdominal cramps, headache, muscle aches, or fever (temperature of 100.4 °F [38 °C] or greater);

Additionally, as required by [42 CFR 71.21](#), the master of a ship destined for a U.S. port shall report *immediately* to the quarantine station at or nearest the port at which the ship will arrive, the occurrence, on board, of any death or any ill person among passengers or crew (including those who have disembarked or have been removed) during the 15-day period preceding the date of expected arrival or during the period since departure from a U.S. port (whichever period of time is shorter). Guidance and forms to report deaths and illnesses to the CDC can be found at: <https://go.usa.gov/xdjnj>.

Richard Timme, RDML, U.S. Coast Guard, Assistant Commandant for Prevention Policy sends.

U.S. CUSTOMS AND BORDER PROTECTION
FIELD OPERATIONS, NEW YORK
PORT OF NEW YORK / NEWARK

TO: All Vessel Owners, Agents, Consignees, Charterers, Masters, Commanding Officers, Carriers and Terminal Operators in the Port of New York/Newark

SUBJECT: The requirement of safeguarding detained crewmembers falling within 14 days of their arrival from COVID-19 restricted countries.

DATE: MARCH 19, 2020

REFERENCES: 8 CFR Part 252.1

Purpose: The purpose of this document is to provide information concerning operational procedures and guidelines pertaining to the boarding of all foreign arriving vessels entering the Port of New York/Newark from the COVID-19 restricted countries.

Background: Commercial shipping involves the movement of large numbers of crewmembers in closed and semi-closed settings. Like other close-contact environments, ships may facilitate transmission of respiratory viruses from person to person through exposure to respiratory droplets or contact with contaminated surfaces. Early detection, prevention, and control of Coronavirus Disease 2019 (COVID-19) on ships is important to protect and avoid transmission of the virus by arriving crewmembers who could be suspected of having COVID-19.

Action: *In accordance with 8 CFR 252.1: Examination of crewmen.*

All persons employed in any capacity on board any vessel or aircraft arriving in the United States shall be detained on board the vessel or at the airport of arrival by the master or agent of such vessel or aircraft until admitted or otherwise permitted to land by an officer of the Service. The examination of every nonimmigrant alien crewman arriving in the United States shall be in accordance with this part.....

Effective 0000 hours on March 17, 2020, CBP in conjunction with the United States Coast Guard have detained all foreign crew members arriving within 14 days from the following countries: Iran, China (excluding Hong Kong and Macau), United Kingdom, Ireland and European states within the Schengen Area: Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece,

Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland.

CBP is requiring a guard presence to deter the absconding of detained crewmembers prior to inspection by our officers on the 15th day from their last port call in the affected countries listed above. Every vessel that arrives into the Port of New York/ Newark that fits the criteria listed above will be contacted by CBP to ensure a proper security plan is in place prior to the vessel's arrival.

CBP recognizes the hardship this may place on crewmembers however, this protocol is necessary to address the health concerns in our ports. We appreciate your continued partnership in this matter. For any questions or concerns please contact a Supervisory CBP Officer, Maritime Admissibility Unit, Port of New York/Newark at 201-436-2850 or e-mail MAU-NY-NWK@cbp.dhs.gov.