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**“THE COVID-19 PANDEMIC OUTBREAK AND
THE IMPACT ON THE SEAFARERS LIVES”.**

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Dissertation

This has been submitted to the Department of Maritime Studies as part of the prerequisites for the acquisition of the Master’s degree in Shipping Management.

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ABSTRACT

The current thesis analyzes the impact of the current COVID-19 pandemic in the shipping industry and especially on the seafarers' lives. It provides information for ship-owners and operators on managing ship and seafarers during these difficult times. The International Chamber of Shipping (ICS) has created tools to help ship operators manage cases on board: a flowchart to help identify the process to follow when managing a larger number of suspect cases of COVID-19 on board and a Polymerase Chain Reaction (PCR) testing procedures matrix to help identify what to do and when prior to boarding and if a suspect case is identified on the ship. In addition it is analyzed the unprecedented challenge for seafarer certificates, including medical certificates, that are expiring while seafarers are still on board ships or at home waiting for their next employment, through no fault of their own due to circumstances that have arisen due to the COVID-19 pandemic.

Moreover it provides information on the causes, consequences and management of fatigue based on the International Maritime Organization Guidelines on Fatigue (MSC.1/Circ. 1598). The consequences of fatigue for the health and safety of seafarers have caused concern in the industry and indicates the importance of further research into risk factors and preventive interventions at sea. Lastly it refers to guidelines on the protection of health, repatriation and travel arrangements for seafarers, passengers and other persons on board ships. All things considered the United Nations (UN) agencies, the ICS, the International Transportation Federation (ITF) and others approached various governments in order to ensure that countries recognize seafarers as key workers and are therefore exempt from quarantine and travel restrictions that they impose on the public.

ΠΕΡΙΛΗΨΗ

Η διατριβή αυτή αναλύει τον αντίκτυπο της τρέχουσας πανδημίας COVID-19 στη ναυτιλιακή βιομηχανία και ιδιαίτερα στη ζωή των ναυτικών. Παρέχει πληροφορίες στους πλοιοκτήτες και χειριστές σχετικά με τη διαχείριση τόσο του στόλου όσο και των ναυτικών κατά την διάρκεια αυτής της δύσκολης περιόδου. Το διεθνές ναυτικό επιμελητήριο δημιούργησε εργαλεία για να βοηθήσει τους χειριστές πλοίων να αντιμετωπίσουν περιπτώσεις επί του πλοίου: ένα διάγραμμα ροής που θα βοηθήσει να προσδιοριστεί η διαδικασία που θα ακολουθηθεί κατά τη διαχείριση ενός μεγαλύτερου αριθμού ύποπτων περιπτώσεων COVID-19 επί του πλοίου και έναν πίνακα διαδικασιών δοκιμής PCR που θα βοηθήσει στον προσδιορισμό του τι πρέπει να γίνεται πριν από την επιβίβαση καθώς και αν εντοπιστεί ύποπτη περίπτωση επί του πλοίου. Επιπλέον, αναλύεται η άνευ προηγουμένου πρόκληση για τα πιστοποιητικά ναυτικών, συμπεριλαμβανομένων των ιατρικών πιστοποιητικών, που λήγουν ενώ οι ναυτικοί εξακολουθούν να βρίσκονται σε πλοία ή στο σπίτι περιμένοντας να ναυτολογηθούν, χωρίς δικό τους λάθος, λόγω των περιστάσεων που έχουν προκύψει εξαιτίας της πανδημίας COVID-19. Επιπλέον παρέχει πληροφορίες σχετικά με τα αίτια, τις συνέπειες και τη διαχείριση της κόπωσης βάσει των κατευθυντήριων γραμμών του Διεθνούς Ναυτιλιακού Οργανισμού για την κόπωση (MSC.1 / Circ. 1598). Οι συνέπειες της κόπωσης για την υγεία και την ασφάλεια των ναυτικών έχουν προκαλέσει ανησυχία στη βιομηχανία και υποδηλώνουν τη σημασία της περαιτέρω έρευνας για παράγοντες κινδύνου και προληπτικές παρεμβάσεις στη θάλασσα. Τέλος, αναφέρεται σε κατευθυντήριες γραμμές για την προστασία της υγείας, του επαναπατισμού και της ταξιδιωτικής οργάνωσης των ναυτικών, επιβατών και άλλων ατόμων σε πλοία. Λαμβάνοντας όλα αυτά υπόψη ο ΟΗΕ, το ICS, η ITF και άλλοι πλησίασαν διάφορες κυβερνήσεις προκειμένου να διασφαλίσουν ότι οι χώρες αναγνωρίζουν τους ναυτικούς ως βασικούς εργαζόμενους και συνεπώς απαλλάσσονται από τους περιορισμούς καραντίνας και ταξιδιού που επιβάλλονται στο κοινό.

INTRODUCTION

The maritime industry is responsible for the transport of about 90% of the world's trade. The worldwide spread of the SARS-CoV-2 in 188 countries (according to WHO figures: 216 countries, territories and economic areas) represents an unprecedented threat to Global Health and Global Trade. Throughout the current pandemic, the industry has striven to maintain supply chains and the delivery of essential cargoes, including food and medical supplies. Moreover operations that usually occur as part of the standard routine of a ship are being severely disrupted, delayed or even cancelled. Examples include the delay in loading or unloading cargo, granting of permission for a ship to dock in port, whilst ensuring the continued health and welfare of the 1.6 million seafarers serving on board ships. It has faced many challenges and these have been met by an unprecedented level of international, cross industry collaboration. All of the united nations (UN) agencies the international chamber of shipping (ICS), the international transport workers federation (ITF), the international maritime health association (IMHA), the international seafarer's welfare association (ISWAN) and many more organizations and governments, at an international and national level, have worked tirelessly in an attempt to manage these issues and have highlighted the importance of maintaining and facilitating the uninterrupted flow of maritime trade.

CHAPTER 1: COVID-19, WHEN AND HOW IT STARTED

First reported in Wuhan, China in the last months of 2019, the current outbreak of COVID-19 (Corona virus disease 2019), caused by the SARS-CoV-2, virus was declared a pandemic by the Director-General of the World Health Organization (WHO) on March 11th 2020. At the end of August over 24,928,895 million cases have been reported, with over 841,692 deaths and the numbers continue to increase. The illness spreads direct or indirect contact with droplets from an infected person and can range from a symptom-free course to severe respiratory syndrome (pneumonia). It affects other organ systems as well. The situation in the different countries is dynamic and the measures taken by national and regional governments vary from week to week, from month to month. In order to slow the spread of the disease, and reduce the pressure on health services, many countries introduced 'lockdown' measures. Most economies suffer strongly due to social and economic lockdowns: The world trade and the maritime industry, the industrial production and the overall economic development slow and sometimes stops. (Stannard, 2020)

1.1 INTERNATIONAL RESPONSE TO COVID-19

The United Nations (UN), the World Health Organization (WHO), the Food and Agricultural Organization of the UN (FAO); the World Customs Organization (WCO), the World Trade Organization (WTO), and its stakeholders such as the UN Food and Agricultural Organization (FAO), the International Maritime Organization (IMO), the International Air Transport Association (IATA), World Road Transport Organization (IRU) and the International Chamber of Commerce (ICC) have joined forces in order to create (joint) declarations, guidance and warnings to combat the COVID-19 pandemic and the economic and social consequences of slowed or halted industrial production, lockdowns and curfews and a severely cut down global trade. Again, it is urged that all medical supplies must be delivered with a high priority and the trade in essential goods such as medication and food must be upheld and ensured over borders that are closed for humans in order to stop the spread of COVID-19. INTERPOL and EUROPOL and others are warning over new criminal approaches and counterfeit products in the COVID-19 pandemic.

1.1.1 OVERVIEW OF DECLARATIONS

The following table represents an overview of the different approaches by the International Organizations for combating COVID-19.

Table 1: Overview of declarations, lists/ databases, guidance, reports, press releases

Organization	Declaration	List/Database	Guidance	Report	Warning	Press Release
UN	X			X		X
WHO	X	X	X		X	X
FAO		X	X			
WTO	X	X		X		X
WCO	X	X	X	X	X	X
IATA	X	X	X			X
IMO	X		X			X
IRU	X		X			X
ICC	X		X			X

INTERPOL	X	X	X
EUROPOL	X	X	X

In order to enable open borders and fast delivery of essential goods all nations are urged to apply the measures of trade facilitation that are advertised by the WTO, the WCO and its stakeholders since more than ten years: 73 the WTO Trade Facilitation Agreement and the WCO Revised Kyoto Convention and enable free flow of World Trade and commodities across borders (also by help of information technology and transit procedures) – a strong necessity for otherwise landlocked and least developed nations. (Carsten, 2020)

CHAPTER 2 : HOW SHIPPING INDUSTRY IS AFFECTED

2.1 PORT CONGESTION

Many countries have responded to the pandemic by imposing lockdown or restricting movement. Some retailers and manufacturers fail to pick up their cargo and containers because their warehouses are full or closed. Some ports remain open but have reduced workforce, which exacerbates the cargo congestion. This causes disruption of the supply chain, including movement of essential goods and foodstuffs. The cargo lying uncollected at ports creates congestion and takes up space, reducing capacity for incoming cargo and containers. Some ports have taken the precaution to declare ‘force majeure’ to pre-empt claims and legal liability. The closure of ports and port congestion has caused disruptions in the supply chain and import and exports.

2.2 SUPPLY CHAINS

The pandemic has exposed the fragility of the global supply chains and brought into acute focus the shortages of critical medical components needed in the fight against the pandemic. Wuhan and China in general were important manufacturing bases for manufacturing of key components for companies like Apple. The pandemic lockdown and measures taken stopped manufacturing of crucial component items and disruption of supply chain. When the manufacturing Countries ravaged by the pandemic find it hard to provide adequate medical care due to shortages of critical medical equipment such as ventilators, protective masks and other gear. In the U.S., the shortage has multiple causes, including problems with the global supply chain. Before the pandemic, for instance, China produced approximately half the

world's face masks. As the infection spread across China, their exports came to a halt. Now, as the infection spreads globally and transmission in China slows, China is shipping masks to other countries as part of goodwill packages. The United States has not been a major recipient.

2.3 INSURANCE

Insurance implications arise from the disruption of shipping and logistics due to the pandemic. Cargo owners, importers, risk managers and insurers need to monitor closely: (a) Accumulation of Cargo; (b) Delay; (c) Delay Clause; (d) Demurrage Charges; (e) Deviation; (f) Force Majeure; and (g) Interruptions in Transit.

The insurance implications of the disruption include:

- a) Cargo and stock throughput – limited workforce availability will reduce capacity to distribute and handle goods. Cargo is also envisaged to be held for a longer duration at ports and for storage locations to see a volume increase whilst stocks await their next destination.
- b) These areas raise the limitations of cover of the normal marine cover:
 - Delay – although many will want to keep their cargo moving, delay during the ordinary course of transit or while the goods are in storage could soon be inevitable. Most cargo and stock throughput policies exclude loss or damage solely caused by delay.
 - Additional costs/charges –hold-ups or re-routing goods to an alternative destination due to government prohibition will incur an additional cost. Although these costs are usually sub-limited, the additional forwarding costs clause (or similar) will provide extra financial support should you experience added expenses.
 - Vulnerable goods – perishable items such as pharmaceutical products and produce operate on a stringent and well-monitored time schedule. The normal cover for marine insurance does not cater to the characteristics of these cargoes due to exclusions for inherent vice and delay. Both will operate when ports are congested and cargo clearance is delayed in the current outbreak.

2.4 LEGAL DISPUTES

The disruption caused by the pandemic has legal effects.

The cargo owner who charters vessels to ports to load or to discharge cargo is required to nominate a “safe port” - i.e. a port which the vessel can safely call at, conduct cargo operations and safely leave. When the intended port is closed, the cargo owner / charterer would be

obliged to nominate an alternative port. This is often not possible as there will not be any alternative destination the cargo can be discharged at.

If the cargo is non-essential cargo, it cannot be moved to the ports during a national lockdown. This may result in the vessel arriving at the port and finding no cargo to be shipped, causing incurring of costly demurrage.

Before the vessel can take on cargo, it must be cleared by the health authorities of the port, a process known as obtaining “free pratique.” In the pandemic-affected countries the process of vetting the crew may take time, and this delay will fall on the ship-owner rather than on the charterer.

The effects of the pandemic may possibly be covered in the force majeure clauses in some contracts, but these are not uniform and will not be always be available. The disruptive effects of the pandemic will cause losses and the result in the most part will be to determine who will bear or share these losses.

While these legal issues and disputes do not immediately arise, they will certainly surface once countries recover from the immediate effects of the pandemic.

2.5 CREW

Added to this is the fact that, with many countries now enforcing a lockdown, seafarers are unable to be repatriated – meaning there are hundreds of thousands of seafarers around the globe who are now effectively “trapped on board”.

The key areas that have challenged the industry include but are not limited to:

- The need to establish physical distancing and other measures to reduce the spread of the disease on a ship
- The management of an active case on board
- Access to pre-employment medical examination
- Interaction with shore staff in ports
- Access to medical, dental and welfare services in port
- Reduced possibilities for shore leave
- Crew changes
- Contract extension
- Increase in mental health issues in seafarers on board

CHAPTER 3 : MANAGEMENT OF COVID-19

3.1 MEASURES TO BE TAKEN BY SHIPPING COMPANIES

In accordance with the International Ship Management (ISM) Code or other applicable regulatory instruments, shipping companies are required to assess all identified risks to their ships and personnel and establish appropriate safeguards, normally documented in their Safety Management Systems (SMS). Therefore, shipping companies should develop plans and procedures to address the risks to the health of seafarers and the safety of their ship operations posed by the current pandemic, including a case or a number of cases on board. If a crewmember develops signs and symptoms suggestive of possible COVID-19, he/she should report these to the medical officer immediately. The crewmember should be isolated in the sick bay or his/ her own cabin, preferably with access to a bathroom that is not used by others, and assessed further. Isolation of a crewmember may be very challenging depending on the size and design of the ship. Meals should be delivered to the cabin and a full cleaning protocol instigated.

The ICS publication, “COVID-19 — Guidance for Ship Operators for the Protection of the Health of Seafarers” give further advice for the management of the case and possible contacts. The early recognition and close monitoring of a case is key to its successful management and that is one advantage of a shipboard environment. The sick seafarer should be monitored in person or by telephone, two to three times a day and a record kept of his/her symptoms and vital signs. Any deterioration should be a trigger for referral to a Tele medical Assistance Service (TMAS) or other shore side medical support. Early access to oxygen and to more advanced medical care, if required, is essential and this has proven to be a potential issue for seafarers. The ship must report all suspect cases to the relevant health authorities at the next port of call as per the International Health Regulations (2005). For ships on an international voyage and calling at a foreign port, the Maritime Declaration of Health must be completed.

3.2 SHORE-BASED SERVICE PROVIDERS

Early advice from the IMO gave the recommendation to limit the number of interactions with shipboard personnel to ‘only those critical and essential for the continued operation and supply of the ship’. Organizations providing shore-based service providers to ships, such as agents, chandlers, inspectors, pilots, stevedores, surveyors, service engineers etc, should implement risk-based procedures and guidance for their employees related to COVID-19 within their

internal procedures, based on the latest guidance from WHO, IMHA and local port and national requirements. Whilst this may give the impression of being in place to protect port workers from seafarers, the risk may well be greater the other way around. Initial studies, yet unpublished; suggest that the incidence of COVID-19 in crew joining a ship and in port staff is equivalent to that in the general population. On the other hand, a ship's crew that has been at sea with no contact from the 'outside world' for 14 days may be considered 'free' of COVID-19. Taking into the account the potential risk for transmission in either direction the IMO published Circular Letter 4204/Add.16 in May 2020 outlining a risk management plan for ship: shore interaction.

3.2.1 PRECAUTIONS WITH PILOT ONBOARD

In the hour prior to Pilot boarding, the entire Bridge area shall be wiped down with a 5% solution of bleach in water (Chart table, instruments, chairs, helm, entire console, windows, etc.). The cleaning process should be repeated after Pilot's disembarkation. Disposable gloves shall be readily available in order to be provided to the Pilot (if required) after his embarkation, which he shall 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°C.

Additionally, handshakes and other physical contact must be avoided since social distancing between Pilot and Bridge personnel should be in place at all times. Any crew member entering the Bridge (including the Pilot) shall thoroughly wash their hands prior entering. To facilitate this procedure, the toilet located next to the Bridge shall be equipped with 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 Pilot, 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, 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 area of the Wheelhouse and do so in an open space, 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.

Lastly, eating while on the Bridge should be prohibited and the Pilot service shall be informed accordingly prior their boarding.

3.2.2 PRECAUTIONS WITH ARMED GUARDS ONBOARD

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 promptly 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, flulike symptoms or test positive for COVID-19 within two weeks of departing the ship, for subsequent actions to be determined.

3.3 PORT, IMMIGRATION AND CUSTOMS AUTHORITIES

Authorities responsible for Immigration Officers, Customs Officers, Port State Control Inspectors etc, should implement risk-based procedures and guidance for their employees related to COVID-19 within their internal procedures, based on the latest guidance from WHO, IMHA and local port and national requirements as appropriate taking into account the "Hierarchy of controls as a guide to establishing effective safety control measures and reducing risk" detailed in **table 2**.

3.4 HIERARCHY OF CONTROLS AS A SAFETY MEASURE

The following outlines a hierarchy of controls as a guide to establishing effective safety control measures and reducing risk.

Table 2. Hierarchy of controls as a guide to establishing effective safety control measures and reducing risk

<p>1 Eliminate</p>	<p>Elimination of the hazard is the most effective measure to reduce risks. Work onboard should not be conducted if there is a safer method to undertake the task, such as not going to a ship. In a number of instances e.g. conducting audit, surveys, inspections and training remote possibilities exist which may eliminate the need to go onboard or reduce the numbers of personnel needing to attend.</p>	<p>Is attendance on board necessary at this time? Can the work be undertaken remotely? Can the work be postponed?</p> <p>If attendance on board cannot be eliminated, then can the risk be reduced? For example, can numbers attending be reduced and/or can part of the work normally conducted onboard be reduced e.g. can documentary review and interviews etc. be conducted remotely?</p>
<p>2 Reduce</p>	<p>Can attendance on board be reduced? Where it is not possible to fully eliminate the hazards, the risk could be reduced by minimizing the onboard element of the work.</p>	<p>Can numbers of persons attending onboard be reduced and/or duration of time spent onboard be reduced? Can part of the work be undertaken remotely e.g. visual inspections, witnessing drills, interviews? Is it necessary to attend on board in person or can meetings be set up remotely to reduce numbers attending and reduce duration? Can information be provided for remote review to reduce shipboard attendance? Once attendance onboard has been reduced as far as possible, then consideration should be given to how to control the remaining risk.</p>
<p>3 Communicate</p>	<p>If onboard attendance of shore-based personnel cannot be eliminated, communicate and understand participant requirements. Ensure requirements of each party, the ship and the shore-based organization have been communicated in good time to each other and are assessed and understood. If there are differences in requirements control measures should be agreed and understood by all parties prior to the shipboard intervention taking place.</p>	<p>Have the ship's and shore-based organizations requirements related to risk management and control of COVID-19 been communicated in good time to all parties prior to arrival? It is envisaged that the ship's agent will need to play an important role in this regard. Are the requirements of each party understood by the other parties? Are requirements aligned e.g. requirements for the use of PPE? If risk management and requirements of any party are not aligned or not understood, then additional administrative control measures may be necessary.</p>
<p>4 Control</p>	<p>If the requirements of each party, the ship and the shore-based organization have been communicated to each other and assessed, and are either not understood or there are differences then administrative control measures need to be taken so that all requirements are understood and so that requirements can be mutually agreed and understood by all parties prior to the shipboard intervention taking place.</p>	<p>If the control measures of the ship and the shore-based organization are not initially aligned or not fully understood identify actions required to rectify the situation. Considerations should include: Does additional explanation of requirements need to be provided? If requirements are not understood and or aligned, can control measures be implemented through clarifying requirements and or agreeing mutually</p>

		<p>acceptable requirements? What protective measures are in place on board and for the attending personnel? Are alternative measures acceptable e.g. ship's provision of PPE to shore-based personnel? Can social distancing be maintained? Can entry into crew accommodation spaces be avoided/ minimized? Once mutually acceptable requirements that differ to normal practice for either party are agreed the requirements concerned should be clearly communicated and agreed by all parties impacted i.e. all ships' crew and all shore-based participants.</p>
5 Personal Protective Equipment (PPE)	<p>Understand what PPE is required and expected to be used by crew and shore-based personnel during attendance onboard and at what times.</p>	<p>In addition to understanding mutually agreed PPE expectations of both the ship's crew and shore-based staff the following should be assessed: Is the agreed PPE available to both parties? If not, can it be provided by the other party if necessary, either prior to or at the time of boarding? Does available PPE comply with appropriate recommended specifications and is it compatible with the other PPE and equipment to be worn during the intervention. Does the provided PPE allow for the intended work to be carried out effectively? Is the PPE sterile, where applicable? Has the user been instructed how to inspect, wear, use and dispose of the PPE?</p>

3.5 MANAGEMENT OF CLOSE CONTACTS ON BOARD

In a shipboard environment the sick crewmember is likely to have been in contact with many/most of the other seafarers, depending upon the size of the ship, number of crew on board and of course the position of that seafarer.

The WHO publication “Operational considerations for managing COVID-19 cases or outbreaks on board ships: interim guidance” published in March 2020, defines a close contact as anyone who has ‘had physical contact (face to face contact within 1 meter for more than 15 min) or were in a closed environment with a suspected or confirmed COVID-19 case’. In addition, close contacts are those who have shared a cabin and those that have provided medical care to a suspect case. The ICS guidance advises (**ANNEX A**) that close contacts, and therefore crewmembers at high risk of transmission of the virus specifically include those that have:

- had close contact within 1 meter or were in a closed environment with a suspect/confirmed COVID-19 case (for example shared watch in an engine control room, eaten a meal with);
- participated in the same travelling group without quarantine before boarding the ship;
- been a cabin steward who cleaned the cabin of a suspect/ confirmed case of COVID-19.

If the number of high risk close contacts is relatively small they should be asked to quarantine, if to do so would not endanger the safety of the ship, those on board or the ship's operation.

On a small ship, if one seafarer develops possible COVID-19, all crewmembers will be close contacts and should therefore quarantine for up to 14 days depending on local advice.

Obviously, this is impractical on such a vessel as operations would be severely impaired and the ship unable to function. In these circumstances, all crewmembers should self-monitor for symptoms and report anything suggestive of COVID-19 immediately. Daily temperature screening may also be appropriate, as may the wearing of a face covering.

3.5.1 DECISION MAKING FOR ON BOARD SUSPECTED OR CONFIRMED COVID-19 CASES

A flowchart created by ICS, IMHA and INTERTANKO and attached at **ANNEX B** identifies the process to follow when managing a larger number of potential cases of Corona virus (COVID-19) on board. If COVID-19 cannot be satisfactorily excluded, seafarers must be treated as positive cases until further assessment shore side or complete resolution of symptoms and isolation for 14 days. Isolation is critical in attempting to control the spread of disease on board. During the isolation period the seafarers should not work and should be disembarked at the nearest appropriate port. In deciding on the nearest appropriate port, medical facility capabilities ashore should be considered.

Affected seafarers should not be allowed to work and a risk assessment should be undertaken to ensure that the ship can safely undertake operations. Due regard should be taken of the safe manning certification and close liaison with the flag State must be maintained.







Isolate all patients in the sickbay, or in their own cabins, and ensure they wear medical face masks when mixing with other people. Patients should have access to bathrooms not used by others.

3.5.2 THE USE OF PERSONAL PROTECTIVE EQUIPMENT ON BOARD

The MLC 2006 states that each member shall ensure that all seafarers on ships that fly its flag are covered by adequate measures for the protection of their health. The use and availability of

personal protective equipment (PPE) should be included in the risk assessment completed as above. Guidelines for the use of PPE on board a ship have been published by the European Healthy Gateways in its document ‘Who, Where, How’ released in May 2020. In order to comply with these recommendations, ship owners must ensure that there are adequate amounts of the required PPE on board. Recommendations differ for well crew members and in the scenario of a suspect case on board. All crewmembers who encounter a suspect case should wear a medical mask and gloves whilst those providing medical care are advised to use a medical mask or FFP2 respirator (prioritized for aerosol generating procedures), gloves, a gown and visor/goggles. Crew will need information on how to safely use this equipment as this is not currently covered in the STCW Medical Care course, although maybe this is a consideration for the future. Such advice on the safe use of PPE is available from the WHO and the ICS in their publications’.

Table 3: Personal protective equipment for crew members¹

Personal protective equipment (PPE)		Protection offered
Respirator e.g. class 2 or 3 filtering face-piece (FFP2/FFP3)	 ©ECDC	Respiratory protection: <ul style="list-style-type: none"> Protects wearer against inhalation of droplets and small airborne contaminants, including aerosols Requires fit-testing Primarily used by health care workers, particularly during aerosol-generating procedures
Medical face mask⁽¹⁾	 ©ECDC	Respiratory protection: <ul style="list-style-type: none"> Protects against exhaled droplets when worn by ill patient Protects the user against potential large infective respiratory droplets in the environment Does not require fit-testing
Goggles (or face shield)	 ©ECDC	Eye protection: <ul style="list-style-type: none"> Prevents exposure of eye mucosa Must fit contours of user's face and be compatible with the respirator if this last is worn
Long-sleeved water-resistant gown	 ©ECDC	Body protection: <ul style="list-style-type: none"> Prevents against clothes and body contamination Can be non-sterile (unless used in a sterile environment, e.g. operating room) If not water-resistant, single-use plastic apron worn over the gown can be used
Disposable gloves	 ©ECDC	Hand protection: <ul style="list-style-type: none"> Gloves come in different textures, materials, colors, qualities and thickness
Other		Protection offered
Non-medical face mask⁽²⁾ ("community mask")		<ul style="list-style-type: none"> Cannot be considered protective measure against COVID-19. In case of severe PPE shortages and if medical masks are not available, cloth masks are suggested as a last-resort¹² Not to be used by healthcare workers

⁽¹⁾ **Medical face mask (also known as surgical or procedure mask):** medical device covering the mouth, nose and chin ensuring a barrier that limits the transition of an infective agent between the hospital staff and the patient. They are used by healthcare workers to prevent large respiratory droplets and splashes from reaching the mouth and the nose of the wearer and help reduce and/or control at the source the spread of large respiratory droplets from the person wearing the face mask. Medical face mask comply with requirements defined in European Standard EN 14683:2014.

⁽²⁾ **Non-medical face masks (or "community" masks):** include various forms of self-made or commercial masks or face covers made of cloth, other textiles or other materials such as paper. They are not standardized and are not intended for use in healthcare settings or by healthcare professionals (European Centre for Disease Prevention and Control. Using face masks in the community. Stockholm: ECDC; 2020.) <https://www.ecdc.europa.eu/sites/default/files/documents/COVID-19-use-face-masks-community.pdf>

¹ https://www.healthygateways.eu/Portals/0/plcdocs/EUHG_PPE_Overview_24_04_2020_F.pdf?ver=2020-05-20-201841-010

3.6 TESTING FOR COVID -19

Testing for COVID-19 and in particular, the role of tests in crew change is a matter of much discussion. Testing policies and therefore the availability of tests, varies hugely around the world, as do the requirements of different countries and different shipping companies. Whilst 14 days of quarantine at the point of embarkation is the ideal way to try to ensure that new joiners do not carry on board COVID-19, this is often very difficult to arrange. Countries and ship owners have developed different strategies to try to reduce the risk of introducing the virus on board, including quarantine in the home country pre-travel to the ship and, in some cases, the use of testing.

The polymerase chain reaction (PCR) test is the most accurate to detect the presence of the virus but it is not widely available out of a health care setting and still has up to a 30% false negative rate, often related to how the swab was taken. These tests can certainly not be used on board. Rapid diagnostic tests to detect either the virus antigen or antibodies produced because of prior infection are not yet accurate enough for use outside of a research or health care setting.

Any test only provides a snapshot of the moment it was taken. It cannot predict whether a seafarer will develop COVID-19 in the coming days. Whilst a positive test at any point will ensure a seafarer with the virus does not travel or board the ship, a negative test should be interpreted with care and in the context of any clinical findings. At present, testing can only form a small part of the overall risk assessment and cannot be used to exclude all risk. As an example, as part of the agreed local policy, one clinic has tested 650 crew prior to joining a ship. Seven (1%) have tested positive although only half of those displayed symptoms at the time of testing. However, on one ship following the same policy there is currently one seafarer hospitalized and four seafarers with confirmed COVID-19. No system is ideal.

The ability to test seafarers before embarkation depends on many factors including testing availability in ports and terminals. Seafarers may become infected while travelling to a ship, so the best time to test for COVID-19 to reduce infection risks on board ship is in the port or terminal before embarkation, by isolating the seafarer ashore while awaiting the test result.

May be a pre-requisite for travel by relevant authorities; and avoids seafarers travelling to the ship who might not be allowed to board due to a positive test or screening upon embarkation

and transmission to others during travel. Early testing of seafarers suspected of having COVID-19 can help to mitigate spread to others on board ship and identify who else needs to be tested.

3.6.1 PCR TESTING PROCEDURES MATRIX

A PCR testing procedures matrix attached at Annex B identifies what to do and when prior to boarding and also if COVID-19 is identified on board a ship.

Evidence suggests that asymptomatic persons still carry COVID-19 and transmit it to others.

Testing:

- Can identify persons not identified by other screening measures;
- Should ideally be conducted on embarkation in ports or terminals, where tests are available by port health authority representatives; and
- Should currently be conducted using polymerase chain reaction (PCR) tests, which involve a swab of the nose or throat. This recommendation may change once new tests are available.

3.7 ACCESS TO MEDICAL CARE OVERSEAS

The International Health Regulations (2005) clearly state that ships should not be prevented from entering port and embarking or disembarking persons on board for public health reasons. Equally, MLC 2006 makes it clear that all states shall ensure that seafarers in its territory in need of immediate medical care are given access to medical facilities with the ‘right to visit a qualified medical doctor or dentist without delays in ports of call, where practicable’.

Health care provision and policies regarding occupational health protection vary widely across the world. In the current pandemic situation, health care systems are often stretched and in many countries, governments have placed restrictions on the opening, availability and ways of working for health care providers. This means that some services or treatments are not available to the local population and therefore not available to seafarers arriving in these ports. However if the service is available ashore it is clearly stated in the MLC that it should also be available to seafarers. In many instances, in many ports, this is the case. However, there are some examples, in some places, of ships refused entry to port and seafarers refused the right to disembark to seek urgent medical care. Examples range from the assessment of possible COVID-19 cases to the assessment and treatment of appendicitis and assessment of chest pain likely due to ischemic heart disease. There was also the widely publicized case of a seafarer

who suffered a cerebrovascular event and the nearest port refused permission for the ship to enter and medivac the seafarer for further assessment. Only after intervention by the UN agencies did this seafarer receive appropriate care. There can be no defense of such actions by individual countries. On the other hand, for instance Radio Medico Norway² have had cases where the seafarer, captain and ship owner/manager have made it clear that they do not want to enter port and disembark a sick seafarer but would rather treat the seafarer on board. TMAS³ doctors provided medical advice in these situations, far and above 'normal'. Equally we know that there are port health facilities open and willing to see and treat seafarers but seafarers are not keen to leave the 'safety' of the ship and visit facilities ashore.

Except for Radio Medico Norway, BIMCO is providing and other valuable resources where seafarers can reach out for some mental health assistance. For example [Seafarer Help](#) is one of the most direct welfare services that BIMCO has found which provides not only services to the seafarers, but also their families as well. This is a free, confidential, multilingual helpline for seafarers and their families. It is available 24 hours, 365 days. This service is provided by the International Seafarers' Welfare and Assistance Network (ISWAN), a membership organization, which works to promote and support the welfare of seafarers all over the world.

[Mind Call](#) is another very useful source of immediate help. "MIND CALL" is a website to support the mental health and emotional wellbeing of a seafarer at sea. There is a dedicated emotional support helpline available to seafarers 24 hours per day, 7 days a week, 365 days per year. The website is brought to seafarers by ISWAN and North P&I club.

CHAPTER 4 : CREW CHANGES

Due to the various transportation limitations imposed by the various governments and unavailability of flights, it can be understood that there is an unprecedented difficulty in the execution of crew changes; especially those that are require intricate planning and often complex solutions.

² [Radio Medico Norway](#) (RMN) is Norway's official emergency room for ships and sailors offering medical advice to seafarers on board and those treating them

³ TMAS = telemedical assistance service

<http://www.imo.org/en/OurWork/Safety/RadioCommunicationsAndSearchAndRescue/SearchAndRescue/Documents/MS.C.1-Circ.960%20-%20Medical%20Assistance%20At%20Sea.PDF>

4.1 EMBARKING CREWMEMBERS

The Companies shall make every effort to ensure that crew changes are timely conducted, by closely monitoring the global and local developments and restrictions imposed.

Before embarkation, the following measures shall be ensured concerning embarking crewmembers:

- The Company's Manning Agents shall screen crewmembers for COVID-19 exposure. The "*Crew Health Self-Declaration Form & Daily Temperature Records*" shall be filled as part of the screening process.
- Crewmembers shall be checking their temperature twice daily, starting fourteen (14) days (or if not feasible, to the longest extent possible) prior commencing travelling to the vessel. Relevant records indicating date, time and temperature shall be kept by using the "*Crew Health Self-Declaration Form & Daily Temperature Records*".
- A digital copy of the present OMP shall be provided to each crewmember through Company's Manning Agents, for the necessary familiarization with general information concerning COVID-19, standard infection protection and control precautions, as well as Company's specific measures and procedures to be effected.
- Crew members shall self-isolate at home for a period of fourteen (14) (or, if not feasible, to the longest extent possible) days before traveling, where possible, and should avoid contact with persons appearing unwell or showing COVID-19 symptoms (cough, fever, etc.).
- Requirements of national authorities shall be followed concerning pre embarkation COVID-19 testing.
- Pre-joining formalities shall be concluded online, to the extent possible, at the place of the crewmembers' ordinary residence, for transportation and exposure to the virus to be minimized.
- Traveling crewmembers shall avoid the use of public transportation (buses, trains, etc.) to the extent possible.
- Necessary self-protection material (surgical mask, pair of gloves), to be used during travelling, shall be provided to each crewmember by the Manning Agents.

4.2 MEASURES DURING TRAVELLING TO/FROM THE VESSEL

During travelling (hotel stay, transportation to/from airport, airport, aircraft, port & launch boat stay), the following measures shall be ensured:

- Crewmembers shall be using the self-protection material to the maximum extent possible, following the instructions/procedures of the facilities' administration(s), airlines, local and international authorities.
- Social distance of at least 1 meter from other persons shall be maintained to the extent possible.
- While inside the aircraft, facilities shall be used so as the exposure to aircraft crew and other passengers is limited.
- Compliance with all standard infection protection and control precautions related to social distancing, self-isolation, hygiene (e.g. hand-washing, avoid touching face, etc.) and safe food handling practices, in accordance with WHO, national and/or local guidance should be effected.
- Contact with persons appearing unwell or showing COVID-19 symptoms (cough, fever, etc.) should be avoided.
- The Company and/or Company's Manning Agents shall be promptly informed in case any COVID-19 symptoms are detected.
- Crewmembers shall carry and handle their own luggage; all relevant documents required for travel to the vessel shall be kept in a bag or compartment that can be easily accessed and disinfected later.
- Entries in the "*Crew Health Self-Declaration Form & Daily Temperature Records*" should continue to be filled, till embarkation.

4.3 MEASURES UPON EMBARKATION – SHIPBOARD SELF-DISTANCING PERIOD

Upon embarkation, the following measures shall be ensured:

- Routine disinfection of personal effects and documents at a designated area outside the accommodation spaces.
- Disposal of used self-protection material (only that which cannot be washed/ disinfected).
- Thermal screening should be effected. In case the readings are above 37.3°C, the Company shall be immediately informed.
- Social distancing procedures should be in place during the hand over process between the on and off signing seafarer.
- The filled "*Crew Health Self-Declaration Form & Daily Temperature Records*" shall be provided to vessel's Master for review.

A 14-day period of **shipboard self-distancing** (SSD) shall be followed. Throughout this period, newcomers shall be performing their assigned duties and responsibilities, while maintaining appropriate distancing or minimizing close contact with fellow crewmembers. Whenever such distancing is impossible, newcomers should be wearing PPE.

SSD may involve some of the following elements:

- Maintaining the WHO-recommended social distance of at least one meter when working alongside other seafarers to the extent possible;
- Avoiding all non-essential contact or close proximity with other seafarers and any other persons;
- Using external stairways/escape routes and walkways to move around the ship when possible, but only if conditions and circumstances permit and it is safe to do so;
- Disinfecting their own work areas, equipment and tools as appropriate after use;
- Refraining from using any common areas on board, such as the mess/day room, laundry area or recreational areas when being used by others, unless special arrangements or measures are in place;
- Returning to their cabin immediately after completing work hours;
- Remaining in their cabin during rest hours, except when arrangements or measures are in place to permit them to spend some rest time on deck;
- Receiving and eating all meals in their cabin, provided it is safe to do so; and
- Wearing PPE as instructed when outside their cabin.

Upon completion of the 14-day period of SSD, seafarers who are not displaying any symptoms of COVID-19 shall be considered safe.

4.4 DISEMBARKING CREWMEMBERS

Each disembarking crewmember shall be provided with necessary self-protection material (surgical mask, pair of gloves) by vessel's Master, to be used during travelling. Personal effects, clothes and documents shall be disinfected prior disembarkation. Crewmembers scheduled to disembark, unless absolutely necessary, should not go ashore for fourteen (14) days prior their scheduled disembarkation date, in order to avoid any last-minute issues with various authorities during the screening process.

Seven (7) days prior the scheduled disembarkation date, the crewmembers shall commence filling the "*Crew Health Self-Declaration Form & Daily Temperature Records*". Twice-daily

temperature checking shall be concluded upon arrival at place of residence. During travelling, procedures as per Para. 4.2 shall be followed. The off-signing crewmembers must report to the Company if, during the fourteen (14) days following disembarkation, they feel ill or exhibit flu-like symptoms. Similarly, if there is a suspected outbreak on board, the Company shall inform all off signing crew of the situation within fourteen (14) days of their departure from the vessel.

Some of the issues being discussed regarding crew changes difficulty include:

- The availability or not of travel from the seafarer's home to the port. This may involve travel by road, sea and air and may involve crossing country borders. Whilst air travel is slowly increasing again after many months of very limited availability, not all routes are open and schedules are liable to change at short notice leaving crew stranded.
- Entry restrictions and quarantine requirements in the country where the seafarer should join the ship or the seafarer's home country. Some of these can be lifted or eased if countries identify seafarers as key workers.
- local travel restrictions that may hamper reaching the necessary port from the airport

4.5 CHANGES TO CREW CHANGE REQUIREMENTS IN THE MAJOR HUB SPOTS

1. **Hong Kong**, SAR, China - Effective 29 July, crew change is allowed and exempted from compulsory quarantine but subject to fulfilling certain conditions.
2. **Singapore** - The Maritime Port Authority of Singapore has dedicated a section online for "Crew Change", giving a quick overview of their requirements.
3. **Malaysia** - The Malaysian government has also toughened up their crew change procedures requiring the 14-day quarantine and doing at least two COVID-19 tests on the 1st and 13th day.
4. **United Arab Emirates** - Crew change procedures introduced for all UAE Ports and waters as per official circular issued by their Federal Transport Agency on 2nd August 2020 (FTA circular No.(12), 2020).
5. **Brazil** - Brazil has officially re-opened its borders effective immediately, July 29, 2020 to foreigners with certain restrictions in accordance with the Brazilian ordinance (in Portuguese and unofficial English translation) published on 29 July 2020.
6. **Australia**- Ship operators in order to arrange a crew change need to comply with BOTH federal government requirements and the requirements of the State/Territory the ship visits.

<https://www.amsa.gov.au/vessels-operators/port-state-control/marine-notice-042020-summary-statistics>

7. **Philippines** - Just when there was easing of restrictions, the Philippine government had to revert back to stricter community quarantine due to a spike of COVID-19 cases. As per press release dated 3 August 2020, the government has reverted back to stricter lockdowns, imposing a Modified Enhanced Community Quarantine (MECQ) status in Metro Manila, Laguna, Cavite, Rizal, and Bulacan from 4 to 18 August. However, Cebu City, Lapu-Lapu City, Mandaue City, Talisay City, Minglanilla and Consolacion in Cebu Province and Zamboanga City will be under a general community quarantine (GCQ) until 18 August 2020 and the rest of Philippines is under a less strict modified general community quarantine (MGCQ) status. The quarantine measures are based on the "Omnibus Guidelines on the Implementation of Community Quarantine in the Philippines" drawn up by their special Inter-Agency Task Force (IATF).

ANNEX C

As an example of problems being experienced, Filipino crew arriving back in Manila is unable to leave the city to reach home on another island due to the current restrictions on movement within the metropolitan area of Manila. Equally, some other countries have forbidden any persons to enter, including their own citizens. Therefore, seafarers are often unable to enter their own country, leaving them stranded at the port of disembarkation or en-route. With travel advice and restrictions changing rapidly, it can be difficult to predict if and where issues will arise.

For seafarers trying to join ships this is a very difficult period. The need for prolonged journey times possibly up to two weeks in quarantine before they can join a ship, and the continued uncertainty that they will get on board even after all of that, can lead to anxiety and stress. On the other hand, we know that many of the world's seafarers are not only the principal money earner for their immediate family but often the extended family as well. Not being able to go to sea as planned can cause all sorts of issues, particularly financial, and not every country has a social security mechanism that can assist.

For seafarers on board a ship approaching the end of their contract it is also an uncertain time. There are daily reports in the international press of ships denied permission to dock and even if they can come alongside, crew may not be able to disembark. Sometimes such permission is denied at the last moment leading to more uncertainty. If they can disembark and head home,

they may also face travel restrictions and disruption as above, quite possibly leading to them spending long periods in an unfamiliar place, with no support network and restricted access to family and friends.

Workers in essential functions such as seafarers, maritime transport personnel and fishermen, regardless of their nationality, should be able to transit and travel to ensure continued professional activity. Many seafarers on cargo vessels operating in European waters are third country nationals. Regardless of their nationality, they should be able to travel to the ports where they need to embark and be allowed to disembark and return home, which would also contribute to ensuring that the sector remains operational in the medium and long term. The International Maritime Organization recommends that crew changeovers should be possible around the globe. To ensure the continuity and safety of maritime transport, the Commission is taking steps to facilitate and coordinate the efforts of Member States to enable crew changes in their ports.

4.5.1 SPECTACULAR RESCUE OF A SEAFARER SUFFERING A STROKE

When a 45-year-old Russian seafarer aboard a large cargo ship began to show signs of suffering a stroke, in mid-April, the ship's captain was immediately alerted.

The next day, the seafarer's condition worsened. He seemed confused, his speech was laborious, he had pain under the left shoulder and his left arm and leg were paralyzed. The captain knew he needed to act – and fast.

Global Voyager Assistance, a remote medical assistance provider, confirmed the stroke diagnosis. But the ship was more than 220 km from the nearest port, and the port authorities rejected initial appeals for emergency medical assistance, due to COVID-19 restrictions in place. Despite repeated requests from the vessel's captain, the seafarer's national trade union and that of the country the ship was headed for, the ship could not enter port.

After several hours of intense discussions, the ship initially received confirmation that the vessel could enter port for the medical transfer to take place. However, that decision was reversed just six hours before the ship was due to arrive, and the captain was advised to set course for another port, in a different country, over 600 km away.

The clock was ticking. The captain insisted and made a further request to obtain medical evacuation for the seafarer, but that second attempt was also rejected by the authorities,

including immigration and a local COVID-19 Task Force – again due to COVID-19 restrictions.

The International Transport Workers’ Federation (ITF) was then notified. It called on two UN agencies, the International Maritime Organization (IMO) and the International Labor Organization (ILO), to intervene urgently at government level to ensure international conventions were respected so the seafarer could receive the immediate medical attention that his life depended on.

IMO and ILO quickly took action. IMO contacted representatives from the national government while ILO offered to prepare an intervention letter. As a result, the medical evacuation was finally authorized and a police vessel was dispatched to evacuate the seafarer. The president of the seafarer’s national union said: “After personally working on this case for over 48 hours, we are relieved our appeals were heard and our member was finally granted access to the medical treatment that he is entitled to. Our thoughts are now focused on [his] health, and we extend the best wishes of maritime unions worldwide to him and his family for his speedy recovery.”

“We want to sincerely thank [the local union] and the ITF for their assistance, and the ILO and IMO for their urgent intervention. Without their support we might not have succeeded in securing the lifesaving emergency evacuation and medical care”, he added.

4.5.2 DESIGNATED PORTS FOR CREW CHANGES IN THE EUROPEAN UNION

In consultation with the European Commission, Member States should, in coordination among themselves, designate several ports in the Union for fast-track crew changes. The ports should be geographically dispersed so as to cover the Union and should be connected to operational airports and rail stations. Member States should envisage the possibility of dedicated or regular flight and rail operations to ensure the transport connections for crew changes, allowing for swift travel and repatriations of seafarers.

These designated ports should have nearby accommodation where seafarers could wait for arrival of the ship they should board or for their flight, train or ship if it does not leave on the same day. This accommodation should have adequate facilities to allow them to shelter in place. This should enable undergoing 14 days of quarantine before embarking and after disembarking if the Member State in question requires this and if testing is not available.

The ports should have accessible and adequate medical services available to seafarers when they embark, disembark and during their quarantine periods. They should also be equipped with accessible welfare services.

Due to the international nature of the shipping sector, the difficulties relating to crew changes are not limited to operations in the European Union. On average, around 100,000 seafarers reach the end of their employment contracts in any given month worldwide. The practice of designating ports where crew changes can take place safely and unhindered can then be shared with third countries to be implemented worldwide.

If a crew change is not possible due to any combination of the issues discussed, crew must stay on board and extend their contract. They may already have been at sea for many months and an extension can lead to all sorts of problems such as:

- Expiry of STCW certificates – many flag states have now arranged for certificates to be extended for a variable length of time and port state inspectors are understood to be adopting a pragmatic approach in this respect.

- Expiry of medical certificates - again most flag states have arranged for certificates to be extended. However, for seafarers on time-limited certificates, for example in order to receive scheduled tests for a known medical condition, this may mean that they cannot access planned medical care and may be at an increased risk of a medical event related to their underlying medical condition.

- Extension of period of service beyond 11 months. Whilst this may be necessary in extreme cases due to the reasons outlined above, if a good opportunity to change crew was not utilized, then this should be questioned by the appropriate authorities.

- Fatigue among seafarers may be associated with a decrease in efficiency, potential lack of concentration, and consequently an increased risk of accidents

- Demoralized crew who refuse to extend their contracts, but still have to stay on board because they are not able to disembark anywhere. There are examples of crew who are so actively opposed to being on board that their opposition destabilizes the general well-being of other crew members.

- Psychological issues such as anxiety, depression, lack of motivation and potential to harm themselves or others.

•Running out of regular medication, which is very difficult to obtain given the restrictions of access to shore side services.

•Difficulty in accessing shore side medical care for any medical issue, due to the restrictions described. Suddenly, treatment of a toothache or investigation and treatment of chest or abdominal pain become logistically challenging and seafarers may not be able to access shore side facilities for optimal care. Medical evacuation options are limited, and crew may need to be managed on board rather than being transferred ashore.

•Increasing concern amongst crew on board for family and friends at home, and the strong desire to be with them in these strange times.

CHAPTER 5 : SEAFARER CERTIFICATES

Seafarer certificates are those certificates issued to Masters, officers and ratings who, to the satisfaction of an Administration, meet the requirements for service, age, medical fitness, training, qualification and examinations in accordance with the appropriate provisions of the STCW Convention.

A certificate issued in accordance with the STCW Convention is a document issued by an Administration (or issued under its authority) authorizing the holder of the certificate to serve in the capacity or perform the function(s) stated on the certificate.

There are four types of seafarer certificates described in the STCW Convention:

Certificates of Competency (CoCs);

- a. Certificates of Proficiency (CoPs);
- b. Documentary evidence; and
- c. Medical certificates.

Some seafarer certificates required revalidation (or similar) at intervals not exceeding five years (two years in the case of most medical certificates), while other certificates do not have any specific expiry date:

- ✓ Seafarers holding CoCs are required, at intervals not exceeding five years, to revalidate their certificates by demonstrating continued professional competence and meeting the applicable standards of medical fitness; and
- ✓ Seafarers holding certain CoPs and documentary evidence are also required, at intervals not exceeding five years, to revalidate their certificates or undertake appropriate refresher training or be required to provide evidence of having achieved the required standard of competence within the previous five years, as applicable.

5.1 MEDICAL CERTIFICATES

Seafarers are required to hold a valid medical certificate while serving at sea. Medical certificates must be issued by an approved medical practitioner for seafarer medical examinations and remain valid for a maximum period of two years unless the seafarer is under the age of 18, in which case the maximum period of validity is one year.

The possibility that medical certificates might expire during the course of a voyage is already envisaged and addressed by provisions in the STCW Convention:*

“If the period of validity of a medical certificate expires in the course of a voyage, then the medical certificate shall continue in force until the next port of call where a medical practitioner recognized by the Party is available, provided that the period shall not exceed three months.” (STCW regulation I/9.6).

“In urgent cases the Administration may permit a seafarer to work without a valid medical certificate until the next port of call where a medical practitioner recognized by the Party is available, provided that: (1) the period of such permission does not exceed three months; and (2) the seafarer concerned is in possession of an expired medical certificate of recent date.” (STCW regulation I/9.7)

Seafarers serving on ships flying the flag of a State that is not the same as the Administration who issued their original certificate are required to hold an endorsement attesting to the recognition of a certificate, commonly known as a flag State endorsement. These are required for all CoCs and only specific CoPs (for training for oil, chemical or liquefied gas tanker cargo operations held by Masters and officers) and can only be issued after ensuring the authenticity and validity of the original certificate.

Flag State endorsements expire as soon as the original certificate being endorsed expires or is withdrawn, suspended or cancelled by the party which issued it and, in any case, not more than five years after their date of issue.

5.2 IMPACTS OF THE COVID-19 ON SEAFARER CERTIFICATES

The COVID-19 pandemic has posed a unique challenge for seafarer certificates; specifically it has resulted in situations where seafarer certificates, including medical certificates, are expiring while seafarers are still on board ships or at home waiting to join their next ship, through no fault of their own due to circumstances that have arisen due to the COVID-19 pandemic.

The following are some the ways the COVID-19 pandemic has posed a challenge for the maintenance of the validity of seafarer certificates:

- Extension of service periods on board ships have prevented seafarers from submitting applications for the revalidation of their certificates;
- Extension of service periods on board ships have prevented seafarers from attending and completing refresher training or other courses required to revalidate their certificates;
- Extension of seagoing service periods have prevented seafarers from attending the medical examinations required for seafarers to revalidate their medical certificates;
- Movement and travel restrictions have prevented seafarers from attending and completing refresher training or other courses required to revalidate their certificates;
- Movement and travel restrictions have prevented seafarers from attending the medical examinations required to revalidate their medical certificates;
- Closures of maritime training institutions have prevented seafarers from attending and completing refresher training or other courses required to revalidate their certificates;
- Difficulties processing applications due to reduced hours, backlogs or closures of offices of authorities responsible for certificates have had impacts on the revalidation of certificates; and
- Medical professionals and resources in many countries have been re-deployed to combat the public health crisis caused by the outbreak of COVID-19 meaning there is a lack of availability of medical practitioners to conduct seafarer medical examinations.

The problem faced by seafarers, and the ship-owners and operators that employ them, is that there are no actions or measures that could be unilaterally taken to address the ways the COVID-19 pandemic is posing a challenge for seafarer certificates.

As a result, both Administrations responsible for the original certificates and those that issue flag State endorsements must determine how to approach the expiration and validity of the certificates and advise seafarers and ship-owners and operators accordingly.

On 17 March 2020, the IMO issued Circular Letter No.4204/Add.5 on Coronavirus (COVID-19) – Guidance relating to the certification of seafarers, which was subsequently revised by Circular Letter No.4204/Add.5/ Rev.1 (2 April 2020). It states:

“Issuing Administrations are encouraged to take a pragmatic and practical approach with regard to the extension of certificates, including medical certificates, and endorsements, as strictly necessary, in accordance with the International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW), 1978, as amended; and to notify ships, seafarers and relevant Administrations accordingly.”

ICS fully expects Administrations to use IMO Circular Letter No.4204/Add.5(Rev.1) as a basis for recognizing the unique challenges that the COVID-19 pandemic poses for seafarer certificates, and provide guidance of seafarer certificates issued or recognized by their Administration in the form of a clear and widely circulated national circular/advisory.

5.3 APPROACHES BY ADMINISTRATIONS

Based on the national circulars/advisories issued to date, Administrations appear to have responded positively to the call of IMO Circular Letter No.4204/Add.5 (Rev.1):

- Administrations that issue the original certificates have been pragmatic and provided an extension of the validity of seafarer certificates for a certain length of time (often three months), albeit there are some variations as to the length of the extensions given and requirements (if any) specified for obtaining the extensions; and
- Administrations that issue flag State endorsements to certificates originally issued by other Administrations have also demonstrated pragmatism and intend to recognize the extensions given by the issuing Administrations, albeit there are some variations as to how this is to be arranged.

For example the Hellenic Republic ministry of Maritime affairs and Insular policy in order to ensure the smooth conduct of shipping operations, a general extension of validity till the 31st of December 2020 is granted for the Hellenic certificates of Competency (CoCs) and Certificates of Proficiency (CoPs) of seafarers issued by the Hellenic Administration according to the international convention STCW’78 as amended and have expired or are due to expire until the abovementioned date. Equivalent extension is granted for the endorsements of attestation issued by a foreign authority provided that the CoCs and CoPs are in effect until the abovementioned date.

Similarly Republic of Philippines has take action. All STCW certificates of Filipino seafarers currently serving onboard ships which are expiring during the period 01 September 2020 to 31 October 2020 shall be extended for a period of six (6) months from the date of expiry without the need to file for an application at the MARINA⁴.

Due to numerous requests by the Maritime Administrations of foreign States seeking clarification on applicability of urgent measures taken by the Maritime Administration of the Russian Federation (hereinafter referred to as the Administration) relevant to the limitations associated with coronavirus infection (COVID-19), as well as in order to ensure uninterrupted operation of international shipping, urgent measures have taken. If the seafarer's certificates expire before 20 September 2020, the validity of such certificate is extended to three (3) months.

The above measures are applicable to all seafarer's certificates and documents issued by the Maritime Administration of the Russian Federation pursuant to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW), regardless of ship's flag, i.e. the above extension of validity of the certificates and documents is applicable to seafarers working on board ships flying the flag of a foreign State.

Lastly given the current situation the Ministry of Infrastructure of Ukraine have introduced restrictive measures to prevent COVID-19 in the world and Ukraine and also considering that many companies do not have the opportunity to replace seafarers in a timely manner. The measures adopted and enforced by the Ukraine regarding the validity of the qualification documents of seafarers which are on a voyage now are that the validity to Ukrainian Certificates of Competency (CoC) and Certificates of Proficiency (CoP) of the seafarers on board vessels expires in the period from 01.03.2020 are granted a general extension validity up to 30.09.2020 from the date of expiry. **ANNEX D**

The following are some of the main elements identified in the national circulars/advisories issued by Administrations that issue the original certificates to seafarers:

⁴ The Maritime Industry Authority (MARINA) was created on 01 June 1974 as an attached Agency to the Office of the President (OP) with the issuance of Presidential Decree No. 474, otherwise known as the Maritime Industry Decree of 1974, to integrate the development, promotion and regulation of the maritime industry in the country.

- Statement that the validity of certificates are to be considered and treated as extended;
- Specification of the length of the extension (i.e. either for a certain number of months or until a specific future date);
- Specification of other special requirements or limits on the extension (e.g. until a seafarer with an expired certificate signs off the ship);
- Specification of a deadline where certificates expiring after which are not within the scope of the extension being given;
- Specification of a deadline beyond which the validity period cannot be extended, regardless of the total length of the extension given;
- Specification of a start date to ensure that any certificates that expired prior to the commencement of the COVID-19 pandemic do not benefit from the extension since they should not have been permitted to expire;
- Specification of the action(s) a seafarer (or the ship-owner or operator on their behalf) must take to obtain the extension;
- Specification of the action(s) that must be taken to record the extension if no new documentation is to be issued to the seafarer (e.g. record in the ship's logbook);
- Statement that any documentation issued to confirm an extension is equally valid in electronic form or hard copy form; and
- Information on changes to application procedures and processing times of normal applications for revalidation of certificates submitted during the COVID-19 pandemic.
- The following are some of the main elements identified in the national circulars/advisories issued to date by Administrations that issue flag State endorsements to seafarers:
- Statement that the Administration will extend the validity of the flag State endorsement to reflect the exact length of the extension given by the Administration that issued the original certificate;
- Specification of the action(s) that a seafarer (or ship-owner or operator on their behalf) must take to obtain the extension (e.g. submit online application, send an email with supporting documentation to evidence the circumstances to the Administration, provide letter from original certificate issuing Administration confirming extension, apply for a Confirmation of Receipt of Application (CRA) for a flag State endorsement, etc);
- Statement that CoPs and other documents that are not required to be recognized by the flag State remain valid for continued service on the ship flying the flag of the Administration;

- Statement that the Administration will issue a dispensation letter to allow a seafarer to continue serving in their capacity on board ship for a period of time if the Administration that issued the original certificate has not or will not give an extension to the original certificate;
- Specification of a requirement to record the details of seafarer certificates, including medical certificates, that have expired on board ship in the ship's logbook; and
- Statement that the expired original certificate should be carried and available on board to evidence that a seafarer is qualified.

5.3.1 MEDICAL CERTIFICATES

Medical certificates have been addressed in the same national circulars/advisories issued by Administrations as those addressing the extensions of CoCs and CoPs, although in a slightly different manner. Administrations that approve medical practitioners for the conduct of seafarer medical examinations and the issuance of medical certificates and Administrations that are the flag States of the ship where a seafarer is serving with an expired medical certificate have both tended to specify an extension of three months for medical certificates. It is apparent they have sought the safety of only giving an extension that is already provided for in STCW regulation I/9 and Standard A1.2 of the Maritime Labour Convention, 2006, as amended. Only a couple of Administrations have contemplated an extension longer than three months.

There are some differences in the approaches being taken by Administrations, and the following are some of the main areas where differences have been identified, which will need to be understood and managed by ship-owners and operators with different nationalities of seafarers and/or multiple flag States for their ships:

- Length of the extension provided – there is a range of between one and six-month extensions being given by Administrations that issue the original certificates. However, the majority have opted for three months;
- Extent of the action(s) required of the seafarer to obtain the extension – some Administrations require an application with one or more supporting documents, while other Administrations do not require any form of application; and
- Limits on the length of the period of extension – some Administrations have specified a deadline which would limit the length of the extension of certificates expiring close to the

deadline, while other Administrations have not provided any limits or indication as to when extensions would no longer be available.

For example the Hellenic Republic ministry of Maritime affairs and insular policy gave Guidance relating to the Medical Certification under IMO STCW Convention, as amended and ILO MLC, 2006, as amended.

According to article 3 par. 6 of the National Regulation for the implementation of the ILO Maritime Labour Convention, 2006¹, in urgent cases, the Seafarers' Labour Directorate or the Port Authorities, upon the master's request, may permit a seafarer to work without a valid medical certificate until the next port of call where the seafarer can obtain a medical certificate from a qualified medical practitioner that of paragraph 1, provided that the seafarer concerned is in possession of an expired medical certificate of recent date not over three (03) months. The period of such permission does not exceed three (03) months. If the period of validity of a certificate expires in the course of a voyage, the certificate continues in force until the next port of call where the seafarer can obtain a medical certificate from a qualified medical practitioner that of paragraph 1, provided that the period does not exceed three (03) months.

Notwithstanding the abovementioned and taking into account the current exceptional conditions, this Administration allows for the extension until December 31st, 2020 of medical certificates that have been issued by medical practitioners duly authorized and expire until October 31st, 2020. The above referred extension relates only to the requirement for carrying a non-expired medical certificate and it should not be understood as allowing seafarers to serve on board vessels that are not actually medically fit to perform duties assigned at sea or are suffering from any medical condition likely to be aggravated or render the seafarer unfit for such service or endanger the health of other persons on board. **ANNEX E**

There are some future considerations and challenges related to seafarer training and certification, which ship-owners and operators may wish to begin to consider once they have dealt with the immediate need to arrange for the extension of seafarer certificates. These include:

- Impacts of the closure of maritime education and training institutions during the COVID-19 pandemic on the timely graduation of prospective seafarers to meet requirements of the crewing strategies and cadet programs of companies;
- Impacts of the closure of maritime education and training institutions on the timely completion of various training courses by seafarers to meet inter alia requirements of company training matrices or requirements of charterers;
- Impacts of the time required for seafarers to attend and complete training courses and medical examinations after the COVID-19 pandemic on the length of leave periods and possible reduction of the pool of available seafarers to be assigned to ships; and
- Impacts of deferring the revalidation of many certificates to after the COVID-19 pandemic, which may create an enormous administrative burden on companies and Administrations and lead to backlogs and longer processing times.

The difficulties of changing crew became apparent very early in the pandemic and many organizations have highlighted this as an increasing cause for concern. The MLC 2006 clearly states that seafarers have the right to be repatriated at no cost to themselves, and states a default period of a maximum service of 11 months. Under the claim of ‘force majeure’, companies have extended crew contracts beyond this and seafarers are spending an ever increasing period at sea.

CHAPTER 6 : SEAFARERS WORK AND EMPLOYMENT

Seafarers’ work and employment is governed by international conventions and laws of the sea. These laws and conventions restrict the length of time that seafarers can spend on board, the number of hours they can work in a 24-hour period and the amount of rest they can expect to receive over a working week.

Two significant instruments that govern seafarers’ working conditions have recently been revised or ratified by the international shipping community; namely, the International Labor Organization’s (ILO) Maritime Labor Convention (MLC, 2006) and the International Maritime Organization’s International Convention on the Standards of Training and Certification for Watch keepers (STCW, 2010 Manila Amendments).

These are not the only instruments that affect the quantity of work that ship operators can demand of their seafarers or the quality of rest they must afford them. Other instruments can have an indirect influence on working conditions and include the Principles of Safe Manning in Annex 6 of the International Convention for Safety of Life at Sea (SOLAS), which determines the number of people that must be on board to safely operate the ship; and, the Convention on Facilitation of International Maritime Traffic (FAL Convention), which contains directions to national administrations to permit shore leave to seafarers regardless of their background. (*Dr. Claire Pekcan, Director of Safe Marine Ltd*)

6.1 SEAFARERS' EMPLOYMENT AGREEMENTS (SEA)

In 2013, the Maritime Labour Convention (2006) came into force and introduced an important protection for seafarers. It requires employers to draw up legally enforceable employment agreements with each seafarer, outlining the capacity in which they are to work; detailing the duration of their contract or if indefinite, the notice period; explaining their health and social security benefits; setting a limit to their contract lengths; detailing the specifics of their repatriation, such as destination and mode of transport; specifying the amount of compensation in the event of loss of their property; and informing the seafarer about details of any collective bargaining agreement in place. Seafarers who are employees of the ship owner or manager can also expect their Seafarers' Employment Agreement to contain information about how their wages are arrived at and how they will be paid, the number of hours they will be expected to work, the paid leave they can expect as well as any pension benefits and grievance procedures. For those seafarers who are not employees, the SEA needs to outline the amount they will be remunerated as well as the manner and the dates on which they will be paid.

6.1.1 CONTRACT DURATION

The maximum duration of service on board a seafarer can be expected to provide before he or she is entitled to repatriation is now less than 12 months. However, in practice, there is considerable variation in the duration of seafarers' on board service reflecting the variety of contract types in force. Contract types range from those given to permanent salaried employees who are paid when ashore on leave as well as when on board, through indefinite contracts given to employees who are not paid when they are on leave, to a whole array of temporary contracts where the seafarer may be signed on with an agency and only paid for a single voyage

with no obligation on the part of the ship owner / operator to re-employ them at some future date.

The duration of on board service and the ratio of work to leave can also vary from a number of weeks, such as 12 weeks on: 12 weeks off, to several months, with on board service lasting for up to 9 months including an implied holiday entitlement of 3 months included in the monthly payments made to the seafarers. The more secure forms of employment and shorter service durations are generally associated with the higher ranking positions on board, such as the master or chief engineer. The insecure and longer employment contracts are more often offered to those with fewer qualifications such as the deck, engine and mess crews. Nationality can also play a large part in determining the terms and conditions of employment, with northern Europeans and North Americans commanding more open-ended forms of employment and seafarers from the Indian sub-continent and Asia subject to far more contingent and insecure contracts. In situations of multi-national crewing, individuals who fulfill the same position on board can be on very different contracts by virtue of their nationality.

In practice, some flexibility is often written into the contracts to help ship operators manage crew changes when relief officers and crew are unavailable due to leave, sickness absences or staff turnover. Seafarers may be asked to agree to be called back early or to stay on board for longer than their SEA stipulates if the company is having difficulty finding a suitably qualified relief with many contracts having an automatic one-month service extension written in to cover these eventualities.

6.1.2 HOURS OF WORK AND REST

The Seafarers Employment Agreement sets the absolute limit of time seafarers can spend on board, but it is other provisions in the MLC and STCW that determine the hours of work and rest that need to be adhered to when the seafarer is working. Internationally trading ships that operate 24 hours a day, 7 days a week need to distribute the work and work hours amongst the workforce on board in order to maintain a continuous operation. They are obliged under international law to ensure that their staffing levels also ensure a safe operation.

Typically, the work schedule is organized into watch patterns or duty rosters with different departments and different designations of individuals following different work schedules

according to the demands of their role. The safe manning certificate will determine the minimum number of people of various occupations and ranks that need to be on board and consequently will set the lower limit for the number of people amongst whom the work hours can be shared. The MLC and STCW set the upper limit of the number of hours that any one watch keeper or rostered individual can work and the minimum numbers of hours of rest they are entitled to in a 7-day period. These limits are designed, in principle, to minimize fatigue and to maintain a safe ship operation and are based on the standard of an eight-hour day with one rest day per week and rest days on public holidays.

The limits on hours of work or rest shall be as follows:

a. maximum hours of work shall not exceed:

- ii. 14 hours in any 24-hour period; and
- iii. 72 hours in any 7-day period; or

b. minimum hours of rest shall not be less than:

- i. 10 hours in any 24-hour period; and
- ii. 77 hours in any 7-day period.

Hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the interval between consecutive periods of rest shall not exceed 14 hours.

Parties may allow exceptions from the required hours of rest provided that the rest period is not less than 70 hours in any 7 day period and on certain conditions, namely:

- Such exceptional arrangements shall not be extended for more than two consecutive weeks. The intervals between two periods of exceptions shall not be less than twice the duration of the exception;
- The hours of rest may be divided into no more than three periods, one of which shall be at least 6 hours and none of the other two periods shall be less than one hour in length;
- The intervals between consecutive periods of rest shall not exceed 14 hours; and
- Exceptions shall not extend beyond two 24-hour periods in any 7-day period.

Taking together the provisions of the MLC and STCW, the maximum time a seafarer can serve on board is 12 months, minus any leave entitlement. The maximum total number of hours they

can work in a given week is 91 (the result when the minimum 77 hours of rest is subtracted from the total number of hours in 7 days). Not all seafarers will work on board for this amount of time and at this level of intensity, but research suggests that a working week in excess of 60 hours is not uncommon (Zhao et al., 2016).

CHAPTER 7 : FATIGUE

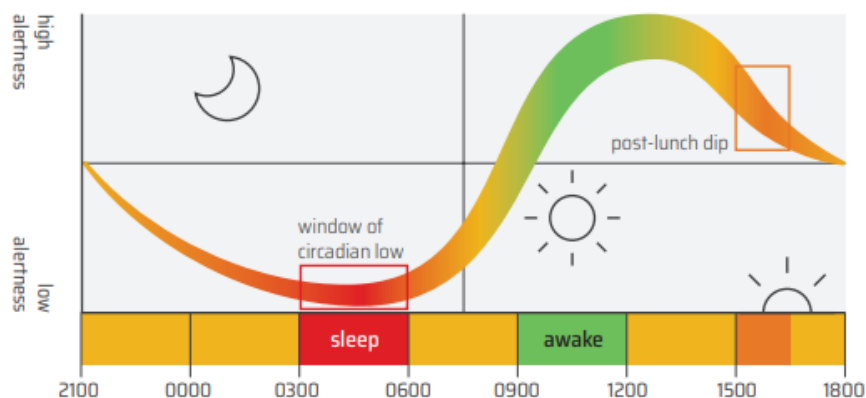
7.1 SLEEP

Each individual has a body clock and this clock regulates the body's circadian rhythm. The body clock makes a person sleepy or alert on a regular schedule regardless of whether they are working or not. Our body clock programs us to be active during the day and to sleep at night. In normal conditions, the sleep/wake cycle follows a 24-hour rhythm; however, the cycle is not the same for everyone. The circadian cycle has two periods of sleepiness, known as the circadian trough and the circadian lull. » The circadian trough occurs typically between 0300 and 0600 (window of circadian low). » The circadian lull is a lesser circadian trough that typically occurs between 1500 and 1700 (the post-lunch dip).

These are times we are least alert and more likely to make mistakes and fall asleep.

Consequently, the time of day in which work takes place increases the risk of fatigue. Seafarers working through the night can be expected to be sleepy, especially between 0300 and 0500, and have to make additional effort to maintain alertness and performance. For many seafarers, working patterns conflict with their body clock. If you have to be awake and work at night, or in the early morning, or work for extended periods, it can disrupt your body clock resulting in increased fatigue. Seafarers crossing time zones are exposed to sudden change in the day and night cycle, which again disrupts the body clock. This leads to difficulty sleeping during normal sleep hours and can be made worse by shift work.

Figure 1: Circadian rhythm



Sleep must have two characteristics to be effective in satisfying the needs of the human body:

- Quantity (generally seven to nine hours per 24-hour period) and
- Quality (sleep needs to be uninterrupted to be restorative).

7.2 QUANTITY

Generally, people need between seven to nine hours sleep per night to perform adequately and effectively. Any less than this may increase the risk of fatigue and impair alertness and performance. For example, if an individual needs eight hours of sleep and only obtains five hours, they have accumulated a sleep debt. Each successive night of inadequate sleep will add to this sleep debt. Long-term sleep debt has a significant impact on personal health. The longer a seafarer remains awake, the stronger the drive for sleep, and the higher the levels of fatigue. Long work hours are associated with poor performance and poorer safety and health outcomes. How far you have to commute to work is also important to consider. Seafarers may have to travel or drive long distances to the vessel and then have to work, affecting their quantity of sleep.

7.3 QUALITY

What type of sleep you have is also important. To be effective, sleep needs to be uninterrupted. Many think that if they spend eight hours in bed, they are meeting their daily sleep and rest requirements. However, this does not take into account the number of times they wake up during the night, or the time spent tossing and turning, both of which can affect sleep quantity and quality. Stressors such as vibration, noise, intense mental and/or physical workload, excessive working hours, separation from family and isolation, can affect whether a seafarer obtains sufficient quality sleep. If they don't, this can lead to fatigue. In recent years, family and work demands, as well as increased use of electronic devices such as smart phones, and time spent on social media have affected sleeping habits. Increasingly, our work commitments and lifestyle pressures can create a disconnect between our individual circadian rhythms and our environment, leading to more time awake.

Sleep disorders, such as sleep apnea, affect the quality of sleep. Even when individuals spend enough time trying to sleep, sleep disorders can make restorative sleep impossible. Many of those who suffer from sleep disorders are not aware of the issue, and/ or have not been

diagnosed or treated for their disorder. For seafarers, this poses a higher risk, as they are exposed to restricted sleep onboard.

7.4 INDIVIDUAL DIFFERENCES

Individuals respond to fatigue differently. Under the same circumstances, different people may become fatigued at different times and to different degrees of severity. Our ability to cope also depends on our lifestyle choices, our individual health and characteristics related to circadian rhythms. Some people are ‘morning’ types and others ‘evening’ types depending on the time of day when they perform at their best.

The consequences for maritime safety of overwork and inadequate rest have been a subject of concern in the maritime industry for many years. In 2001, the IMO published its *Guidelines on Fatigue*, non mandatory guidance on the cause, consequences and the management of fatigue at sea. These guidelines have been updated recently in MSC.1/ Circ1598 and contained therein is IMO's definition of seafarer fatigue (IMO, 2019; Annex p. 1)

“A state of physical and/or mental impairment resulting from factors such as inadequate sleep, extended wakefulness, work/rest requirements out of sync with circadian rhythms and physical, mental or emotional exertion that can impair alertness and the ability to safely operate a ship or perform safety related duties.”

This IMO document acknowledges that fatigue is indiscriminate and affects seafarers regardless of their skill, knowledge or training. It also warns that the attitude that fatigue “comes with the job” is no longer acceptable given the risk this hazard poses to safety of life, property, health, security and protection of the marine environment.

7.5 SEAFARERS’ RISK FACTORS

The particular circumstances of seafarers that can exacerbate fatigue are now recognized and the IMO guidance enumerates a number of these that set this industry apart from other enterprises (IMO, 2019; Annex p. 3-4)

The demanding nature of shipping means that:

- 1. Seafarers may be required to work long and irregular hours;*
- 2. Seafarers may spend an extended period of time working and living away from home, on a ship that is subject to unpredictable environmental factors (i.e. changing weather conditions);*

3. *The ship is both a seafarer's workplace and their home while on board; and*
4. *while serving on board the vessel, there may not be a clear separation between work and recreation, which can influence their mental and emotional well-being.*

Within the confines of a ship, the causes of fatigue are many, ranging from lack of sleep to disruption of the body's clock, personal worries and poor nutrition. The IMO Circular MSC.1/Circ1598 provides a comprehensive list of seafarer-specific and management-specific factors that might bring on or exacerbate symptoms of fatigue and these are listed below (IMO, 2019; Annex p. 4-5).

7.6 SEAFARER-SPECIFIC FACTORS

The seafarer-specific factors are related to lifestyle behavior, personal habits and individual attributes. Fatigue varies from one person to another and its effects are often dependent on the particular activity being performed.

.1 sleep and rest:

- quantity, quality and continuity of sleep;
- sleep disorders/disturbances; and
- recovery rest/breaks;

.2 body clock/Circadian rhythms;

.3 psychological and emotional factors:

- fear;
- monotony and boredom; and
- loneliness;

.4 health and well-being:

- diet/nutrition/hydration;
- exercise and fitness; and
- illness and onset of illness;

.5 stress:

- skill, knowledge and training as it relates to the job;
- personal issues of concern in personal life; and
- interpersonal relationships at work or at home;

.6 medication and substance use:

- alcohol;

- drugs (prescription and non-prescription);
 - supplements; and
 - caffeine and other stimulants;
- .7 age;
- .8 shift work and work schedules;
- .9 workload (mental/physical); and
- .10 jet lag.

7.6.1 MANAGEMENT-SPECIFIC FACTORS

Management factors relate to how ships are managed and operated. These factors can potentially cause stress and an increased workload, ultimately resulting in fatigue. These factors include:

A. Organizational factors:

- .1 manning policies, levels, and retention;
- .2 role of riders and shore personnel;
- .3 administrative work/reporting/inspection requirements;
- .4 economics;
- .5 duty schedule-shift, overtime, breaks;
- .6 company procedures, culture and management style;
- .7 shore-based support;
- .8 rules and regulations;
- .9 other resources;
- .10 maintenance and repair of the ship; and
- .11 drill schedules and training of crew;

B. Voyage and scheduling factors:

- .1 frequency and duration of port calls;
- .2 time between ports;
- .3 routing;
- .4 weather and sea condition on route;
- .5 traffic density on route;
- .6 nature of duties/workload while in port and at sea; and
- .7 availability of shore leave.

7.7 SEAFARER MENTAL HEALTH

Such is the growing concern about the decline in seafarer wellbeing in recent decades, in 2019; two large scale projects were commissioned. One, carried out by Yale University funded by the ITF Seafarers' Trust and the other, carried out by the Seafarers' International Research Centre in Cardiff, funded by the Institute of Occupational Health (IOSH). Both studies report disturbing statistics and describe worrying trends in the incidence of poor mental health amongst seafarers.

Key findings from the ITF Seafarers Trust and Yale University study (Lefkowitz et al., 2019, p. 5):

- *25% of seafarers completing a patient health questionnaire had scores suggesting depression (significantly higher than other working and general populations).*
- *17% of seafarers completing a generalized anxiety disorder questionnaire were defined as seafarers with anxiety.*
- *20% of seafarers surveyed had suicidal ideation, either several days (12.5%), more than half the days (5%) or nearly every day (2%) over the two weeks prior to taking the survey.*
- *Incorporating all demographic, occupational, and work environmental factors, final determinants of seafarer depression, anxiety, and suicidal ideation included work environmental factors (non-caring company culture, violence at work), job satisfaction, and self-rated health (the strongest predictor of anxiety and depression).*
- *The most significant factor associated with workplace violence was seafarer region of origin. Seafarers from the Philippines and Eastern Europe were most likely to report exposures to workplace violence.*
- *Depression, anxiety, and suicidal ideation were associated with increased likelihood of injury and illness while working on board the vessel.*
- *Seafarer depression, anxiety, and suicidal ideation were associated with increased likelihood of planning to leave work as a seafarer in the next 6 months.*
- *Periods in work/life cycle associated with high-risk of mental health issues included, most notably, during extension of a voyage.*

The Yale University study found that significant numbers of the 1572 seafarers surveyed – up to one quarter on some indicators – were suffering from depression, anxiety and suicidal ideation (Lefkowitz et al., 2019) – thought to be an important precursor to someone taking their own

life. Lefkowitz and colleagues also report that the most ‘at-risk’ time for a seafarer experiencing an episode of mental ill-health is when their voyage is extended beyond the time they were expecting to be relieved.

The document produced by the Seafarers’ International Research Centre in Cardiff contains informative and insightful analyses into the plight of many of the world’s seafarers and reports that, “There is evidence of an increase in recent onset anxiety and depression among serving seafarers” and that “Employers do not recognize the importance of mental health and welfare on board to the same extent as maritime charities and stakeholders”(Sampson & Ellis, 2019, p. 4).

CHAPTER 8 : REDUCING AND MANAGING THE RISK OF FATIGUE

The company should provide seafarers with an adequate sleep opportunity for recovery. If seafarers have insufficient sleep over several consecutive days, their alertness will be impaired—only sleep can maintain or restore performance levels. Sleep is most valuable if obtained in a single block. While a nap can provide a powerful boost to your alertness, it does not eliminate the need for longer periods of sleep.

There may be instances when seafarers may not obtain adequate sleep, even when provided with the opportunity (see module 2). Regardless of what circumstances are causing insufficient or poor-quality sleep, it is important to recognize these as potential shipboard hazards. The company should have processes in place to provide seafarers with the opportunity to report situations when they have been unable to obtain adequate sleep, or feel at risk of making fatigue-related errors. Especially if the tasks they are doing are safety critical, it is important that seafarers can report without fear of reprisal. This can be as simple as reporting verbally to supervisors, to management and/or the vessel’s safety committee.

8.1 DEVELOPING GOOD SLEEP HABITS

There are some simple strategies you can adopt to develop well sleep habits:

- Have consistent sleep times; for example, try to go to bed at the same time every day
- follow a pre-sleep routine to promote sleep at bedtime; for example, have a warm shower, read calming material, or just make a ritual of pre-bed preparation » get enough sleep, especially if you’re going into a time when you know you may not have the opportunity to get sufficient sleep

- avoid stimulating activities before sleep such as exercise, television and movies
- make your environment conducive to sleep, by
 - having a dark, quiet and cool environment and a comfortable bed
 - having a white noise generator or earplugs can be useful
 - blocking out as much light as possible. This might involve using blackout curtains, roller shutters, heavy blinds, or an inexpensive option such as black plastic
 - wearing a sleep mask
- as much as possible, ensure there will be no interruptions during your sleep
- avoid alcohol, caffeine and other stimulants before bedtime (remember: coffee, tea, soft drink, chocolate and some medications, including cold remedies and aspirin, contain alcohol and/or caffeine). Avoid caffeine at least four hours before bedtime
- use relaxation techniques, such as meditation
- do not nap if you have difficulty sleeping during your normal sleep period
- avoid eating right before sleeping
- limit use of electronic devices that emit blue light before bedtime, such as smart phones.

Maintaining fitness for duty Seafarers must be fit for duty and able to maintain safe levels of alertness and performance. It can be helpful to monitor and assess seafarers' levels of fatigue before commencing work to ensure they are able to perform tasks safely. As discussed in module 2, there are a number of tools that can be used to assess how seafarers feel before and during their duty period, such as self monitoring or fatigue assessment tools. It is important to report (to supervisors and/or management levels) any instances in which seafarers feel that safety could have been, or would be, compromised due to fatigue impairment in either themselves or their peers.

There are some strategies that may help seafarers maintain their fitness for duty: » take strategic naps (the most effective length of time for a nap is about 20 minutes) » take advantage of scheduled breaks » monitor and effectively manage sleep » maintain and monitor fitness for duty, including medical fitness » report any fatigue impairment in yourself and others that may have the potential to affect vessel safety » record and report actual hours of work and rest as required by the MLC and the STCW Conventions » eat regular and well-balanced meals » exercise regularly » limit the use of medications that may affect levels of alertness and performance, including seasickness medications (if you take such medications, you should inform the shipboard supervisor accordingly). Countermeasures can provide some relief in

managing fatigue. However, these will not restore your alertness; they only provide short-term relief and may simply mask the symptoms. At some stage, you need full and proper sleep to recover physically and mentally.

8.2 SHORT REST BREAKS WITHIN DUTY PERIODS

Short breaks or changes in activity can provide rest during the duty period. Rest breaks are helpful when maintaining performance over long periods. Factors influencing the need for rest include:

- » length and intensity of the activities before a break or a change in activity
- » length of the break
- » nature or change of the new activity.

8.3 STRATEGIC NAPPING

Research has identified strategic napping as a short-term relief technique to help maintain performance levels during long periods of wakefulness. Naps as short as 10 to 15 minutes can deliver measurable benefits and are helpful in maintaining performance if a seafarer has not had a sufficient longer sleep. They should be encouraged as part of a planned activity of fatigue management and prevention.

Seafarers should take naps in the way they believe best suits them. However, there are some drawbacks associated with napping. One such drawback is that naps longer than 30 minutes will cause sleep inertia (grogginess and/or disorientation for up to 20 minutes after waking). A second potential drawback is that the nap may disrupt later sleep (a person may not be tired when the time comes for an extended period of sleep).

8.4 CAFFEINE

Another popular fatigue countermeasure is the strategic use of caffeine (encountered in coffee and tea, and to a lesser extent in soft drink and chocolate) as a stimulant. Caffeine can improve alertness temporarily, but it is not a substitute for adequate sleep and rest. It takes caffeine 15 to 30 minutes to take effect, and caffeine levels drop by half every five or six hours. Its effects can last long after consumption, and may interfere with needed sleep. It is important to consider that there are individual differences in the effects of caffeine, tolerance and withdrawal. It is best to avoid caffeine before bedtime. Regular usage over time also reduces its value as a

stimulant, and may increase tiredness and reduce your ability to sleep. Caffeine consumption can also cause other side effects, such as hypertension, headaches, mood swings and anxiety.

8.5 NUTRITION AND HYDRATION

Adequate nutrition and hydration is important for managing and preventing fatigue. Ideally, seafarers should have a balanced diet, eat regularly, consume healthy snacks, plan meals, drink water regularly, and avoid meals just before bedtime (this can result in slower digestion). The recommended daily intake of water is two liters or eight glasses. Monitoring fluid intake helps to optimize alertness and wakefulness.

8.6 ENVIRONMENT

Bright lights, cool dry air, obtrusive or loud music, or other annoying irregular sounds may temporarily increase alertness.

8.7 PHYSICAL ACTIVITY

There are a number of key components to physical wellbeing, such as exercise, diet, hydration and sleep. Any type of physical activity helps to maintain alertness and can improve sleep: including running, walking and stretching. Even chewing gum can stimulate your level of alertness. Looking after yourself physically has a number of benefits, including reserves of energy during the duty period, consistent and restful sleep patterns, a proper concentration span and a satisfying sense of feeling healthy. Regular exercise also improves mood, makes you better at coping with stress, and enhances your self-esteem and general wellbeing.

8.8 SOCIAL INTERACTION

Social interaction—having a conversation with a crew member—can help seafarers stay awake. However, to be effective, it needs to be a two-way, interactive conversation.

8.9 JOB ROTATION WHEN PRACTICABLE

Changing the order of activities is a good technique for breaking job monotony, such as mixing tasks requiring high physical or mental work with a low-demand task. When feeling fatigued, seafarers may adopt individual fatigue countermeasures, such as walking around, and/or using caffeine or stimulants, to reduce the likelihood of fatigue-related errors. However, there may be instances when countermeasures will not mitigate a high level of fatigue. Management level seafarers, supported by the company, will need to take prompt, consistent and appropriate action whenever a seafarer is potentially not fit for duty. This may include the need for

additional actions, such as task rotation and organizing supporting resources for managing fatigue related risks. The aim should be to maintain and promote safety.

8.10 JOB DEMANDS MODEL – ANALYSIS OF THE IMPACT ON BOARD

Using the Job Demands – Resources model to analyze the impact on seafarers’ on board, we can conclude that the likely consequences of the pandemic on seafarers is to increase their exposure to the aspects of their jobs that cause harm and to remove or reduce the supports that can give them relief from their daily toil and anxiety about COVID-19. Table 2 identifies the type of impact that COVID-19 is likely to have by increasing the job demands and reducing the seafarers’ sense of control over their situation.

Table 4. Potential Impacts of COVID-19 on Seafarers

Job Demand Type	Job Characteristic	Impact of COVID-19
Quantitative	Amount of work	<ul style="list-style-type: none"> * Length of on board service extended beyond contractual arrangements * Increased exposure to effects of shift work * Continuing exposure to work schedules in excess of 60 hours
	Speed of work	<ul style="list-style-type: none"> * Increased demand for quicker port turnaround times to keep communities supplied
	Significance of work	<ul style="list-style-type: none"> * Obligation to maintain performance standards even if suffering from distress or fatigue because of the consequences for safety * Obligation to deliver cargo in compliance with contract despite distress or fatigue as commercial pressure to keep ship trading
Cognitive	Unclear situation	<ul style="list-style-type: none"> * Normal ship routines of inspections and training etc., disrupted * Lack of information or answers regarding crew relief * Unclear whether ship and crews are in compliance with rules and obligations as certificates about to expire, inspections unable to be performed
	Complexity	<ul style="list-style-type: none"> * Unknown risk posed by visitors to ship and those coming on board such as pilots, port officials, stevedores etc. * Normal activities to support life on board and vessel operability increasingly challenging, such as victualing, bunkering, garbage disposal * Increased anxiety making it difficult to concentrate and make decisions
Emotional	Fear	<ul style="list-style-type: none"> * Fear of contracting the virus from visitors to the ship

		<ul style="list-style-type: none"> * Fear of their loved ones contracting the virus and being unable to protect them
	Anxiety ☐	<ul style="list-style-type: none"> * Worry about keeping one's self healthy * Worry about access to medications for already-diagnosed health conditions * Financial worries if ashore and on agency contract with no income coming in
	Isolation	<ul style="list-style-type: none"> * Trapped on board with people who are not from their community * Lack of, or restricted access, to broadband and the internet so cannot communicate with friends and family how and when choose * Increased feelings of loneliness as disconnected from communities and loved ones
	Conflict	<ul style="list-style-type: none"> * Increasing stress, frustration and irritation leading to conflict to break out on board * Having to break promises and deal with distressed family and friends * Dealing with unhelpful or difficult officials
	Low mood	<ul style="list-style-type: none"> * Worries leading to uncontrollable thoughts which disrupt sleep and sap energy levels
	Depression	<ul style="list-style-type: none"> * Having to cope alone with the loss of family members who have succumbed to the virus * Feeling helpless and unable to support sick / bereaved family members
Physical	Musculo-skeletal	<ul style="list-style-type: none"> * Increased exposure to physically demanding work
	Environmental	<ul style="list-style-type: none"> * Increased exposure to working in extreme physical environments, e.g. engineers in engine room, deck crew in tropics etc.
	Health	<ul style="list-style-type: none"> * Lack of facilities, PPE and equipment for preventing infections and treating infections on board * Unable to evacuate sick or injured seafarers due to ship denied port access

Added to this, seafarers, like all humans will be affected on a personal level by the crisis: they will be scared of the disease and getting infected; fearful for their families and loved ones; worried about the financial implications of the pandemic, particularly if they are unable to work; and feeling a sense of isolation and powerlessness to make the situation better thus adding to the stresses and strains that they normally experience as part of their work.

To give an illustration, a seafarer who is currently on board a vessel, his contract was extended by three months and thereafter there was no further communication from the crewing managers. The seafarer had been on board for over ten months and the vessel is calling ports which have high COVID-19 infection rates. The seafarers on board his vessel were worried about their own health and equally anxious about the health of their families at home where the country is under strict lockdown.

Likewise there was a communication with the spouse of another seafarer who was asked to extend his contract. His wife's response was inspiring.

“At first when this news about restrictions on crew repatriation was released, I panicked. Our country had just imposed a nationwide lockdown and there was no way my husband could have returned home from the ship. I tried contacting the crewing managers and I received very vague and indifferent responses. The panic from this news was my first reaction which lasted for about 24 hours. Thereafter, I started focusing my attention on what I can control. I have small kids and elders to take care of at home and I had to shift my focus from problems to solutions. My second response to the situation was more measured and it is helping me manage my home, and more importantly my thoughts.”

When asked about what advice she would give to other spouses who are facing a similar situation, she responded: “We need to learn to help ourselves first before we can offer help or advise to others. Once this situation normalizes, and it will normalize, we will know the people who we truly value the most.”

CHAPTER 9 : SUPPORTING SEAFARERS THROUGH COVID-19

As the two reports cited above suggest, at the best of times, seafarers' work can be very damaging to their health and well-being, particularly if they are not given adequate support through proper work scheduling, reasonable job demands, support from colleagues and management, access to social activities, time away from the ship, opportunities and time for contacting loved ones ashore, and support in the form of training and development to help meet the demands of their role.

One of the principal impacts of the COVID- 19 is to deny seafarers timely relief at the end of their contracts. All seafarers who were already on board at the time of the outbreak will have to stay on board, potentially indefinitely or until such times as restrictions on travel are eased.

The UN agencies, the ICS, ITF and others approached various governments in order to ensure that countries recognize seafarers as key workers and are therefore exempt from quarantine and travel restrictions that they impose on the public. The world could not function without the efforts of seafarers, yet their contributions go largely unheralded; they deserve far greater support at any time but especially now. Examples of action include:

- an open letter to UN agencies from the ICS and ITF on March 19th 2020;
- a statement of the officers of the Special Tripartite Committee of the MLC 2006 on March 31st 2020;
- an information note on maritime labour issues and COVID-19 produced by the ILO on April 7th 2020;
- a 12 step plan produced by the IMO and published on May 6th to assist governments to put in place coordinated procedures to allow the safe movement of seafarers to and from ports;
- a joint statement from the IMO, ILO and International Civil Aviation Organization (ICEO) on May 28th calling on governments to designate seafarers as key workers and facilitate crew changes;
- a call from the UN on June 12th to ensure that seafarers are recognized as key workers.

At the time of writing, this has not been resolved satisfactorily and there are estimated to be around 200,000 seafarers who remain on board after the end of their contract because it remains impossible to make crew changes at many ports around the world.

Similarly operators and the masters are responsible to ensure their crew have the necessary information and strategies to help alleviate the effects of stress that can lead to mental health issues.

9.1 EDUCATE YOUR CREW

Masters and senior crew members should know about the psychological impact of stress and mental health issues, including knowledge of the short and long-term consequences of stress.

Masters and senior crew should also:

- ensure crew members have information and awareness through training
- establish prevention and minimization programs
- be able to identify employees having problems

- initiate the necessary assistance if required – including some masters and senior crew being instructed in mental health first aid.

9.2 IDENTIFY BEHAVIORS

Be aware of the following behaviors in crew, if they are out of character:

- withdrawing, isolating, or being quieter than usual
- appearing distressed
- appearing agitated or irritable
- having difficulty managing the work or workload
- being argumentative, aggressive or getting into conflict
- being confused, unusually forgetful, or having trouble concentrating

Know some strategies for helping a seafarer having difficulties:

- spend time with the seafarer
- offer your assistance and a listening ear
- respect their privacy
- help with any practical arrangements they may need
- do not take their emotions personally, as this is probably a part of their reaction
- do not tell them they are ‘lucky the situation isn't worse’—they probably don't feel lucky
- help them to re-establish a normal schedule as quickly as possible, and include them in the activities of others
- encourage them to be active and involved
- encourage them to look at what they can manage, rather than just thinking about what they want to avoid
- be prepared to help in the short term.

9.3 CREW REACTIONS TO STRESSFUL EVENTS

After a stressful event, people are often very sensitive to how others react toward them or describe the event, their role and their reaction. Validation of the stressful experience has an important effect on a person's recovery.

Make sure all crew are aware of how stress can affect them. This way, experiencing a mental health issue is likely to be recognized and validated. If senior crew are aware of the principles of mental health first aid, the crew are more likely to receive the appropriate support they need in such situations.

Crew with low morale typically exhibit the highest risk for psychological injuries. This is because strong morale acts as a buffer or protective factor against the effects of mental health issues and other stressors.

The master or senior crew should schedule regular catch ups, including:

- An informal debrief – get crew members to talk about how they are going and allow for the sharing of mental health information.
- Recognition by a valued authority – have someone important, like the master, acknowledge the crew and the efforts they have made.
- Follow-up contact with seafarers who have been identified as likely to suffer a mental health issue.

9.4 CREW STRATEGIES

- All pre-operational briefings should include some mental health information. This will help crew develop coping strategies early so they are better prepared to manage. It also helps to educate them about what to expect.
- Give the crew a chance to talk amongst themselves about stress and fatigue.
- Try practical arrangements such as assigning less complicated tasks to less experienced individuals; slowly introducing them into harder tasks or pairing them with more experienced seafarers.
- Calm breathing exercises –when having a mental health-related reaction, the body’s ‘fight or flight’ response is activated. The person can be left feeling ‘hyped up’ or hyper-aroused. Over-breathing and the insufficient release of carbon dioxide is a common symptom suffered by people with high levels of arousal. Controlled breathing slows the respiration rate. This exercise can be performed by a seafarer whilst working at their station and can help control feelings of anxiety or arousal as they occur.
- Muscle tension exercise – an increase in muscle tension is one of the first indicators of arousal or stress. By learning and practicing muscle relaxation, an individual can pick up the early signs of tension and successfully ease them. This exercise may be difficult to perform while working so may best be used on a break or at night prior to bed.
- A good resource for crew is the Hi Res app. This app was developed by the Department of Veteran Affairs for returning soldiers. It provides free-of-charge access to breathing exercises, muscle tension exercises and many other mental health strategies and resources.

Distractions, stress and fatigue brought about by unfamiliar and changing tasks, extended working hours, competing priorities, concerns for work mates or family who may be at risk or vulnerable, etc. can increase the risk of mental health issues.

An important aspect to combat the effects of distraction, stress and fatigue is to ensure we look after our health and nutrition to the best of our abilities. The only way to prevent fatigue is to get enough sleep. When we are not fatigued, our concentration is better, it's easier to avoid distractions and we can better handle stress.

As maritime activity increases with the easing of restrictions, we should think about our limitations, and recognize that we and our crews are an important part of our risk assessment and safety control measures and thus ensure your crew get the support they need to limit the risk of mental health issues.

9.5 WHAT IN FACT IS BEING DONE TO ASSIST SEAFARERS?

There are plenty of areas where companies might consider the wellbeing, health and safety of crews which are currently “trapped on board”. These include, but are not limited to:

- Regular updates from the company with information about the current status of the pandemic particularly focused on information from the seafarers' home countries This is the time for the HSEQ managers, the DPA's and Crewing managers to shine. This is the time they can “walk the talk”. Crewing managers need to provide accurate, relevant and factual information to the crew and keep in close and frequent contact with them. As important as it is for the crew to be well informed, it is equally important for the crewing managers to keep the next-of-kin informed of all the necessary precautions that the company is taking to protect their loved ones at sea.
- Access for seafarers to make regular contact with their families by telephone, social media, or perhaps company email if a specific crew mail system is not installed on board,
- Similar information and assistance from manning agencies should be the norm and not the exception
- Shore leave in many ports is currently banned or severely restricted. Thus, if the vessel does not have a slop chest, companies could instruct their masters to see which crew members need essential toiletries and perhaps medication, then instruct the vessels agents to order and supply,

- Where seafarers have an urgent financial requirement then this should be treated in a pragmatic, compassionate, and urgent manner by shipping companies,
- Perhaps a financial incentive such as an additional bonus and/or increased leave,
- A reduction in hours worked to allow for more relaxation, and
- A guarantee of future employment on completion of leave would give the seafarer some reassurance.
- For cases of severe anxiety and depression only a clinical psychologist or a psychiatrist can assist, and this is not an attempt to replace the professional advice that psychologists provide. To some extent, Mental Health First Aid (MHFA) article (Sandra Guiguet), could provide basic guidelines on how to approach severe cases until professional help is available. Our circumstances influence our thoughts and our thoughts influence our behavior which affects our mental and physical health. Through deliberate actions, we can intervene when our circumstances induce excessive negative thoughts.

As more and more health care providers use telephone or video consultations for their usual patients, the availability of a remote consultation for a seafarer should be better than ever before. This requires good communication between the ship, the port agent and the medical facility, but is possible. Particularly whilst a ship is in port, the crew have the right to obtain medical care as required and they should do so. If not, there is a risk that a ship leaves the safe haven of a port with a sick crewmember on board.

Remote consultations are also very useful to obtain repeat prescriptions for long-term medication. There are an increasing number of requests for prescriptions as seafarers extend their contracts on board because of the issues in changing crew. The problem here may not be so much in speaking to or seeing the relevant professionals shore side, but more in identifying the medication required and ensuring it is available in a different country to the seafarer's home. Again, with good and timely communication this can usually be resolved.

Seafarers' work can be very damaging to their health and well-being, particularly if they are not given adequate support through proper work scheduling, reasonable job demands, support from colleagues and management, access to social activities, time away from the ship, opportunities and time for contacting loved ones ashore, and support in the form of training and development to help meet the demands of their role.

One of the principal impacts of the COVID- 19 is to deny seafarers timely relief at the end of their contracts. All seafarers who were already on board at the time of the outbreak will have to stay on board, potentially indefinitely or until such times as restrictions on travel are eased. The international maritime community is working together to try and overturn travel bans for seafarers and to open up transport hubs to get seafarers on and off ships. However, these are likely to be several weeks away and many seafarers' contracts may have already long expired. Therefore, there may be many individuals whose situation is placing them at risk of experiencing a mental ill-health episode.

There are actions that can be taken by individuals, by ship's teams and by management to help alleviate the suffering and stress that seafarers on board might be experiencing in these most difficult of times. Shipping companies, seafarers' employment agencies and the seafarers themselves may not have the power to overturn government restrictions on their travel, but there are constructive actions that they can take to tackle many of the challenges that COVID-19 presents.

9.6 SIX CATEGORY INTERVENTION ANALYSIS

Through the framework called Six Category Intervention Analysis, developed by John Heron in 1976, a researcher at the University of Surrey (Heron, 1976) information can be used to help seafarers through this crisis. This framework is used in many settings, both clinical e.g. counseling and non-clinical e.g. policing, for guiding people who are helping those who face challenging circumstances. It defines and describes six categories of intervention, divided into two groups, that can be used to help people with difficult problems. The six categories of intervention are listed in **Table 5**.

The interventions are divided into two groups, *Authoritative* and *Facilitative*. The former group more directive in nature, where the helper may command, guide, or instruct the individual to follow particular problem-solving strategies and solutions. The latter group is more collaborative in nature where the helper works with the individual to discover problem-solving strategies and solutions. The circumstances of the individual or group of individuals affected will dictate the choice of intervention strategy that is most appropriate and likely to be the most effective. It is worth noting that each intervention needs to be offered in such a way that the

recipient feels free to acknowledge that it does, and equally acknowledge that it does not, meet with his or her true needs or interests.

Table 5: Heron’s Six-Category Interventions (Heron, 1976)

Intervention Category	Description
Authoritative	
i)Prescriptive	Give advice, be judgmental/ critical/ evaluative, seek explicitly to direct the behavior of the other person
ii)Informative	Be didactic, instruct/inform, interpret; seek to impart new knowledge or information to the other person
iii)Confronting	Challenge, give direct feedback; challenge the restrictive attitudes, beliefs, behavior of the other
Facilitative	
i) Cathartic	Release emotional tensions in; enable the other person to abreact; i.e., get out of their system – painful emotions
ii) Catalytic	Encourage self-directed problem solving, elicit information from; enable the other person to learn and develop by self-direction and self-discovery
iii)Supportive	Be approving, confirming validating – affirm the worth and value of the other person

9.6.1 PRESCRIPTIVE INTERVENTIONS

Many of the international bodies representing shipping companies are producing guidance to help direct seafarers’ behavior to prevent them from being harmed, to enable them to remain in compliance with their contractual obligations and to avoid coming into conflict with port authorities. Primarily, these are aimed at protecting seafarers from contracting COVID-19 and providing advice on what to do in the event of a seafarer showing symptoms on board a ship. International trade bodies, such as INTERTANKO and INTERMANAGER, are providing instructions and advice to their members on how to navigate through the commercial and legal challenges posed by the pandemic.

9.6.2 INFORMATIVE INTERVENTIONS

International bodies, trade associations, unions and charities are all doing the best they can to support seafarers through this crisis with information, instructions, and help lines where experts can be contacted to provide advice with a range of issues.

Additionally, charitable bodies have developed a range of resources over recent years to inform and guide companies and on board management teams on how to promote wellness and deal with mental health issues should they arise. These resources provide useful advice that is as relevant to the current crisis as it is to ‘normal’ operations.

9.6.3 CONFRONTING INTERVENTIONS

In stressful situations, particularly those that appear inescapable, people can very easily become trapped into a cycle of thinking that spirals downwards into a well of despair. Resources that challenge unhelpful thought processes and encourage people into more constructive thought patterns are presented in the next table.

9.6.4 CATHARTIC INTERVENTIONS

Cathartic interventions are a collection of actions and services that can be offered to enable the person who is distressed to release emotional tensions. These are usually face-to-face, but can be accessed via the telephone or internet in real-time or asynchronously via email.

9.6.5 CATALYTIC INTERVENTIONS

As the name suggest, these interventions act as catalysts for individuals to change their situation for themselves. Primarily, these resources are provided by seafarers’ charities, but there are also resources available around the globe from health services and other charities that are concerned with mental health.

9.6.6 SUPPORTIVE INTERVENTIONS

Support can come in many forms, from companies writing to their seafarers and their families to express their gratitude for the continued service during the COVID-19 crisis, to the setting up of Facebook pages and Twitter campaigns. These interventions communicate to those who might be having a difficult time that they are not alone and the work that they do is valued

There is a vast array of resources available to seafarers, whether designed to be proactive and

prevent problems from occurring, to those containing advice on how to deal with situations as they arise, to reactive measures that help people to deal with their own and other's reactions to the circumstances that they find themselves in.

The above compendium is far from exhaustive and is offered to give an indication of the many ways in which people can be helped, or help themselves, to manage their way through the COVID-19 pandemic. They have been chosen because they offer affirmations that endorse people's worth and capability to see their way through the crisis and can countermand the job demands associated with seafarers' work and exposure to physical and mental health challenges. No doubt more resources will continue to be made available as the pandemic unfolds and likely will be added to those outlets identified above. **ANNEX G**

CONCLUSION

IMO Secretary-General Kitack Lim urged Member States to implement the recommendations and share them with the relevant authorities.

“Seafarers are at the heart of everything IMO does. In the darkest hours of the pandemic, they have been selflessly delivering the goods we all need. But their own health and wellbeing are as important as that of anyone else. Now is time for governments around the world to deliver for seafarers, by ensuring they can access medical care without delay, whenever they need it”, Mr. Lim said.

Under the International Labour Organization's Maritime Labour Convention (MLC), port States must ensure that seafarers on board ships in their territory who are in need of immediate medical care are given access to medical facilities on shore. The obligation to render assistance to seafarers in distress, including medical assistance, is also enshrined in the IMO Safety of Life at Sea (SOLAS), Maritime Search and Rescue (SAR), Salvage and Facilitation conventions, as well as in the United Nations Convention on the Law of the Sea (UNCLOS).

Prompt and efficient disembarkation of seafarers to receive medical care ashore is essential not only for the seafarers' health, but also for the maintenance of the global supply chain. Due to COVID-related restrictions, ships have faced difficulties arranging for such disembarkation, causing delays or disruptions to their operations and potential danger to the seafarers themselves.

The Recommendations for port and coastal States on the prompt disembarkation of seafarers for medical care ashore during the COVID-19 pandemic were developed by ICS, IAPH, BIMCO, IFSMA, INTERTANKO, P&I Clubs, CLIA, INTERCARGO, Inter Manager, IPTA, IMCA, INTERFERRY, FONASBA, ITF and WSC. Since May, IMO has been urging its Member States to implement the recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic, which were also drawn up by industry associations. These protocols specifically ask governments to designate seafarers as key workers and to do everything possible to allow crew changes to happen. Implementing these protocols remains vital, as hundreds of thousands of seafarers remain stranded on ships, having worked for several months beyond their original contracts, or, conversely, stuck onshore, unable to join ships and work.

"Just like other key workers, seafarers are on the front line in this global fight. They deserve our thanks. But they also need – and deserve – quick and decisive humanitarian action from governments everywhere, not just during the pandemic, but at all times", Mr. Lim insisted.

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ANNEXES

ANNEX A

The posters are also available to download from the ICS website at: <http://www.ics-shipping.org/free-resources>

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 Practise Food Safety

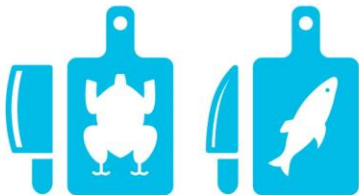
Meat products can be safely consumed if they are cooked thoroughly and properly handled during food preparation



Do not eat sick or diseased animals



Use different chopping boards and knives for raw meat and cooked foods



Wash your hands with soap and hot water for at least 20 seconds between handling raw and cooked food



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COVID-19

Protect yourself and others from getting sick

When coughing and sneezing, cover your nose and mouth with a tissue or a flexed elbow



Throw the tissue into a closed bin immediately after use



Clean your hands with an alcohol-based hand rub or with soap and hot water for at least 20 seconds:

- After coughing or sneezing
- When caring for the sick
- Before, during and after preparing food
- Before eating
- After toilet use
- When hands are visibly dirty



Avoid touching eyes, nose and mouth



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COVID-19

Stay healthy while travelling

Avoid these modes of travel if you have a fever or a cough



Eat only well-cooked food



Avoid spitting in public



Avoid close contact and travel with sick animals, particularly in wet markets



When coughing and sneezing, cover your mouth and nose with a tissue or flexed elbow. Throw the tissue into a closed bin immediately after use and clean your hands



Frequently clean your hands with an alcohol-based hand rub or with soap and hot water for at least 20 seconds



Avoid touching eyes, nose and mouth



Avoid close contact with people suffering from a fever or a cough



If wearing a face mask, be sure it covers your mouth and nose and do not touch it once on. Immediately discard single-use masks after each use and clean your hands after removing masks



If you become sick while travelling, tell crew or ground staff



Seek medical care early if you become sick, and share your history with your health provider

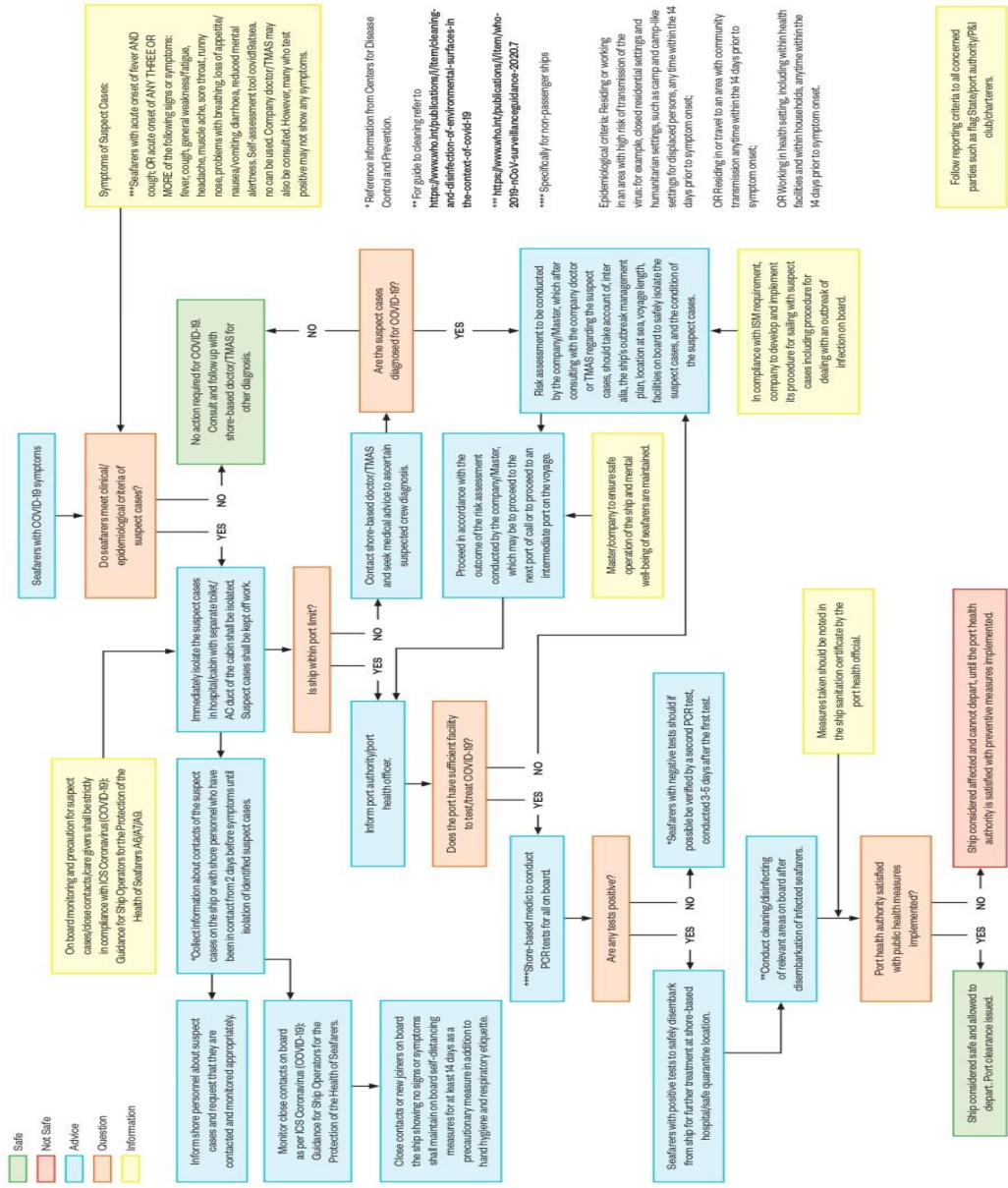


International Chamber of Shipping

Shaping the Future of Shipping

Coronavirus (COVID-19)
Protocols to Mitigate the Risks of Cases On Board Ships

Annex A
Decision Making for On Board Suspected or Confirmed COVID-19 Cases



**Coronavirus (COVID-19)
Protocols to Mitigate the Risks of Cases On Board Ships**

**Annex B
PCR Testing Procedures Matrix**

	PCR Testing Requirements for Travel to and from the Ship			Suspect Case PCR Testing Requirements as Directed by the Port Health Authority (PHA)	
	Pre departure from home to ship location	On arrival in country of embarkation of the ship	On arrival in the country of disembarkation from the ship for repatriation	Initial tests	Repeated testing of crew/close contacts
Required	Test to be taken according to the rules of the country of arrival before leaving the seafarer's country of origin. * Due diligence should be conducted by the company to ensure the certificate is valid and not fraudulent.	Verification by officials in the country of arrival of the seafarer's test certificate. If the certificate is not valid retesting will need to be conducted whilst isolating the seafarer ashore. When there is no testing by the State Authority, the company should use due diligence to ensure the certificate is valid and not fraudulent.	To avoid quarantine some countries of arrival require a negative PCR test result prior to arrival of a returning seafarer. Where required the test should be available to the seafarer in the port where they sign off the ship.	Conduct a PCR test for suspect case, crew and close contacts as directed by the procedures of the PHA.	The PHA may require a further test if the initial test gives a different result. * Where a country does not have sufficient testing capacity, the PHA may recommend an accredited private testing facility to do this.
If negative	Seafarers may travel from the country of origin with the testing certificate to ship.	Board ship after agreed quarantine if required and/or repeat testing if required.	Leave the ship with testing certificate.	On arrival in port.	Repeated tests are taken 3-5 days after the second test.
If positive	Seafarers should not leave country of origin.	Seek medical assistance and do not board ship.	Do not leave the ship and advise port health authorities.	Remain in isolation for the period of time required by the PHA. Seek medical advice.*	Remain in isolation for the period of time required.*
References / comments	* E.g. 48 hours for Singapore	Testing requirements for travel to and from the ship		Seek medical assistance and disembark for quarantine or isolate onboard.	Seek medical assistance and disembark for quarantine or isolate.
				*Testing Strategy for Coronavirus (COVID-19) in High-Density Critical Infrastructure Workplaces after a COVID-19 Case is Identified https://www.cdc.gov/coronavirus/2019-nCoV/community/worker-safety-support/hd-testing.html	*Testing Strategy for Coronavirus (COVID-19) in High-Density Critical Infrastructure Workplaces after a COVID-19 Case is Identified https://www.cdc.gov/coronavirus/2019-nCoV/community/worker-safety-support/hd-testing.html

ANNEX C

HONG KONG

《外国地区到港人士强制检疫规例》

Compulsory Quarantine of Persons Arriving at Hong Kong from Foreign Places
Regulation

T-1
第 599E 章

T-2
Cap. 599E

《外国地区到港人士强制检疫规例》

(第 599 章，附属法例 E)

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最后更新日期
23.7.2020

Compulsory Quarantine of Persons Arriving at Hong Kong from Foreign Places Regulation

(Cap. 599 sub. leg. E)

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Last updated date
23.7.2020

T-3
第 599E 章

T-4
Cap. 599E

条次	失效日期	页次	Section	Page
13.		17	13. Expiry	18

最后更新日期
23.7.2020

Last updated date
23.7.2020

《外国地区到港人士强制检疫规例》

Compulsory Quarantine of Persons Arriving at Hong
Kong from Foreign Places Regulation(由行政长官会同行政会议根据《预防及控制疾病条例》(第 599 章)第
8 条订立)(Made by the Chief Executive in Council under section 8 of the Prevention
and Control of Disease Ordinance (Cap. 599))

[2020 年 3 月 19 日]

[19 March 2020]

1. **生效日期**
本规例自 2020 年 3 月 19 日起实施。
2. **释义**
在本规例中——
指明疾病 (specified disease) 指 2019 冠状病毒病，即本条例附表 1 第 8A 项所指者；(2020 年第 117 号法律公告)
指派检疫地点 (assigned place of quarantine) 指第 6(a) 条所述的地点；
第 1 类指明外国地区 (Category 1 specified foreign place) 指根据第 12(1)(a) 条指明的地区；(2020 年第 117 号法律公告)
第 2 类指明外国地区 (Category 2 specified foreign place) 指根据第 12(1)(b) 条指明的地区；(2020 年第 117 号法律公告)
检疫令 (quarantine order) 指根据第 3(1) 条作出的命令；
检疫地点 (place of quarantine) 指——
(a) 指派检疫地点；或
(b) 第 6(b) 条所述的地点；
检疫期 (quarantine period) 指第 3(1) 条所述的 14 日期间；
获授权人员 (authorized officer) 指根据第 11 条委任的获授权人员。

最后更新日期
23.7.2020

1. **Commencement**
This Regulation comes into operation on 19 March 2020.
2. **Interpretation**
In this Regulation—
assigned place of quarantine (指派检疫地点) means a place mentioned in section 6(a);
authorized officer (获授权人员) means an authorized officer appointed under section 11;
Category 1 specified foreign place (第1类指明外国地区) means a place specified under section 12(1)(a); (*L.N. 117 of 2020*)
Category 2 specified foreign place (第2类指明外国地区) means a place specified under section 12(1)(b); (*L.N. 117 of 2020*)
place of quarantine (检疫地点) means—
(a) an assigned place of quarantine; or
(b) a place mentioned in section 6(b);
quarantine order (检疫令) means an order made under section 3(1);
quarantine period (检疫期) means the period of 14 days mentioned in section 3(1); (*L.N. 117 of 2020*)

Last updated date
23.7.2020

(2020 年第 117 号法律公告)

3. 对若干到港人士实行强制检疫

- (1) 凡某人从中国以外的地区到达香港，而该人在有关期间，曾逗留于任何在该人到港时符合以下说明的地区——
 - (a) 属第 1 类指明外国地区或第 2 类指明外国地区；或
 - (b) 属《第 599C 章》第 2 条所界定的第 1 类指明中国地区或第 2 类指明中国地区，
 则获授权人员须藉书面命令，对该人实行检疫，检疫期为到港当日起计的 14 日。(2020 年第 117 号法律公告)
- (2) 检疫令须指明检疫的条款。
- (3) 获授权人员可更改检疫令所指明的检疫条款。
- (4) 本条的检疫规定，不适用于符合以下说明的人——
 - (a) (由 2020 年第 117 号法律公告废除)
 - (b) 在到达香港后，身处香港时，没有通过出入境检查关卡；(2020 年第 117 号法律公告)
- (ba) 符合以下条件——
 - (i) 在有关期间，曾逗留于任何在该人到港时符合以下说明的地区——
 - (A) 属第 2 类指明外国地区；或
 - (B) 属《第 599C 章》第 2 条所界定的第 2 类指明中国地区；
 - (ii) 在有关期间，不曾逗留于任何在该人到港时符合以下说明的地区——
 - (A) 属第 1 类指明外国地区；或

specified disease (指明疾病) means the coronavirus disease 2019 (COVID-19), which is specified in item 8A of Schedule 1 to the Ordinance. (L.N. 117 of 2020)

(L.N. 117 of 2020)

3. Compulsory quarantine of certain persons arriving at Hong Kong

- (1) An authorized officer must, by written order, place a person who arrives at Hong Kong from a place outside China under quarantine for a period of 14 days beginning on the day of arrival if the person has stayed during the relevant period in any place that, at the time of the person's arrival, is a— (L.N. 117 of 2020)
 - (a) Category 1 specified foreign place or Category 2 specified foreign place; or
 - (b) Category 1 specified place in China or Category 2 specified place in China as defined by section 2 of Cap. 599C. (L.N. 117 of 2020)
- (2) A quarantine order must specify the terms of quarantine.
- (3) An authorized officer may vary the terms of quarantine specified in a quarantine order.
- (4) The quarantine requirement under this section does not apply to a person—
 - (a) (Repealed L.N. 117 of 2020)
 - (b) who, while in Hong Kong after the person's arrival, does not pass through immigration control; (L.N. 117 of 2020)
- (ba) who—
 - (i) has stayed during the relevant period in any place that, at the time of the person's arrival, is a—

- (B) 属《第 599C 章》第 2 条所界定的第 1 类指明中国地区；及
- (iii) 令获授权人员信纳，该人符合根据第 12(2) 条或《第 599C 章》第 12(2) 条（视何者属适当而定）就该人在到港前最后逗留过的、第 (i)(A) 或 (B) 节所述的地区指明的条件；(2020 年第 117 号法律公告)
- (c) 根据第 4(1) 条获指定；或
- (d) 属根据第 4(1) 条指定的任何类别人士。
- (5) 就第 (1) 及 (4)(ba) 款而言，如某人从澳门取道港珠澳大桥前来香港，或从香港取道港珠澳大桥前往澳门，则该人在上述行程期间通过该大桥的珠海段，不视为逗留于珠海。(2020 年第 117 号法律公告)
- (6) 如——
- (a) 某人在某地区登上某交通工具，而该交通工具在该人登上后，在任何其他地区（**中途地**）停留；及
- (b) 其后，该人乘搭该交通工具的行程在该中途地以外结束，
- 则第 (7) 款适用于该人。(2020 年第 117 号法律公告)
- (7) 就第 (1) 及 (4)(ba) 款而言，如有关人士不曾在某中途地离开有关交通工具，该人即不视为曾逗留于该中途地。(2020 年第 117 号法律公告)
- (8) 在本条中——
- 交通工具** (conveyance) 指任何飞机、船舶或在中国营运的铁路列车；
- 有关期间** (relevant period) 就到达香港的人而言，指到港当日及当日之前的 14 日；
- 《第 599C 章》** (Cap. 599C) 指《若干到港人士强制检疫规例》(第 599 章，附属法例 C)。(2020 年第 117 号法律公告)

- (A) Category 2 specified foreign place; or
- (B) Category 2 specified place in China as defined by section 2 of Cap. 599C;
- (ii) has not stayed during the relevant period in any place that, at the time of the person's arrival, is a—
- (A) Category 1 specified foreign place; or
- (B) Category 1 specified place in China as defined by section 2 of Cap. 599C; and
- (iii) satisfies an authorized officer that the person meets the conditions specified under section 12(2) of Cap. 599C or section 12(2) (as may be appropriate) for the last place mentioned in subparagraph (i)(A) or (B) in which the person has stayed before the person's arrival; (L.N. 117 of 2020)
- (c) who is designated under section 4(1); or
- (d) who falls within a category of persons designated under section 4(1).
- (5) For the purposes of subsections (1) and (4)(ba), if a person travels from Macao to Hong Kong, or from Hong Kong to Macao, via the Hong Kong-Zhuhai-Macao Bridge, the person's passing through the Zhuhai section of the Bridge during the journey is not regarded as a stay in Zhuhai. (L.N. 117 of 2020)
- (6) Subsection (7) applies to a person if—
- (a) the person boarded, in a place, a conveyance that stopped in any other place (**place of stopover**) after the person's boarding; and
- (b) the person's journey on that conveyance ended subsequently outside that place of stopover. (L.N. 117 of 2020)

- (2) 政务司司长如认为有必要，可对任何指定附带条件。
- (3) 政务司司长可取消或更改任何指定或指定的附带条件。
- (4) 本条所指的指定、附带条件、取消或更改，均须以书面作出。
- (5) 任何指定，均不减损卫生主任在《预防及控制疾病规例》(第 599 章，附属法例 A) 下的、关于对任何人实行检疫及隔离任何人的权力。

5. 提供关于身分的虚假或具误导性资料属罪行

- (1) 没有根据第 4(1) 条获指定的人，不得向公职人员表示自己已根据该条获指定。
- (2) 不属根据第 4(1) 条指定的某类别人士的人，不得明知或罔顾真伪地向公职人员提供在要项上属虚假或具误导性的资料，以图令该人员相信该人属该类别人士。
- (3) 任何人违反第 (1) 或 (2) 款，即属犯罪，一经定罪，可处第 4 级罚款及监禁 6 个月。

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- (iv) because of the exceptional circumstances of the case, otherwise serves the public interest of Hong Kong; or
 - (b) the person's or persons' travelling is necessary for purposes relating to manufacturing operations, business activities or the provision of professional services in the interest of Hong Kong's economic development. (*L.N. 117 of 2020*)
- (2) The Chief Secretary may, if the Chief Secretary considers necessary, attach conditions to a designation.
 - (3) The Chief Secretary may cancel or vary a designation or a condition attached to a designation.
 - (4) A designation, attachment of conditions, cancellation or variation under this section must be made in writing.
 - (5) A designation does not derogate from any power of a health officer under the Prevention and Control of Disease Regulation (Cap. 599 sub. leg. A) concerning quarantine and isolation of persons.

5. Giving false or misleading information about status is offence

- (1) A person who is not designated under section 4(1) must not represent to any public officer that the person is so designated.
- (2) A person who does not fall within a category of persons designated under section 4(1) must not knowingly or recklessly give any information that is false or misleading in a material particular to any public officer with a view to making the officer believe that the person falls within that category of persons.

Last updated date
23.7.2020

6. 检疫地点

凡根据第 3 条对某人实行检疫，该人在检疫期内，须于以下地点接受检疫——

- (a) 获授权人员指派的地点；或
- (b) 如获授权人员认为就有关个案的情况而言属稳妥和适当——当针对该人作出检疫令时，该人选定的地点。

7. 约制某人以实行检疫等的权力

凡根据第 3 条对某人实行检疫，而该人须于指派检疫地点接受检疫，则获授权人员可为实行检疫——

- (a) 约制该人，并将该人移送往该地点；及
- (b) 于该地点扣留该人。

8. 检疫期间的限制

- (1) 凡根据第 3 条对某人实行检疫，该人如未获获授权人员许可，不得离开其检疫地点。
- (2) 除下述人士外，任何人如未获根据第 (3) 款发出的许可，不得明知而进入根据本条例对其他人实行检疫的指派检疫地点——
 - (a) 获授权人员或卫生主任；或
 - (b) 根据第 3 条须接受检疫、并须于该地点接受检疫的人。

- (3) A person who contravenes subsection (1) or (2) commits an offence and is liable on conviction to a fine at level 4 and to imprisonment for 6 months.

6. Place of quarantine

A person placed under quarantine under section 3 must, during the quarantine period, be quarantined—

- (a) in a place assigned by an authorized officer; or
- (b) if an authorized officer considers it prudent and appropriate in the circumstances of the case—in a place nominated by the person when the quarantine order is made against the person.

7. Power to restrain persons for quarantine etc.

If a person placed under quarantine under section 3 is to be quarantined in an assigned place of quarantine (*the place*), an authorized officer may, for effecting the quarantine—

- (a) restrain the person and convey the person to the place; and
- (b) detain the person in the place.

8. Restrictions during quarantine

- (1) A person must not leave the place of quarantine in which the person is placed under quarantine under section 3 without permission given by an authorized officer.
- (2) A person must not, without permission given under subsection (3), knowingly enter an assigned place of quarantine in which another person is placed under quarantine under the Ordinance unless—
 - (a) the person is an authorized officer or a health officer; or

- (3) 获授权人员可为施行第(2)款，发出书面许可，准许该许可所指明的人(或任何类别人士)，在该许可所指明的例外情况、条件或限制的规限下，进入指派检疫地点。
- (4) 凡获授权人员针对某人作出检疫令，该人不得违反该命令所指明的检疫条款。
- (5) 任何人无合理辩解而违反第(1)、(2)或(4)款，即属犯罪，一经定罪，可处第4级罚款及监禁6个月。

9. 向获授权人员提供虚假或具误导性资料属罪行

任何人在与获授权人员执行在本规例下的职能相关的情况下，明知或罔顾真伪地向该人员提供在要项上属虚假或具误导性的资料，即属犯罪，一经定罪，可处第4级罚款及监禁6个月。

10. 取消检疫令

- (1) 凡根据第3条对某人实行检疫，而在检疫期内，出现以下情况，则本条适用于该人——
 - (a) 该人根据第4(1)条获指定；
 - (b) 某类别人士根据第4(1)条获指定，而该人属该类别；或
 - (c) 该人证明当作出有关检疫令时，自己——
 - (i) 当时已根据第4(1)条获指定；或

- (b) the person is to be placed under quarantine under section 3 in the place.
- (3) An authorized officer may give written permission for the purposes of subsection (2) to any person or persons of any category specified in the permission to enter an assigned place of quarantine subject to the exceptions, conditions or restrictions specified in the permission.
- (4) A person against whom a quarantine order is made must not contravene the terms of quarantine specified in the order.
- (5) A person who, without reasonable excuse, contravenes subsection (1), (2) or (4) commits an offence and is liable on conviction to a fine at level 4 and to imprisonment for 6 months.

9. Giving false or misleading information to authorized officer is offence

A person who knowingly or recklessly gives any information that is false or misleading in a material particular to an authorized officer in connection with the performance of the officer's function under this Regulation commits an offence and is liable on conviction to a fine at level 4 and to imprisonment for 6 months.

10. Cancellation of quarantine order

- (1) This section applies to a person placed under quarantine under section 3 if, during the quarantine period—
 - (a) the person is designated under section 4(1);
 - (b) a category of persons within which the person falls is designated under section 4(1); or
 - (c) the person establishes that when the quarantine order was made, the person—
 - (i) was a person designated under section 4(1); or

- (ii) 当时属根据第 4(1) 条指定的某类别人士。
- (2) 获授权人员在知悉本条适用于某人后，须在切实可行的范围内，尽快取消针对该人作出的检疫令。

11. 获授权人员

- (1) 署长可为施行本规例，委任公职人员为获授权人员。
- (2) 如获授权人员（或按获授权人员指示行事的人）在执行或看来是执行在本规例下的职能时，真诚地作出或没有作出任何作为，该人员或该人无需为该作为或不作为承担个人法律责任。
- (3) 已获委任为《若干到港人士强制检疫规例》（第 599 章，附属法例 C）所指的获授权人员的公职人员，均当作已根据第 (1) 款获委任为获授权人员。

12. 食物及卫生局局长可指明外国地区及条件

- (1) 为施行第 3 条，食物及卫生局局长（**局长**）可藉在宪报刊登的公告*——
- (a) 将中国以外的任何地区，指明为第 1 类指明外国地区；及
- (b) 将中国以外的任何地区（第 1 类指明外国地区除外），指明为第 2 类指明外国地区。
- (2) 为施行第 3(4)(ba)(iii) 条，局长须藉在宪报刊登的公告，就第 2 类指明外国地区指明条件。
- (3) 根据第 (1) 或 (2) 款刊登的公告，不是附属法例。

- (ii) fell within a category of persons designated under section 4(1).
- (2) An authorized officer must, as soon as practicable after becoming aware that this section applies to the person, cancel the quarantine order made against the person.

11. Authorized officers

- (1) The Director may appoint any public officer as an authorized officer for the purposes of this Regulation.
- (2) No personal liability is incurred by an authorized officer or a person acting under the officer's direction in respect of anything done or omitted to be done by the officer or person in good faith in the performance or purported performance of a function under this Regulation.
- (3) A public officer appointed as an authorized officer within the meaning of the Compulsory Quarantine of Certain Persons Arriving at Hong Kong Regulation (Cap. 599 sub. leg. C) is deemed to have been appointed under subsection (1) as an authorized officer.

12. Secretary for Food and Health may specify foreign places and conditions

- (1) For the purposes of section 3, the Secretary for Food and Health (**Secretary**) may, by notice published in the Gazette*—
- (a) specify any place outside China as a Category 1 specified foreign place; and
- (b) specify any place outside China that is not a Category 1 specified foreign place as a Category 2 specified foreign place.

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第 599E 章

第 13 条

- (4) 在就某地区行使第 (1) 或 (2) 款所赋予的权力前，局长须顾及——
- (a) 指明疾病在该地区的蔓延程度；及
 - (b) 从该地区到港的人或曾逗留于该地区的人，对香港构成的公共卫生危险。

(2020 年第 117 号法律公告)

* 编辑附注：

第 1 类指明外国地区	公告	生效日期
中国以外的所有地区	2020 年第 55 号号外公告	2020 年 6 月 5 日

13. 失效日期

本规例在 2020 年 12 月 31 日午夜失效。

(2020 年第 117 号法律公告；2020 年第 146 号法律公告)

最后更新日期
23.7.2020

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Cap. 599E

Section 13

- (2) For the purposes of section 3(4)(ba)(iii), the Secretary must, by notice published in the Gazette, specify conditions for a Category 2 specified foreign place.
- (3) A notice published under subsection (1) or (2) is not subsidiary legislation.
- (4) Before exercising the power conferred by subsection (1) or (2) in relation to a place, the Secretary must have regard to—
- (a) the extent of the spread of the specified disease in that place; and
 - (b) the public health risk posed to Hong Kong by persons arriving from that place or who have stayed in that place.

(L.N. 117 of 2020)

* Editorial Note:

Category 1 specified foreign place	Notice	With effect from
All places outside China	G.N. (E.) 55 of 2020	5 June 2020

13. Expiry

This Regulation expires at midnight on 31 December 2020.

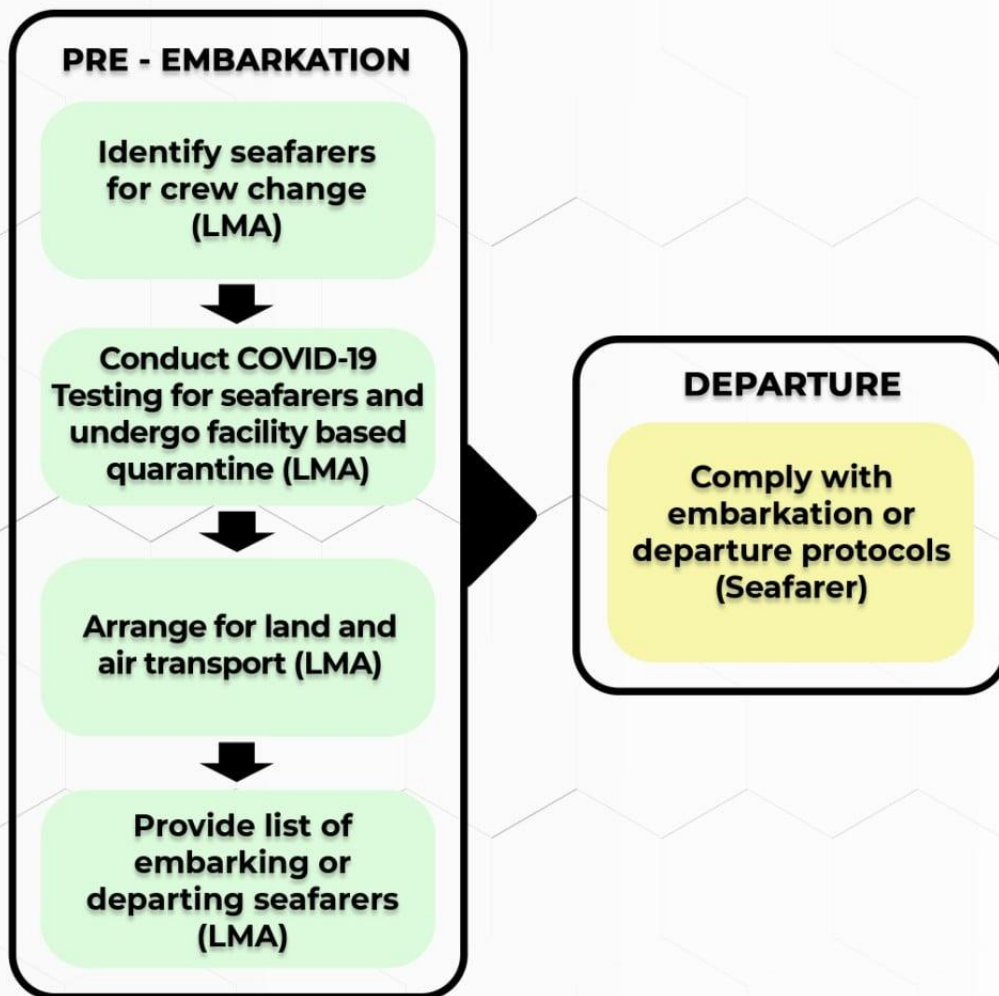
(L.N. 117 of 2020; L.N. 146 of 2020)

Last updated date
23.7.2020



PROCEDURES FOR FILIPINO SEAFARERS JOINING A SHIP IN THE PHILIPPINES OR OVERSEAS

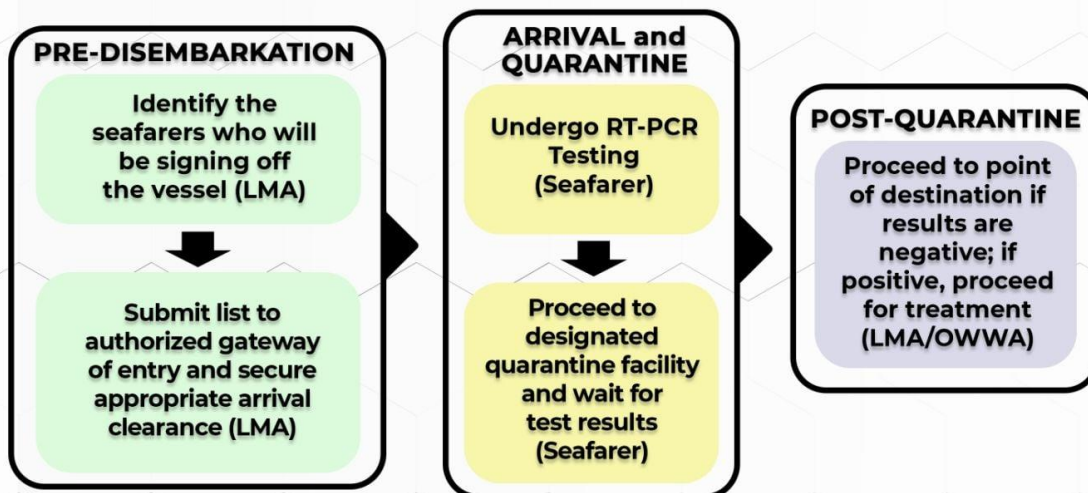
All outbound Filipino seafarers must comply with the established health and safety protocols of the Philippines for COVID-19.





PROCEDURES FOR FILIPINO SEAFARERS FOR LEAVING A SHIP

All inbound Filipino seafarers must comply with the established quarantine protocols of the Philippines for COVID-19.





GUIDELINES FOR FILIPINO SEAFARERS TRANSITING IN THE PHILIPPINES

STEPS	OPR	FORM
<p>1. Identify the Filipino seafarers arriving for the purpose of transit and submit the list to the government agency supervising the authorized international gateway.</p>	<p>Shipping Principal/LMA or Appointed Agent</p>	<p>List of Seafarers</p>
<p>2. Comply with the disembarkation protocols of the Philippine government using the special lane for seafarers.</p> <p>Should the Filipino seafarer pass through immigration counters, he/she shall be required to undergo RT-PCR testing and quarantine, with all cost to be borne by the LMA.</p>	<p>Seafarer</p> <p>Shipping Principal/LMA or Appointed Agent</p>	<p>Immigration Forms</p>
<p>3. Provide all transportation requirements of the seafarer within six (6) hours from arrival in the Philippines.</p> <p>In case the seafarer has not been able to pursue his/her flight within six (6) hours from arrival, he/she shall be required to undergo RT-PCR testing and quarantine, with all cost to be borne by the LMA.</p>	<p>Shipping Principal/LMA or Appointed Agent</p>	<p>n/a</p>



PROCEDURES FOR FOREIGN SEAFARERS LEAVING A SHIP DOCKED IN PHILIPPINE SEAPORTS

STEPS	OPR	FORM
<p>1. Identify the foreign seafarers who will be signing off ships and submit the list to the government agency supervising the authorized international gateway.</p>	Shipping Principal/LMA or Appointed Agent	List of Seafarers
<p>2. Comply with the disembarkation protocols of the Philippine government at the seaport.</p>	Seafarer	Immigration Forms
<p>3. Provide for the land transportation of the foreign seafarer from the ship to the airport, within four (4) hours from leaving the ship.</p> <p>In case the seafarer has not been able to pursue his/her flight within six (6) hours from arrival, he/she shall be required to undergo RTPCR testing and quarantine, with all cost to be borne by the shipping principal, LMA or appointed agent.</p>	Shipping Principal/LMA or Appointed Agent	n/a
<p>4. Comply with the embarkation requirements using the special lane for seafarers at the airport.</p>	Seafarer	Immigration Forms



PROCEDURES FOR FOREIGN SEAFARERS JOINING A SHIP DOCKED IN PHILIPPINE SEAPORTS

STEPS	OPR	FORM
<p>1. Identify arriving foreign seafarers and submit list to the government agency supervising the authorized international gateway.</p>	Shipping Principal/LMA or Appointed Agent	List of Seafarers
<p>2. Comply with the disembarkation protocols using the special lane at the airport.</p>	Seafarer	Immigration Forms
<p>3. Provide land transportation to foreign seafarer/s to the designated ship for embarkation, within six (6) hours from arrival at the airport.</p> <p>In case the seafarer has not been able to pursue his/her flight within six (6) hours from arrival, he/she shall be required to undergo RT-PCR testing and quarantine, with all cost to be borne by the shipping principal, LMA or appointed agent. Comply with the embarkation requirements using the special lane for seafarers at the airport.</p>	Shipping Principal/LMA or Appointed Agent	n/a
<p>4. Comply with the embarkation requirements using the special lane at the seaport.</p>	Seafarer	Immigration Forms



GUIDELINES FOR FOREIGN SEAFARERS TRANSITING IN THE PHILIPPINES

STEPS	OPR	FORM
<p>1. Identify the foreign seafarers who will be signing off ships and submit the list to the government agency supervising the authorized international gateway at least three (3) working days prior intended date of arrival.</p>	<p>Shipping Principal/LMA or Appointed Agent</p>	<p>List of Seafarers</p>
<p>2. Comply with the disembarkation protocols of the Philippine government using the special lane at the airport.</p>	<p>Seafarer Shipping Principal /LMA or Appointed Agent</p>	<p>Immigration Forms</p>
<p>3. Should the connecting flight be at a different airport but no transfer bus is available, LMA shall provide the land transportation of the foreign seafarer to his/her departure airport within six (6) hours from arrival in the Philippines.</p> <p>In case the seafarer has not been able to pursue his/her flight within six (6) hours from arrival in the Philippines, he/she shall be required to undergo RT-PCR testing and quarantine, with all cost to be borne by the shipping principal, LMA or appointed agent.</p>	<p>Shipping Principal /LMA or Appointed Agent</p>	<p>n/a</p>
<p>4. Comply with the embarkation requirements using the special lane at the airport.</p>	<p>Seafarer</p>	<p>Immigration Forms</p>

SINGAPORE



M P A
SINGAPORE

MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 36 OF 2020

28 August 2020

Shipping Community

ENHANCEMENTS TO CREW CHANGE FOR CARGO SHIPS IN THE PORT OF SINGAPORE

1. With effect from 01 September 2020, MPA will consider the following circumstances for crew change applications:

- (a) crew whose employment contract has expired;
- (b) additional crew on board whose sign-off would not affect the safe manning of the ship;
- (c) change of crew due to the sale or purchase of ship;
- (d) personnel who are not part of the ship's crew such as superintendents and service engineers;
- (e) compassionate grounds e.g. death of family member; or
- (f) the crew is no longer medically fit to work onboard the ship.

2. The requirements for crew change are as follows:

Signing-on

- (a) In general, all signing-on crew are required to serve 14-days Stay-Home-Notice (SHN) in the originating country/region. The crew should be properly isolated (individual room with dedicated toilet) with strictly no interaction with others (including family members) at his/her place of residence, or serve the SHN in a dedicated facility/hotel.
- (b) Crew from specific low risk countries/regions will either no longer be required to serve the SHN or serve a shorter SHN of 7 days in the originating country/region prior to departure for Singapore¹. Please refer to **Annex A** for more details.

¹ In line with the risk managed approach taken by Singapore's Multi-Ministry Taskforce for travelers arriving in Singapore, crew travelling from specific low risk countries/regions to sign-on to ships in

- (c) In addition to the SHN requirement, if a crew was previously diagnosed with COVID-19, the date of first ever positive PCR test must be more than 21 days ago from date of departure from the home country to Singapore.
- (d) The crew must have a negative result from a COVID-19 test (polymerase chain reaction (PCR) type) taken at a government-approved or ISO 15189-accredited testing facility not more than 48 hours prior to the departure flight.
- (e) The crew shall be certified fit-to-travel by a doctor at his/her originating country not more than 24 hours prior to the departure flight.
- (f) During the entire crew change process, especially during the journey to join the ship in Singapore, crew may be in groups of not more than five (5) persons, but must remain in the same group, and there must be no interactions between the groups.
- (g) The crew shall only arrive Singapore to join his/her ship not more than two (2) days before the ship's departure from Singapore.

Signing-off

- a) The crew must not have gone ashore in the last 14 days before disembarking the ship and has remained well throughout that period.
- b) The crew shall be certified fit-to-travel by a doctor in Singapore not more than 24 hours before disembarking the ship.

3. For crew changes to take place safely, MPA continues to expect all owners, agents, ships and individuals to ensure that the COVID-19 preventive measures are followed strictly. Any breach will be taken seriously.

4. Ship owners/managers/agents must apply for crew change in Singapore by filling up the online form at www.mpa.gov.sg/web/portal/home/port-of-singapore/operations/crew-change. As MPA expects a high volume of applications, we urge ship owners/managers/agents to submit applications at least 14 days before the planned crew change, especially if the application includes sign-on crew. For foreign-flagged ships, crew change will be considered if the ship meets all prevailing requirements, and are in Singapore for cargo operations, bunkering and/or other marine services.

5. Shipowners/managers/agents should check and ensure sign-off crew comply with the latest entry restrictions/requirements for the sign-off crew's destination country².

Establishment of Crew Facilitation Centre (CFC) at Tanjong Pagar Terminal

6. To enhance the capacity of designated holding facilities in Singapore, MPA, with the support of PSA Corporation Limited, have set up a self-contained Crew

Singapore will either no longer be required to serve SHN in the originating country/region (such as Brunei Darussalam and New Zealand as at 28 Aug 2020) or only serve a shorter SHN of 7 days in the originating country/region (such as Australia (excluding Victoria State), Macao, Mainland China, Taiwan, Vietnam and Malaysia as at 28 Aug 2020) prior to departure for Singapore. Please refer to MOH's website for the most updated list of countries.

² All crew travelling to China are required to undergo a COVID-19 PCR test within five days before the departure flight.

Facilitation Centre (CFC) at Tanjong Pagar Terminal, as of 1 Sep 2020. The CFC will allow Singapore to facilitate more crew changes in a sustainable manner and with minimal health risk to the general population. Three floating accommodations at the CFC will be designated as holding or quarantine facilities. These will house sign-on crew that are waiting for their ships' arrival for up to 48 hours, and a quarantine facility to house close contacts of crew who are tested positive for COVID-19. There will also be an on-site medical service provider for healthcare services within the CFC. Please refer to **Annex B** for details of the designated holding facilities.

7. This circular supersedes Port Marine Circular No. 31 of 2020.

CAPT KEVIN WONG
 PORT MASTER
 MARITIME AND PORT AUTHORITY OF SINGAPORE

Annex A

SHN requirements for sign-on crew (as at 28 Aug 2020)

Crew originating country	SHN
Brunei Darussalam, New Zealand	No SHN required but crew must remain in originating country for the last consecutive 14 days prior to entry to Singapore.
Australia (excluding Victoria State), Macao, Mainland China, Taiwan, Vietnam and Malaysia	7-days SHN in originating country.
Other countries	14-days SHN in originating country.

In addition to the SHN requirement, if a crew was previously diagnosed with COVID-19, the date of first ever positive PCR test must be more than 21 days ago from date of departure from the home country to Singapore.



Date: 02/08/2020

التاريخ: 2020/08/02

Circular No. (12) 2020**Adopting the Protocol of resuming UAE
Maritime activities with safety measures and
the crew changes in UAE Ports and Waters.**

To:

- All Port Authorities in UAE.
- All ship owners.
- All ships managers, operators, agents and anyone who engaged in providing services for seafarer's onboard ships.
- All seafarers serving on board ships.
- To whomsoever it may concern.

In light of the continuous coordination with the competent authorities and the success of the efforts to contain the pandemic Corona Virus (COVID-19) in UAE, The Federal Transport Authority has decided to adopt and enforce from the date of this circular **the Protocol of resuming UAE Maritime activities with safety measures** (as attached) as part of the procedures for the gradual return of maritime activities in UAE.

In recognition of the seafarer's role in the shipping industry and the continuity of global supply chains and cargo flow and based on the outcomes of the Maritime Summit on Crew Changes held on the 9th of July 2020 with the participation of UAE to facilitate crew changes, the protocol includes the permission to resume of crew changes activities in UAE ports and waters.

For further clarification please contact:
SHIPPING@fta.gov.ae

تعميم رقم (12) لسنة 2020**اعتماد بروتوكول عودة الأعمال لأنشطة القطاع
البحري وفقاً لتدابير السلامة واستئناف العمل بتغيير
أفراد أطقم السفن في مياه وموانئ الدولة**

إلى:

- جميع سلطات الموانئ في الدولة.
- جميع مالكي السفن.
- جميع مديري السفن والمشغلين والوكلاء وأي شخص معني في تقديم الخدمات للبحارة العاملين على متن السفن .
- جميع البحارة العاملين على السفن .
- من يهمه الأمر .

في ظل التنسيق المستمر مع الجهات المختصة ونجاح جهود احتواء جائحة فيروس كورونا (COVID-19) في الدولة، فقد قررت الهيئة الاتحادية للمواصلات البرية والبحرية واعتباراً من تاريخ هذا التعميم اعتماد وإنفاذ بروتوكول عودة الأعمال لأنشطة القطاع البحري وفقاً لتدابير السلامة والمرفق مع هذا التعميم وذلك ضمن الإجراءات التخفيفية التي تنتهجها الدولة في هذه المرحلة، تمهيداً لعودة الأعمال في القطاع البحري تدريجياً إلى حالتها الطبيعية.

وتقديرًا واعترافاً منها بدور البحارة في نشاط النقل البحري ودورهم الحيوي في استمرارية سلاسل الامداد وتدفق البضائع، وبناء على مخرجات القمة البحرية الدولية لتغيير اطقم السفن التي عقدت في 9 يوليو 2020 بمشاركة دولة الامارات العربية المتحدة لتسهيل استبدال اطقم السفن، فقد تضمن البروتوكول الموافقة على إعادة العمل بنشاط تغيير افراد اطقم السفن في مياه وموانئ الدولة.

للاستفسار برجاء مخاطبة الهيئة على البريد الإلكتروني
SHIPPING@fta.gov.ae



هيئة اتحادية | Federal Authority

ص.ب. 900 BOX P.O. أبوظبي، الإمارات العربية المتحدة ABU DHABI, UNITED ARAB EMIRATES فاكس +971 2 6506042 * هاتف +971 2 4182222 TEL
www.fta.gov.ae

16 March 2020

To: All Shipping Agents

Dear Sirs/Madams,

JOHOR PORT BERHAD INCREASES PRECAUTIONARY MEASURES AGAINST COVID-19

The World Health Organization (WHO) declared the outbreak of Coronavirus (COVID-19) in many countries including Malaysia to be a Public Health Emergency of International Concern (PHEIC). Johor Port Berhad (Johor Port) is working round-the-clock to ensure that its business runs as usual and ships can continue to berth at Johor Port to carry out operations.

However, in order to help prevent the widespread transmission of COVID-19, Johor Port will extend the precautionary measures which require **all Shipping Agents to adhere to the following:**

1. Restriction on Shore Leave - encourage all ship crew to remain on board and not to disembark unless absolutely necessary/or in the event of an emergency for example to seek medical treatment. In the situation where ship crew is required to disembark/to take Shore Leave, Shipping Agents are required to do the following:
 - a. To inform Port Security & Safety Department (PSSD) of Johor Port at least 2 hours in advance. The PSSD of Johor Port will deploy a team to conduct body temperature check at the vessel gangway. Only healthy ship crew are allowed to go for shore leave. Unhealthy ship crew is required to remain on board the vessel and to do self-quarantine.
 - b. To provide transportation for ship crew to submit the relevant documents in person and obtain clearance for shore leave from the Immigration Department, which is located outside of the Port.
2. There are no restrictions for the berthing of vessels and operating on cargoes however it may take longer than usual for the loading/discharging operation due to the requirement for Health Department officials to board the vessel to check all ship crew.
3. Ensure no one on board has travelled to China, South Korea, Japan, Italy and Iran within 14 days before entering into Johor Port. COVID-19 Cluster Working Committee* meeting convened by the National Disaster Management Agency (NADMA) has imposed temporary restrictions to those coming from the said areas from entering into Malaysia. **COVID-19 Cluster Working Committee involves the Health Ministry, Home Affairs Ministry, Immigration Department, Foreign Affairs Ministry and related agencies*
4. Alert ship crew on the risk of COVID-19 and to protect themselves by ensuring:
 - a. Vessel is equipped with necessary protective supplies such as face masks and hand sanitizers.
 - b. Setting up watch by the gangway to take temperature of those who board the vessel and to take a record;
 - c. Wearing face masks when talking to persons other than seaman face to face.
 - d. Urge all ship crew on board to have their temperature taken twice a day.

Johor Port will extend all necessary assistance for your business. For any inquiries, please call Johor Port's Command Centre at 07-2511950 or Johor Port's PSSD Officer at 019-7293851

Thank You.

Johor Port Berhad



summary

Presidency of the Republic 1

..... This complete edition of the DOU consists of 1 page

Presidency of the Republic

CIVIL HOUSE

Ordinance CC-PR / MJSP / MINFRA / MS No. 1, OF JULY 29, 2020

It provides for the exceptional and temporary restriction on the entry of foreigners into the country, of any nationality, as recommended by the National Health Surveillance Agency - Anvisa.

THE CHIEF MINISTERS OF THE CIVIL HOUSE OF THE PRESIDENCY OF THE REPUBLIC, JUSTICE AND PUBLIC SAFETY, INFRASTRUCTURE AND HEALTH, in the use of the powers conferred on them by art. 87, sole paragraph, items I and II, of the Constitution, and arts. 3, 35, 37 and 47 of Law No. 13,844, of June 18, 2019, and in view of the provisions of art. 3rd,

caput, item VI of Law No. 13,979, of February 6, 2020, and Considering the public health emergency declaration of importance internationalization by the World Health Organization on January 30, 2020, as a result of human coronavirus infection SARS-CoV-2 (covid-19);

Considering that it is a principle of the National Public Security and Defense Policy Provided for in item VI of the caput of art. 4 of Law No. 13,675, of June 11, 2018, efficiency in preventing and reducing risks in emergency situations that may affect people's lives;

Considering the need to give effectiveness to health measures to respond to the pandemic of Covid-19 provided for in Ordinance No. 356 / GM / MS, of March 11, 2020, of the Ministry of Health;

Considering that public services and essential activities are defined as those transit and international passenger transportation and transportation, storage, delivery and logistics of cargo in general, as described in items V and XXII of § 1 of art. 3 of Decree nº 10.282, of March 20, 2020, and

Considering the manifestation of the National Health Surveillance Agency - Anvisa, with recommendation of exceptional and temporary restriction of entry into the country, resolve:

Art. 1 This Ordinance provides for the exceptional and temporary entry restriction in the country of foreigners of any nationality, under the terms of item VI of the caput of art. 3 of Law No. 13,979, of February 6, 2020, as a result of a technical and reasoned recommendation by the National Health Surveillance Agency - Anvisa for health reasons related to the risks of contamination and dissemination of the coronavirus SARS-CoV-2 (covid-19).

Art. 2 The entry into the country of foreigners is restricted for a period of thirty days of any nationality, by road, by other terrestrial means or by water transport.

Art. 3 The restrictions referred to in this Ordinance do not apply to: I - Brazilian, born or naturalized;

II - immigrant with permanent residence, for a specified period or indeterminate, in the Brazilian territory;

III - foreign professional on mission at the service of an international organization, that duly identified;

IV - foreign employee accredited to the Brazilian Government; V - foreigner:

a) spouse, partner, son, father or curator of a Brazilian;

b) whose entry is specifically authorized by the Brazilian Government in view of public interest or for humanitarian reasons; and

c) bearer of the National Migration Registry; and VI - cargo transportation.

§ 1 The restrictions provided for in this Ordinance do not prevent entry, by air or waterway, maritime crew to exercise specific functions on board a vessel or platform operating in jurisdictional waters, provided that the migratory requirements appropriate to their condition are observed, including having an entry visa, when required by the Brazilian legal system .

§ 2 The restrictions provided for in this Ordinance do not prevent disembarkation, authorized by the Federal Police, maritime crew for medical assistance or for connection of air return to the country of origin related to operational issues or termination of employment contract.

§ 3 The authorization referred to in § 2 is subject to a term of responsibility for the expenses resulting from the transhipment signed by the shipping agent, with the prior consent of the local health authorities, and the presentation of the corresponding air tickets.

§ 4 In the event of entry into the country by road, other land or by water transport, the exceptions referred to in item II and paragraphs "a" and "c" of item V of caput they do not apply to foreigners from the Bolivarian Republic of Venezuela.

Art. 4 The restrictions mentioned in this Ordinance do not prevent: I - the execution of previously authorized cross-border humanitarian actions by local health authorities;

II - the traffic of border residents in twin cities, through the presentation of a border resident document or other supporting document, provided that reciprocity in the treatment of Brazilians by the neighboring country is guaranteed; and

III - the free traffic of road cargo transportation, even if the driver is not fit in the list referred to in art. 3rd, in the manner provided for in the legislation.

Single paragraph. The provisions of item II of caput does not apply to the border with Bolivarian Republic of Venezuela.

Art. 5 Exceptionally, the foreigner who is in a land border country and having to cross it to board a flight back to your country of residence may enter the Federative Republic of Brazil with authorization from the Federal Police.

Single paragraph. In the event provided for in caput:

I - the foreigner must go directly to the airport; II - there must be an official demand from the embassy or consulate of the country of residence; and

III - the corresponding air tickets must be presented. Art. 6 The restrictions mentioned in this Ordinance do not prevent the entry of foreigners in the country by air, provided that the migratory requirements appropriate to their condition are obeyed, including that of having an entry visa, when required by the Brazilian legal system.

§ 1 The foreign passenger on a visit to the country for a short stay up to ninety days, you must present to the carrier, prior to departure, proof of purchase of health insurance valid in Brazil and with coverage for the entire period of the health authority.

§ 2 - They are temporarily prohibited during the period of validity of the present ordinance, international flights that arrive in Brazil at airports located in the following states:

- I - Mato Grosso do Sul; II - Paraíba; III - Rondônia; IV - Rio Grande do Sul; and V - Tocantins.

§ 3 The provisions of § 2 may be revised at any time due to ANVISA's evaluation.

Article 7. Non-compliance with the provisions of this Ordinance will imply, for the agent offender:

- I - civil, administrative and criminal liability; II - repatriation or immediate deportation; and III - disqualification of asylum applications.

Art. 8 The regulatory bodies may edit norms complementary to the provisions this Ordinance, including sanitary rules on procedures, vessels and operations.

Article 9 - The cases omitted in this Ordinance will be decided by the Ministry of Justice and Public Security.

Art. 10. The term established in art. 2nd may be extended, as technical and reasoned recommendation from Anvisa.

Art. 11. Ordinance No. 340, of June 30, 2020, of the Ministers of Head of the Civil House of the Presidency of the Republic, Justice and Public Security, Infrastructure and Health.

Art. 12. This Ordinance comes into force on the date of its publication.

WALTER SOUZA BRAGA NETTO Minister of State Chief of Staff ANDRÉ LUIZ DE ALMEIDA MENDONÇA Minister of State for Justice and Public Security

TARCÍSIO GOMES DE FREIRAS Minister of State for Infrastructure

EDUARDO PAZUELLO Minister of State for Health Interim

PRESIDENCY OF THE REPUBLIC • GENERAL SECRETARIAT • NATIONAL PRESS

JAIR MESSIAS BOLSONARO

President of the Republic JORGE ANTONIO DE OLIVEIRA FRANCO General Secretariat PEDRO ANTONIO BRAGA NETTO Chief of Staff

OFFICIAL DIARY OF THE UNION

Established since October 1, 1962

ALEXANDRE MIRANDA MACHADO General Coordinator of Publication and Dissemination

HELDER KLEIST OLIVEIRA Coordinator of Publishing and Publication of Official Newspapers



- SECTION 1 • Publication of normative acts SECTION 2 • Publication of acts related to the person of the Federal Public Administration SECTION 3 • Publication of contracts, notices, notices and notices

AUSTRALIA



Crew Change Guide – Australia

1. Be aware you will need to comply with BOTH federal government requirements and the requirements of the State/Territory the ship visits.
 - a. The requirements are inconsistent between Federal and State and between individual States.
 - b. Check carefully all relevant requirements including the arrival State direct from overseas, and the state where the crew will embark/disembark the vessel.
 - c. Exemptions may be available for 14 day quarantine in some locations, however assume that 14 day quarantine is required until an exemption is obtained.
 - d. MIAL has prepared a COVID-19 Australian Border Closures Table to assist obtain the most accurate and up-to-date advice across the Australian jurisdictions. Please visit [here \(https://mial.com.au/our-work/novel-corona-virus-update\)](https://mial.com.au/our-work/novel-corona-virus-update) to obtain the table and sign up to receive frequent updates.
2. If you have any crew that have been onboard longer than 11 months, expect to encounter questioning and/or issues from AMSA and/or ITF.
3. If you have extended crew beyond 11 months, ensure you have Flag State approval for the extension.
4. Expect rigorous PSC on all matters about the MLC if any crew have been on board more than 11 months. List of current inspections and findings by AMSA is available [here](#).
5. Don't assume flag state approval / dispensation to sail short (or other non-compliance) will be accepted by Port State.
6. Ensure all crew have plenty of time left on their Maritime Crew Visa – we recommend at least 3 months. If they will expire soon, renew these visas while outside of Australia.
7. Make sure you are ready to mobilise people if a crew change becomes necessary. Make sure you have plenty of crew ready with Maritime Crew Visas, Transit Visas and if possible Visitor Visa to cover the time period that may be required for crew quarantine (14 days from arrival) and domestic transit – see [here](#) for application process, if in doubt choose tourist stream. Visa FAQ available [here](#).
8. Have a repatriation plan ready – flights confirmed, ports where crew change will happen confirmed, relief crew confirmed, etc.
9. For crew signing off – ensure plenty of time left on Maritime Crew Visa and Passport.
10. Aviation Incoming Passenger Cap does not apply to seafarers flying into Brisbane. Seafarers are exempt from the cap in that State and no airline should use that as a reason to bump a crew member from a flight.
11. For flights to all other cities, book crew on business class fares coming into Australia to ensure they do not get bumped from a flight due to the incoming passenger cap.
12. Be aware that there is currently limited availability of internal flights in Australia.
13. Brisbane, Queensland is the most workable port to undertake crew change in within Australia. Other ports in Queensland also more workable than any other location in Australia.

This information has been prepared by Maritime Industry Australia Ltd in good faith to be of general assistance. MIAL is not responsible if you rely on this information. Please note, MIAL are at capacity servicing the needs of our Members during this COVID crisis and are not able to assist non-Members at this time. Membership enquiries to: alison.saunders@mial.com.au or contact your port agent for assistance.

14 August 2020

ANNEX D

GREECE

ΕΝΤΥΠΟ ΣΗΜΑ		
CHANNEL EMAIL		
FOR USE BY THE SECRETARIAT		No:
		PRIORITY RATE
FROM : MINISTRY FOR MARITIME AFFAIRS AND INSULAR POLICY/SEAFARERS TRAINING DIRECTORATE/UNIT 3///	DATE-HOUR OF ISSUANCE 221250/06-20	SECURITY DEGREE
TO: 1. HELLENIC PORT AUTHORITIES 2. HELLENIC MARITIME ATTACHES		
CC.: 1. MMAIP/ MINISTER'S OFFICE – H.C.G. COMMANDANT – 1 ST DEPUTY COMMANDANT– 2 ND DEPUTY COMMANDANT-GENERAL DIRECTOR FOR SHIPPING– SEAFARER'S TRAINING DIRECTORATE - SEAFARER'S LABOUR DIRECTORATE 2. PUBLIC MARITIME EDUCATION AND TRAINING INSTITUTIONS 3. UNION OF GREEK SHIPOWNERS' - HELLENIC CHAMBER OF SHIPPING - GREEK SEAMEN FEDERATION		
COURTESY TRANSLATION		
SUBJECT: «EXTENSION OF VALIDITY OF SEAFARERS' CERTIFICATES AND ENDORSEMENTS» ///		
REF: A. THE P.D. 141/2014 (O.G.G A' 232) AS AMENDED ///		
B. THE 171435/03-20 DECISION OF THE MINISTRY FOR MARITIME AFFAIRS AND INSULAR POLICY///		
C. AR. 64 OF THE 30 th March 2020 LEGISLATIVE ACT (O.G.G. A' 75)///		
<p>ONE /// FOLLOWING THE ABOVEMENTIONED CORRESPONDENCE AND IN ORDER TO DEAL WITH THE EXTRAORDINARY CIRCUMSTANCES OF THE PANDEMIC OF COVID 19 AS WELL AS TO ENSURE THE SMOOTH CONDUCT OF SHIPPING OPERATIONS, A GENERAL EXTENSION OF VALIDITY <u>TILL THE 31ST OF DECEMBER 2020</u> IS GRANTED FOR THE HELLENIC CERTIFICATES OF COMPETENCY (CoPs) AND CERTIFICATES OF PROFICIENCY (CoPs) OF SEAFARERS ISSUED BY THE HELLENIC ADMINISTRATION ACCORDING TO THE INTERNATIONAL CONVENTION STCW '78 AS AMENDED AND HAVE EXPIRED OR ARE DUE TO EXPIRE UNTIL THE ABOVEMENTIONED DATE ///</p> <p>TWO/// EQUIVALENT EXTENSION IS GRANTED FOR THE ENDORSEMENTS OF ATTESTATION ISSUED BY A FOREIGN AUTHORITY, PROVIDED THAT THE COCs AND THE COPs ARE IN EFFECT UNTIL THE ABOVEMENTIONED DATE ///</p> <p>THREE/// THE AFOREMENTIONED EXTENSIONS ARE IN EFFECT WITHOUT REQUIRING ANY ADDITIONAL ENTRY ON THE CERTIFICATE OR SUBMISSION OF RELEVANT REQUEST OR OTHER DOCUMENTS ///</p> <p>FOUR/// IN ANY CASE THE PROVISIONS OF AR. 27-30 OF PRESIDENTIAL DECREE 141/2014 (O.G.G A' 232) AS AMENDED CONCERNING THE VALIDATION OF THE CERIFICATES REMAIN IN FORCE ///</p> <p>FIVE/// SEAMEN'S UNIONS AND SHIPOWNERS' ASSOCIATIONS ARE REQUESTED TO ADVISE THEIR MEMBERS ACCORDINGLY ///</p>		
PROCESSING DATA	DHR	TRANSFER
		RECEIPT
PAGE 1 OF PAGE 1		



14 August 2020

MARINA ADVISORY NO. 2020-64

TO : ALL SEAFARERS, LICENSED MANNING AGENCIES / SHIPPING COMPANIES, SHIP OWNERS AND OPERATORS AND ALL CONCERNED

SUBJECT : EXTENSION OF THE VALIDITY OF STCW CERTIFICATES

The actions taken worldwide and within Philippines, as a result of the COVID-19 pandemic, has severely affected the ship to shore interactions, including the crew changes. For that reason, the maritime industry stakeholders are seeking longer extension of validity of the STCW certificates of their Filipino crew who could not be safely repatriated or disembarked as yet due to travel restrictions imposed by several countries.

In response thereof and consistent with the IMO Circular Letter No. 4204/Add.5/Rev.1 dated 02 April 2020 which encouraged the issuing Administration and the Port State control authorities to take a pragmatic and practical approach with regard to the extension of the validity of seafarer's certificates and endorsement, as strictly necessary, in accordance with the STCW Convention, 1978, as amended, notice is hereby given that all STCW certificates of Filipino seafarers currently serving onboard ships which are expiring during the period **01 September 2020 to 31 October 2020** shall be extended for a period of six (6) months from the date of expiry without the need to file for an application at the MARINA.

All concerned manning/crewing agencies and shipping companies are hereby directed to submit to MARINA the list of their crewmember/s whose validity of STCW certificate/s have been extended pursuant to this Advisory. An electronic copy of the said information shall be submitted via e-mail at certificate_extension@mail.marina.gov.ph following the attached template in Annex A.

This Advisory shall take effect immediately.

VADM ROBERT A EMPEDRAD AFP (Ret)
Administrator

MARINA Building
20th Street corner Bonifacio Drive
1018 Port Area (South), Manila

Tel. Nos: (632) 523-9078 / 526-0971
Fax No: (632) 524-2895
Website: www.marina.gov.ph

(Company letterhead and logo)

Date: _____

The Executive Director
 Office of the Executive Director
 STCW Office
 Maritime Industry Authority

Dear Sir/Madam:

Hereunder are the names of our crewmember/s whose STCW certificate/s have been extended pursuant to MARINA Advisory _____.

Name of Seafarer	Capacity / Position	Extended Certificate (COP/COC/COE)	Date of Expiry of Certificate	Name of Ship	Name of Ship owner	IMO Number & Flag of ship

For your information and reference.

Very truly yours,

 (Name & signature of authorized official)

RUSSIAN FEDERATION

**Ministry of Transport
of the Russian Federation
Deputy Minister of Transport**

Date: 10.07.2020 Ref. ЮЦ-Д5-29/12972

Clarification of additional urgent measures taken due to the pandemic of coronavirus COVID-19

Information letter

Due to numerous requests by the Maritime Administrations of foreign States seeking clarification on applicability of urgent measures taken by the Maritime Administration of the Russian Federation (hereinafter referred to as the Administration) relevant to the limitations associated with coronavirus infection (COVID-19), as well as in order to ensure uninterrupted operation of international shipping, we hereby inform of the following.

In accordance with the Information letter of the Ministry of Transport of the Russian Federation dated 11 June 2020 ref. ЮЦ-Д5.26.10781 «Additional urgent measures taken due to the pandemic of coronavirus COVID-19» if the seafarer's certificates expire before 20 September 2020, the validity of such certificate is extended to there (3) months.

The above measure is applicable to all seafarer's certificates and documents issued by the Maritime Administration of the Russian Federation pursuant to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW), regardless of ship's flag, i.e. the above extension of validity of the certificates and documents is applicable to seafarers working on board ships flying the flag of a foreign State.

We hereby request Maritime Administrations to take into account the present provisions while carrying out the port State control inspections.

Y.A. Tsvetkov

**МІНІСТЕРСТВО
ІНФРАСТРУКТУРИ
УКРАЇНИ**

вул. Перемоги, 14, м. Київ, 01135,
тел.: (+38 044) 351-40-96, 351-40-01,
факс: (+38 044) 351-48-45
E-mail: miy@mfa.gov.ua
сайт: www.mtu.gov.ua
код згідно з ЄДРПОУ 37472062



**MINISTRY OF
INFRASTRUCTURE
OF UKRAINE**

14, Peremohy av., Kyiv, 01135, Ukraine
tel: (+38 044) 351-40-96, 351-40-01,
fax: (+38 044) 351-48-45
E-mail: miy@mfa.gov.ua
WEB: www.mtu.gov.ua
код згідно з ЄДРПОУ 37472062

The International Maritime Organization

Secretary-General
H. E. Mr. Kitack Lim

Dear Mr. Lim!

On behalf of the Ministry of Infrastructure of Ukraine I have the honor to present my compliments to Your Excellency and to the International Maritime Organization and would like to address with the following.

Given the current situation and the introduction of the restrictive measures to prevent Covid-19 in the world and Ukraine and also considering that many companies do not have the opportunity to replace seafarers in a timely manner, in addition to the letters of the Ministry of Infrastructure of Ukraine dated 23.03.2020 № 890/46/14-20 and dated 13.04.2020 № 5021/46/10-20 we would like to inform here with the measures adopted and enforced by the Ukraine regarding the validity of the qualification documents of seafarers which are on a voyage now, issued on behalf of Ukraine.

Let me address to the Secretariat with the kind request to circulate submit this letter among all Member States of the International Maritime Organization.

Let me avail myself of this opportunity to renew to Your Excellency and the International Maritime Organization assurances of my highest consideration and express hope for further fruitful cooperation.

Attachment: Measures adopted and enforced by Ukraine on 2 pages.

Acting Minister

Oleh YUSHCHENKO

013397



№1635/46/14-20 від 28.05.2020

ANNEX E



HELLENIC REPUBLIC
MINISTRY OF MARITIME AFFAIRS
AND INSULAR POLICY

HELLENIC COASTGUARD
HEADQUARTERS
GENERAL DIRECTORATE
FOR SHIPPING POLICY

SEAFARERS' LABOUR DIRECTORATE

Address: : Akl Vasilidi (Port Gate E1-E2)
Postal Code: : 185 10, Piraeus
Information : Lieut. Cdr HCG ANTONAKOU V.
Tel. No. : ++30 210 137 1108, 1442, 4217
Fax : ++30 210 413 7042
Email : dlser.k@hcg.gr

Piraeus, 02 - 09 - 2020
Prot. No.: 2242.7-1.3/ 56370 /2020
MLC, 2006 Ctrc. 08

To: Recipients Distribution Table

Subject: "Coronavirus (COVID-19) – Guidance relating to the Medical Certification under IMO STCW Convention, as amended and ILO MLC, 2006, as amended".

Ref.: a) Prot. No.: 2242.1/ 19566 /2020 Ctrc. MLC, 2006 07 MMAIP/HCG/SLD.
b) Ref no. 2020.D/ 42907/2020 Notice MMAIP/HCG.

1. As known, the World Health Organization (WHO) has determined that the outbreak of Coronavirus Disease (COVID-19) is a pandemic on 11 March 2020. It is evident that stringent border control measures to reduce the spread of COVID-19 implemented by states across the world has resulted in shipowners/ operators having extreme difficulty in arranging crew changes and repatriating seafarers when their employment agreements (SEAs) and certificates of competence (CoC) expire.

2. According to article 3 par. 6 of the National Regulation for the Implementation of the ILO Maritime Labour Convention, 2006¹, in urgent cases, the Seafarers' Labour Directorate or the Port Authorities, upon the master's request, may permit a seafarer to work without a valid medical certificate until the next port of call where the seafarer can obtain a medical certificate from a qualified medical practitioner that of paragraph 1, provided that the seafarer concerned is in possession of an expired medical certificate of recent date not over three (03) months. The period of such permission does not exceed three (03) months. If the period of validity of a certificate expires in the course of a voyage, the certificate continues in force until the next port of call where the seafarer can obtain a medical certificate from a qualified medical practitioner that of paragraph 1, provided that the period does not exceed three (03) months.

3. Notwithstanding the abovementioned and taking into account the current exceptional conditions, this Administration allows for the extension until December 31st, 2020 of medical certificates that have been issued by medical practitioners duly authorized and expire until October 31st, 2020. The above referred extension relates only to the requirement for carrying a non-expired medical certificate and it should not be understood as allowing seafarers to serve on board vessels that are not actually medically fit to perform duties assigned at sea or are suffering from any medical condition likely to be aggravated or render the seafarer unfit for such service or endanger the health of other persons on board.

¹ Approved by Joint Ministerial Decision no. 3522.2/09/2013 (GG B' 1671)

4. The present document² is recommended to be kept onboard for verification reasons from the competent authorities, as appropriate. In case that a Greek flagged vessel is under port state control being imposed with restrictions for pertinent issues, the Seafarers' Labour Directorate (dner.b@hcg.gr, dner@hcg.gr) should be relatively informed. Further to the present document, [the IMO Circular Letter No.4204/Add.10](#) should also be available onboard.

5. Shipowners' and Seafarers' organisations are requested to advise their members accordingly.

THE MINISTER

PLAKIOTAKIS Ioannis

Ψηφιακά υπογεγραμμένο από APOSTOLOS
ATHANASIADIS
Ημερομηνία: 2020.09.02 17:29:56 EEST
Αιτία: TRUE COPY
Τόπος: PIRAEUS

ANNEX F

Prescriptive: Resources that seek explicitly to direct the behaviour of the other person			
Title	Description	Support	Source
International Health Regulations (2005)	Directions to port States: e.g. ships shall not be refused 'free pratique' Directions to Masters to cooperate with authorities	Directions	World Health Organisation (WHO)
Outbreak of COVID-19 on board ship	Directions on the management of an outbreak on board ship	Directions	WHO
Protection against COVID-19	Accurate advice on when and how to wear medical masks to protect against coronavirus	Advice	WHO
INTERTANKO Covid-19 ('Coronavirus') Clause – Time charterparties	A model clause for inserting into a time charter party agreement	Legal Advice	INTERTANKO
Best practice precautions for carrying out the pre-transfer conference during the COVID 19 Pandemic	Ship-shore safety checklist for completion by both tanker and terminal personnel including a range of precautions to safeguard against COVID-19 infections	Directions	OCIME
10 Commandments of Sleep	A short video on getting good sleep aimed at shift workers	Directions on good sleep hygiene	The Sleep Council

Informative: Resources that seek to impart new knowledge or information			
Title	Description	Support	Source
Information note on maritime labor issues and Coronavirus (COVID-19)	Information about seafarers' labour rights during the current pandemic. Emphasises seafarers' Rights – Downloadable document	Information	ILO
Fatigue Guidelines	Information about mitigating fatigue risk on board ship contained in MSC.1/Circ.1598	Information	IMO
Crew changes and the ship-shore interface	Guidance on protection of the health of seafarers during port entry. Instructions and information on what to do when entering port	Information	International Chamber of Shipping
World map of COVID-19 Port Restrictions	Live map of ports placing restrictions on port entry. Up-to-date information on ports where seafarer exchanges may be possible.	Information	Wilhelmsen Ship Services
Worldwide Lawyers Directory	Telephone numbers and addresses of lawyers who provide free specialist advice to members in the event of an incident	Advocacy	Nautilus International
Nautilus Coronavirus FAQs	Webpage with answers to Frequently Asked Questions regarding Coronavirus and Seafarers Employment Agreements	Advocacy	Nautilus International
World map of ports with ITF representatives	Interactive map with helpful information about travel restrictions and contact details of ITF representatives in ports around the world	Advocacy	International Transport Federation (ITF)
Mental Health First Aid	Website detailing web-based mental health first aid training courses available for shore-based staff	Training	Illuminate
Wellness at Sea	A coaching programme that seeks to enable seafarers to improve their on board health and well-being by exploring five different aspects of wellness and the impact that they can have on the safe running of a ship	e-Learning	Sailors' Society
Mental Health First Aid "ALGEE" Action Steps	Gard P&I club online article	Briefly outlines the "ALGEE" action steps for rendering mental health first aid. A: Approach, Assess and Assist the person with any crisis L: Listen and communicate non-judgementally G: Give support and Information E: Encourage the person to get appropriate professional help E: Encourage other supports	GARD
Six ways to improve your sleep at sea	A web article offered by the Marine Society on actions that people can take to improve their sleep quality at sea	Guidance on good sleep habits	The Marine Society

Confronting:

Resources that challenge, give direct feedback; challenge the restrictive attitudes, beliefs, behaviour of the other

Subject	Description	Support	Source
Digital Technology and Seafarers' Mental Wellbeing	A report on the pros and cons of digital technology on board ship by Drs Olivia Swift and Rikke Jensen of Royal Holloway, University of London	Unbiased information about digital technology on board that challenges some of the assumptions regarding its benefits and ill effects	ISWAN
Seafarers Coronavirus FAQs	Downloadable pdf containing seafarers' FAQs and responses in regards Coronavirus	Information / instructions promoting constructive thoughts and behaviours in response to Coronavirus	ISWAN
Mindfulness-based Stress Reduction Online	Web-based course in how to retrain our minds to deal with stress, anxiety and uncertainty	8 week web-based learning for shore-based people	The Mindfulness Project
COVID-19 Resource Page	Downloadable pdf short guides to managing anxieties around COVID-19, from Hunterlink – a provider of Employee Assistance Programmes	Guidance on dealing with anxiety and help to change mindset and thinking	Hunterlink

Cathartic: Interventions that are designed to release emotional tensions and help people get painful emotions out of their system			
Title	Description	Support	Source
Wellness at Sea	For subscriber shipping companies, online training with coaching, a telephone helpline, the Wellness at Sea app and peer-to-peer support	One-to one, and group counselling sessions facilitated by a Sailors' Society counsellor via internet	Sailors' Society
SeafarerHelp	Free, confidential, multilingual helpline for seafarers and their families available 24 hours a day, 365 days per year dial +44 20 7323 2737 email help@seafarerhelp.org	Talking / Listening service	ISWAN
National Suicide Prevention Lifeline	The Lifeline provides 24/7, free and confidential support for people in distress, prevention and crisis resources Based in America	Talking / Listening service	National Suicide Prevention Lifeline
National Hopeline Network: IMALive:	Crisis intervention chat line for people contemplating suicide or others worried about someone's intentions Based in America	Online Chat Talking / Listening service	IMALive
Nautilus 24/7 Helpline	Help for members in emergencies via SMS, Skype or Online Chat	Crisis support	Nautilus International
Seafarers Assistance and Information Line (SAIL)	Help for UK seafarers in financial hardship via email, Skype or phone	Financial crisis support for UK seafarers	SAIL
Global Mental Health Resources Guide 2018	A pdf document produced by The American Club and available on the Safety4Sea web pages, listing all the crisis helplines around the globe available to seafarers and their families	Emotional support Crisis support	Safe4Sea

Catalytic: Resources that enable the other person to learn and develop by self-direction and self-discovery			
Subject	Description	Support	Source
Seafarers mental health and well-being	Online video on how to maintain good mental health	Training / Instructions Self-help	ISWAN
Coronavirus – how to beat it	Online video with instructions on how to prevent COVID-19 infections	Training / Instructions	Seaquill Maritime and Videotel
Good mental health guides <ul style="list-style-type: none"> • Steps to Positive Mental Health • Psychological Wellbeing at Sea • Managing Stress and Sleeping Well at Sea 	Information guides on how to promote good mental health including infographics and audio relaxation soundtracks	Self-help guides to prevent sleepiness, fatigue and stress	ISWAN
Managing your mental health during the COVID-19 Pandemic	Online Video containing information and guidance from clinical psychologist Dr Kate Thompson	Emotional support Self-help guidance	ISWAN
Mental Health Self-help Leaflets	A series of 29 downloadable self-help leaflets covering a range of subjects from Abuse, through Eating Disorders to Sleep Problems and Stress	Targeted self-help on a range of mental health issues	UK National Health Service
Preventing social isolation	A series of articles from Sea Health & Welfare, Denmark containing suggestions and advice for reducing social isolation on board	Ideas to prevent social isolation	Sea Health & Welfare
Preventing Conflict	An article from Sea Health & Welfare on how managers can keep conflict from escalating beyond disagreements	Ideas and advice to prevent conflict escalating	Sea Health & Welfare

Supportive: Resources, campaigns, support groups that affirm the worth and value of the other person			
Subject	Description	Support	Source
Coronavirus advice and support <ul style="list-style-type: none"> • Podcasts • Facebook support community • Top Tips • Travel Advice 	Webpage listing resources that seafarers can access; including podcasts downloadable tips and links to Facebook pages	Emotional support Self-help advice	Sailors' Society
Sailors' Society Find a Chaplain	Webpage providing contact details of Chaplains available for support via telephone and email	Emotional and spiritual support for all	Sailors' Society
Mission to Seafarers	The Mission to Seafarers' offers an email response to seafarers and their families who need help during the COVID-19	A contact email that is monitored by the Mission's chaplains: crewhelp@mtsmail.org	Mission to Seafarers
#Isupplytheworld	International Maritime Employers' Council Twitter campaign to raise awareness of seafarers' key role in keeping supply chains open	Championing seafarers Moral support	IMEC