

**Sayı** : 38591462-010.07.03-2022-1144

08.02.2022

**Konu** : ICS COVID-19 Güncel Duyurusu

Sirküler No: 115

Sayın Üyemiz,

Uluslararası Deniz Ticaret Odası (International Chamber of Shipping-ICS) tarafından gönderilen 4 Şubat 2022 tarihli Ek-1'de sunulan yazıda, Dünya Sağlık Örgütü'nün (World Health Organization-WHO) yayınladığı, ülkelerden bildirilen "Koronavirüs" (COVID-19) akut solunum yolu hastalık vaka tablosunu içeren güncel istatistiksel bilgiler Odamıza iletilmiştir.

Bahse konu yazıda, 4 Şubat 2022 tarihi itibarıyla toplam 383.509.779 adet COVID-19 vakası tespit edildiği, mevcut durumda 220 ülke ve bölgeden vaka bildirildiği belirtilmekte olup, rapor tarihi itibarıyla en fazla COVID-19 vakası tespit edilen ilk 12 ülke, COVID-19 salgını vaka ve vefat sayılarının olduğu tablo ve ülkeler hakkında güncel bilgiler bulunmaktadır.

Yazıda ayrıca, COVID-19 salgınıyla mücadele kapsamında uygulanan iyi örnekler ile ülkeler tarafından sürdürülen aşı programları hakkındaki gelişmelere ait bilgilerin yanı sıra aşağıdaki konulara yer verilmektedir.

1. Dünya Sağlık Örgütü tarafından oluşturulan, COVID-19'a yönelik haftalık epidemiyolojik ve operasyonel güncel bilgilerin bulunduğu bültenin (<https://bit.ly/3GxVLDW>) adresinde,
2. Dünya Sağlık Örgütü'nün COVID-19 Aşı Takip web sitesinin (<https://bit.ly/3GxjK6j>) adresinde,
3. Uluslararası Sivil Havacılık Örgütü (International Civil Aviation Organization – ICAO) tarafından hazırlanan ICAO COVID-19 Ekonomik Etki belgesinin (<https://bit.ly/3JbtkgO>) web adresinde,
4. COVID-19 vakalarına yönelik hazırlanan ve günlük olarak güncellenen veri kaynağına (<https://bit.ly/3B15UrG>) adresinde,
5. Dünya Sağlık Örgütü tarafından hazırlanan ve birçok değişiklik yapılarak güncellenen rehberin (<https://bit.ly/3B34qND>) adresinde yayımlandığı belirtilmektedir.
6. Ayrıca, acil tıbbi bakıma ihtiyaç duyulması veya bir naaşın ülkesine geri gönderilmesinin reddedilmesi durumunda denizcilik firmalarının, etkilenen denizcinin durumu, geminin IMO numarası ve konumu ile ilgili ayrıntıları Natalie.Shaw@ics-shipping.org adresine ileterek, ilgili üye devletle iletişime geçilmesi için Birleşmiş Milletler kurumlarının bilgilendirmelerini sağlamaları istenmektedir.
7. Gemilerde aşuların karıştırılması ve oksijen taşınmasıyla ilgili iki yeni belge de dahil olmak üzere Uluslararası Denizcilik Sağlığı Birliği (International Maritime Health Association-IMHA) tarafından hazırlanan ICS Covid Rehberi'nin (<https://bit.ly/34kt54t>) adresinden

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



Evrakı Doğrulamak İçin : <https://ebys.denizticaretodasi.org.tr/enVision/Dogrula/BSE6K6CZ2>  
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indirilebileceği, ayrıca ICS tarafından önümüzdeki hafta güncellenmiş bir Covid Tıbbi Rehberi ve Aşılma Rehberi yayınlanacağı ifade edilmektedir.

- ICS'in Çin İrtibat Bürosu tarafından hazırlanan, Uluslararası seferlerde COVID-19'un uzaktan önlenmesi ve kontrolüne ilişkin, "Uluslararası Seferlerdeki Gemilerde COVID-19'un Uzaktan Önlenmesi ve Kontrolü için Gemide Tespit ve Bilgi Raporlama" rehberleri Ek-2'de, Japon Armatörler Birliği (Japanese Shipowners Association-JSA) tarafından, gemi personelinin COVID-19 hakkında eğitimine yönelik hazırlanan belge Ek-3'te yer almaktadır.

Bilgilerinize arz/rica ederim.

Saygılarımla,

*e-İmza*

İsmet SALİHOĞLU  
Genel Sekreter

**Ek:**

- ICS'in 04.02.2022 Tarihli Yazısı (10 sayfa)
- COVID-19 Rehberleri (12 sayfa)
- JSA'nın COVID-19 Bilgilendirme Dokümanı (3 sayfa)

**Dağıtım:**

**Gereği:**

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

**Derneği**

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

**Bilgi:**

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

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4<sup>th</sup> February 2022

**COVID-19(22)04**

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

**COVID-19 UPDATE AS OF 4<sup>th</sup> February 2022**

**Action Required: *Members are invited to note that 383,509,779 Confirmed cases of COVID-19 additional cases have been confirmed since the last report a month ago 29.085% increase in reported cases. 5,693,824 fatalities recorded 6.73% growth since the last report. 223 territories have cases. 10,040,766,359 vaccine doses given.***

- [WHO weekly update reports](#) and [WHO vaccine Tracker website](#)
- [ICAO Covid 2022 Economic Impact document](#)
- Free access to in the daily-updated repository of cases
- Members should advise all shipping companies to tell them immediately if someone requires emergency medical care or for denial of repatriation of a body. Please then send details regarding the case, vessel IMO number location and situation of the seafarer affected to [Natalie.Shaw@ics-shipping.org](mailto:Natalie.Shaw@ics-shipping.org) to ensure the UN agencies are immediately notified to lobby the member state concerned.
- ICS Covid Guidance documents can be downloaded [here](#) including IMHA documents relating to mixing vaccines and Oxygen carriage onboard ship. ICS will be issuing an updated Covid Medical Guide and Vaccination guide next week.
- WHO has recently updated its interim guidance which now includes a substantial number of changes compared to the previous document. The document is available from ([An implementation guide for the management of COVID-19 on board cargo ships and fishing vessels: interim guidance, 23 December 2021 \(who.int\)](#)).
- WHO held an online seminar on Omicron earlier this week. The presentations and the link to the recording: <https://www.youtube.com/watch?v=H3Qymcc03v0&t=6s>

**SITUATION IN NUMBERS BY WHO REGION FOR 3rd February 2022**

	Cases	Deaths
<b>Global</b>	<b>383,509,779</b>	<b>5,693,824</b>
<b>Americas</b>	<b>137,352,449</b>	<b>2,518,094</b>
<b>Europe</b>	<b>149,655,337</b>	<b>1,778,905</b>
<b>South-East Asia</b>	<b>52,789,146</b>	<b>741,067</b>
<b>Eastern Mediterranean</b>	<b>19,305,272</b>	<b>322,449</b>
<b>Africa</b>	<b>8,132,548</b>	<b>164,817</b>
<b>Western Pacific</b>	<b>16,274,263</b>	<b>168,479</b>

	<b>TOP 12 COUNTRIES</b>	<b>MOST CASES IN LAST WEEK</b>	<b>MOST FATALITIES IN LAST WEEK</b>
1	USA	US	USA
2	India	France	India
3	Brazil	India	Russian Federation
4	France	Brazil	Brazil
5	UK	Germany	Italy
6	Russia	Russia	Columbia
7	Turkey	Italy	Argentina
8	Italy	Turkey	UK
9	Germany	UK	France
10	Spain	Japan	Mexico
11	Argentina	Netherlands	Poland
12	Iran	Australia	Peru

**New ICAO Health Master List**

ICAO has published its first Health Master List resource for States and aviation stakeholders to aid in more efficient and secure authentication of traveller health certificates, including vaccination and test result certificates. In support of WHO recommendations, ICAO has started an innovative Public Key Infrastructure collaboration with the Luxembourg State Agency, INCERT. The partnership aims to address the need for improved trust and processing of health documentation internationally during the pandemic, and beyond.

Most health proofs issued globally, including the ICAO Visible Digital Seal for non-constrained environments (VDS-NC), include some form of digitally-signed barcode, with verification of the barcode requiring knowledge of the associated public key.

The new ICAO Health Master List is a compilation of public key certificates signed by ICAO, made publicly available through its website and regularly updated as more health proofs are issued and new public keys are required.

ICAO is welcoming submissions of public key certificates associated with any health proof currently used for international travel from all 193 Member States, irrespective of the specific format of the proof or the existing systems used for authentication of

the proof. There is no cost associated with inclusion of a certificate on the Health Master List. All public key certificates submitted will be verified before inclusion in the list, following strict procedures similar to those established for the ICAO PKD, to ensure trust in the contents.

“The Health Master List concept is based on the same principles as the ICAO Master List used to verify electronic travel documents. It will complement existing national and/or regional solutions and provide an essential international mechanism to share public key certificates in line with WHO recommendations.”

## **Global Update**

### **a) General Situation**

While the situation had appeared to improve since the Autumn of last year the situation has significantly declined towards the end of the year and in the beginning of this year. Issues are once again emerging as experienced at the start of the pandemic. Diplomatic efforts are being made to try to get countries to be more willing to resolve issues arising. The various ICS and interagency taskforces are also meeting regularly to manage situations occurring.

The priority remains for vaccines to be first vaccinations first, then second jabs and boosters and further doses as identified. Global vaccine availability will clearly continue to play a part in how the industry adapts to the programmes available.

There are shortages worldwide of both PCR and lateral flow tests and this issue is now with the international agencies to request countries to make these available as priority for seafarers as key workers. ICS will continue to lobby on this based on member feedback.

The next edition of the Covid medical guidance and an updated vaccination leaflet will be issued next week, and readers should share these documents with their constituents.

IMEC has introduced a new programme to audit quarantine centres by a classification society. Shipping companies can contact Adam Lewis at IMEC for further information.

Crew changes remain problematic for seafarers in China, Hong Kong, Japan, and Korea. Due to increased numbers of Covid infected Filipino and Indian seafarers arriving in Japan, the Japanese government are particularly concerned at currently allowing these nationals into Japan. It was now clear that shipping companies were seeing a Covid wall emerging.

Issues have arisen about inconsistency of CT score values at different testing labs. WHO has been asked to explore if a universal CT standard could be adopted.

Issues remain regarding repatriation of seafarers bodies and challenges in honouring religious rituals. A working group will produce guidance on repatriation of bodies and religious rituals around burial. Interested parties should advise Natalie Shaw accordingly.

The cruise ship industry continues to face challenges on a crewing and passenger front due to omicron. The US CDC conditional sail order remains under review. CLIA hopes the situation will improve by the summer.

There should be a plan to identify guidance transition as we move to a new normal aiming to reduce conflicting guidance documents existing around the world.

## **Australia**

MIAL has pointed out is a surge in covid cases in Australia arising from Omicron. In Australia the East Coast is reopening, whilst Western Australia remains closed for the near future.

People could enter Australia in the East if double vaccinated with a negative PCR test up to 72 hours prior to arrival in Australia. They will then be required to do a PCR test or rapid test on arrival. There are considerable shortages of rapid tests available to source in Australia. Ninety-five percent of the Eastern coast residents are now vaccinated. Shore leave is prohibited and incompatible with plane arrival.

MIAL supports their Government's move to assist the East-West freight trade and secure supplies for West Australians via their temporary changes to the Coastal Trading Act announced yesterday (Coastal Trading (Revitalizing Australian Shipping) Act 2012 Section 11 exemption for voyages by container and roll-on roll-off vessels to Western Australia until 31 March 2022).

It believes these are sensible, pragmatic measures to encourage operators who are not already at maximum capacity to make space available quickly and without complex administrative overheads. However, the benefit of shipping should be seen beyond the current emergency. Shipping is the cleanest, most efficient form of long-haul transport. Australia could be more resilient and self-reliant with less attention and funding afforded to land transport options.

"The support the shipping industry needs is a fraction of the investment that is required to secure our transnational rail lines. It does not have to be an either/or situation. Australia should have capability on road, on rail and at sea.

Maritime Industry Australia Ltd has a maritime resilience masterplan already developed with sensible, practical solutions to secure reasonable shipping services to, from and around the country to secure our national interests for years to come

## **Belgium**

The situation mirrors the situation in Germany. Changes are expected in Belgium. Boosters and vaccines are available for crew members to request in Belgian ports.

## **China**

Below is information shared by the Principal Representative of the ICS (China) Liaison Office for January 2022.

The PRC State Council Joint Prevention and Control Mechanism Integrated group for COVID-19 issued a notice titled "Notice on Future Improving the Prevention and Control of Epidemic among Crew Members of International Vessels". To further implement the notice, on 28 January 2022 the Ministry of Transport, Ministry of Foreign Affairs, and General Administration on Customs and Exercise jointly issued an announcement on the remote prevention and control of the Covid-19 pandemic among international vessel crew.

ICS has approached the contacts of Ministry of Transport and China MSA, who indicated that the announcement is an indication for relaxing the restrictive measures on change of crew members of international sea-going vessels, not only for Chinese seafarers but also other nationalities in Chinese ports. That said, the ship operators should consult with their ship agents in China about the detailed implementation of the announcement before planning to conduct any crew changes in Chinese ports.

An English translation and a guideline are at [Annex A](#) and [Annex B](#).

IMEC has reported a significant reduction in the number of Chinese seafarers who can now work on international ships and replaced by Ukrainian, Indian and Filipino crew.

## **Cyprus**

CSC has advised of an increase in Omicron cases in Cyprus in recent weeks and the identification of a new covid variant. There will be new measures as of 1<sup>st</sup> March 2022 relating to flight crew to Cyprus, but it remains unclear if this will result in stricter or more lenient measures. As from 31<sup>st</sup> January vaccination certificates would be accepted of a 3-month duration rather than a 6month duration previously. Residents are fully vaccinated if they have received their booster.

## **Denmark**

Danish Shipping has reported an increase in Danish infections. Politicians are discussing easing restrictions once cases drop in hospitals. The government has temporarily stopped the crew change visa issuance hub, but it is hoped this can restart.

## **Germany**

VDR has advised that Crew changes can still occur, but vaccinations are difficult to access in ports as there is a shortage of personnel to conduct the procedures whilst hospital growth of cases places extra demands on medics. Vaccinations have now become mandatory in Austria, and this is also being considered by the German government

Various VDR members have reported cases of positive cases of covid onboard, and seafarers denied access to medical care in ports. For action to occur companies must send ICS specifics on cases to provide to the UN agencies to take appropriate action.

## **Greece**

UGS have reported around 20,000 cases of infection in Greece per day and around ninety deaths each day. Crew changes are possible and measures for inbound crew members to access Rapid tests up to 24 hours after scheduled arrival. Seafarers arriving at Greek ports can access tests if necessary.

## **Hong Kong**

HKSOA has advised that the situation in Hong Kong remained problematic. The country is following the Covid Free Strategy of the Mainland government and would remain closed until 3<sup>rd</sup> February when the situation will be reviewed. Measures include vaccine bubbles and the cull of rodents considered to be potential covid vectors.

## **India**

The situation appears to be stabilising in India but remains closely monitored. There remains a significant difficulty in gaining access to Indian quarantine centres which appear to be block booked by the government. ICS will try to set up a meeting alongside Intertanko and ISWAN with DG Shipping to see how to resolve this issue.

## **Italy**

Confitarma has reported no specific problems identified relating to crew changes. There were however issues regarding Covid Recovery tests for public transport in Italy which were cause for concern making it difficult for seafarers to use public transport to go from one location to another. Confitarma seek an exemption from the Italian government.

## **Japan**

To prevent Omicron variant affections, the MLIT strongly requested shipping companies to minimize crew changes and to kindly not call in Japan without cargo works.

Despite the following criteria, the MLIT requests seafarers to stay in hotel accommodation during quarantine or waiting for boarding and to conduct a PCR test every three days even if vaccinated.

Seafarers entering Japan shall isolate appropriately within a hotel accommodation (or an institute) in 10 days (not at home). Seafarers who may enter Japan shall take a PCR test within 24 hours or the day before a departure flight, as well as 72 hours pre-testing.

Seafarers who do not meet the criteria will be refused to enter Japan (testing date, not certificate release date). Note: For isolation in a hotel, until 23 January, they must stay, if possible, for two weeks. From 24 January, all seafarers coming from those countries must take 10 days of isolation in a hotel.

The MLIT strongly requests minimization of crew changes in Japan unless in emergency or expiry of MLC limitation. From late December 2021, the positive rate against COVID-19 at the airport check of seafarers from both countries has been exceptionally high. Thus, the Japanese quarantine authority has requested MLIT to announce new criteria for all relevant parties. Most seafarers who showed “positive” may not have completed two weeks of isolation.

### ***JSA also remind companies to educate crew members about COVID-19 infection. Information is at Annex C***

Countries requiring a quarantine period of ten days are Angola, Botswana, Democratic Republic of the Congo, Eswatini, Lesotho, Malawi, Mozambique, Namibia, Republic of South Africa, Zambia, and Zimbabwe. PCR Testing occurs on the third, sixth and tenth days after arrival.

Countries required quarantine period of six days are Denmark, France, Germany, Italy, Kenya, Korea, the Netherlands, Nigeria, Norway, Portugal, Sweden, Tanzania, the United Kingdom, and the United States of America (California, Florida, Illinois, New York, Hawaii, Massachusetts, Texas) PCR Testing occurs on the third and sixth day after arrival.

Countries requiring a quarantine period of three days are Argentina, Australia, Austria, Brazil (Minas Gerais, Rio de Janeiro, Santa Catarina, Sao Paulo), Belgium, Canada, Chile, Colombia, Croatia, Cyprus, Czech, Dominican Republic, Ecuador, Egypt, Estonia, Fiji, Finland, Ghana, Georgia, Greece, Hungary, Iceland, India, Ireland, Israel, Lebanon, Liechtenstein, Lithuania, Luxemburg, Maldives, Malta, Mexican United States, Nepal, Pakistan, Peru, Philippines, Poland, Qatar, Reunion, the Russian Federation, Sierra Leone, Slovakia, Slovenia, Spain, Switzerland, Thailand, Trinidad and Tobago, Tunisia, Turkey, the United Arab Emirates, the United States of America (except shown in the above 2) A PCR Test is required on the third day after arrival. The above list is for seafarers coming by air only.

If the on-signer is a "close-contact" with an Omicron infector, he must stay in a designated accommodation prepared by the authority and take a PCR test every two days. Once positive, they must go to hospital. For seafarers, whose vessels stay in Japanese ports (before departure from the final Japanese port) after joining, the close contact must take a PCR test every two days and go to hospital if positive.

#### Border Measures against Delta Variant and Others

The Japanese update as of January 18 (effective on January 21). In addition to the above against Omicron Variant, the following Countries require quarantine.

Venezuela requires a quarantine period of six days; A PCR Test is required on the third day and sixth day after arrival)

Countries requiring quarantine for three days are Costa Rica, Haiti, Mongol, Morocco, Suriname, Ukraine, and Uzbekistan. A PCR Test is required on third day after arrival)

JSA has advised that the Isolation period for seafarers will reduce from 14 days to 10 days in February. There has also been an upsurge in cases reported in Tokyo. The LRIT strategy was to minimise entry to Japan to reduce the number of cases.

#### **Kiribati**

There are continuing concerns relating to the repatriation of seafarers from Kiribati. 71 Seafarers remain who still need to return to their country, but this will now become more challenging following the introduction of covid to Kiribati following the first official repatriation flight. The country is now in lockdown as a result and Covid is spreading rapidly. ICS is collaborating closely with the affected companies, ILO, IMO, WHO and ITF to try to resolve getting the seafarers home, some having now not been home for 3 years.

#### **Netherlands**

KVNR has reported that the Netherlands situation is slowly improving, and the country is starting to reopen post lockdown. There are difficulties regarding ships held in Quarantine.

#### **Norway**

NSA reported that there has been a lockdown in Norway due to an increase in cases particularly of omicron. The number of hospitalised patients has reduced, and the impact of omicron appears less harmful than other strains. However there has been a significant increase in cases reported. NSA has shared all the ICS guidance with members to assist

with crew change challenges. There are clearly more problems for members visiting Asian ports than those visiting European ports.

## The Philippines

Cases remain high in the Philippines and need monitoring. Other measures such as limited facilities to meet quarantine measures required are resulting in significant costs for shipowners which may affect sources of supply. Vaccinations given appear to be either Sinovac or Sinopharm considered to be less effective against the variants. NS will request clarification of overall vaccine numbers for the Filipino seafarers, which vaccines are used, and which doses have been administered in the US, other countries or at home in the Philippines and when.

According to the EU Last week, the country saw significant changes in the handling of the pandemic. While cases remain high, the numbers are going down. The government lowered the alert level in Metro Manila (pre-Omicron situation) and got rid of the quarantine on arrival for vaccinated persons. At the same time, the country will open to vaccinated tourists on 10 February (first time since the closure of borders in March 2020). There is No news on European Commission – PH administration discussion for an equivalence decision of VaxCertPH with the EU digital COVID certificate (EU DCC).

Natalie Shaw has also asked Edgar Milla from PTC to speak to the POEA re liaison with the US govt re reciprocity of vaccination certificates and cards issued by the US CDC.

PTC has reported back as follows The latest Government regulations for arriving passengers are at: [IATF Resolution No. 159.docx \(officialgazette.gov.ph\)](#)

“Upon the recommendations of the Task Force on COVID-19 New Variants and sub-Technical Working Group on Data Analytics, the classification of countries/territories/jurisdictions as “Green,” “Yellow,” and “Red” shall be temporarily suspended. Effective 01 February 2022, the entry, testing, and quarantine protocols for international arriving Filipinos and foreign nationals allowed entry into the country shall be as follows, regardless of their country of origin:

1. Fully vaccinated international arriving passengers shall be required to present a negative Reverse Transcription - Polymerase Chain Reaction (RT-PCR) test taken within forty-eight hours (48hrs) prior to departure from the country of origin. Upon arrival, they shall no longer need to observe mandatory facility-based quarantine but shall self-monitor for any sign or symptom for (7) days with the first day being the date of arrival and shall be required to report to the local government unit of destination upon the manifestation of symptoms, if any.
2. International arriving passengers must have the following proofs of vaccination against COVID-19 recognized under existing IATF regulations:
  - a. World Health Organization International Certificates of Vaccination and Prophylaxis.
  - b. VaxCertPH; or
  - c. National/state digital certificate of the foreign government which has accepted VaxCertPH under a reciprocal arrangement unless otherwise permitted by the IATF.
3. For unvaccinated, partially vaccinated, or individuals whose vaccination status cannot be independently validated, they must present a negative RT-PCR test taken within forty-eight hours (48hrs) prior to departure from the country of origin. Additionally, they shall undergo facility-based quarantine until the release of their negative RT-PCR test taken on the fifth (fifth) day. After which, they shall undergo home quarantine until their

fourteenth (14th) day, with the date of arrival being the first day. The local government units of destination and their respective Barangay Health Emergency Response Teams must monitor those arriving passengers undergoing home quarantine.

4. Children below twelve years of age who cannot be vaccinated shall follow quarantine protocols of the parent/s or the accompanying adult/guardian travelling with them.

5. Those who are currently undergoing quarantine as of 01 February 2022 may avail of the aforementioned testing and quarantine protocols.”

The partial list of accepted vaccine certificates based on reciprocity are here: [Merged File \(officialgazette.gov.ph\)](#)

“RESOLVED FURTHER STILL, that upon the recommendation of the Department of Foreign Affairs, the national COVID-19 vaccination certificate of the following countries, namely Armenia, Belgium, Canada, France, Germany, Kuwait, New Zealand, Sri Lanka, Thailand, United States of America, and Oman shall be accepted/recognized for purposes of arrival quarantine protocols as well as for interzonal/intrazonal movement, in addition to such other countries/territories/jurisdictions whose proofs of vaccination the IATF already approved for recognition in the Philippines, and without prejudice to such other proofs of vaccination approved by IATF for all inbound travellers.”

## **Russia**

The Russian Chamber of Shipping has reported issues regarding the accept of vaccines in Russia with around 50% of the population agreeing to vaccination. This was further complicated for Russian Seafarers who needed WHO (World Health Organization) approved vaccines to travel internationally and Sputnik to return home. This resulted in Russian Seafarers seeking vaccination with both vaccines to resolve the issue. The issue of longevity of protection of vaccines is also an unknown and causing concerns re duration of vaccine protection certificates and future booster doses.

There are also particular issues in relation to accessing Schengen visas for Russian Seafarers to make their crew change transfers from European ports.

## **Singapore**

SSA will continue to follow up on concerns expressed in relation to access to PCR and lateral flow tests. In the last week or so there has been a significant increase in the number of cases of Omicron. There are two subvariants operating with the highest number of reported cases being related to variant b.

Over 650 doses of vaccine have now been administered by the seavax initiative to five hundred seafarers from twenty different countries. Seavax can now also administer booster doses to seafarers showing evidence of past vaccinations and dates. A vaccination certificate will be provided.

## **UK**

The UK Chamber of Shipping has advised that problems remain in relation to crew changes, access to vaccines, testing and handling covid issues. There also appear to be anomalies regarding the quarantine process and vaccinations given. The isolation period has reduced from 10 to 7 and now to 5 days due to a need for sufficient essential workers. It was clear that the country faced significant staff shortages to consider against the other

risks. The UK government was also considering eliminating further measures in March. Many companies now required fully vaccinated new hires and cadets to join a vessel.

## **Ukraine**

There remain difficulties for seafarers to access vaccines in Ukraine This is likely to be more problematic if political tensions increase. It was also currently more difficult for seafarers to get visas to cross into Europe. vaccine reluctance amongst Ukrainian & Russian seafarers and reports of fake vaccine certificates remains.

## **USA**

ICMA has confirmed that requests for vaccines are again increasing in US ports, particularly for booster doses. Canada is also following the lead of US CDC in this regard.

## **West Africa**

IMEC has reported huge fines were imposed in West Africa, which now appear to have been retracted following lobbying by IMEC and ICS with the UN agencies.

## **EU issues**

There are issues regarding the proof of vaccinations and inconsistencies re QR codes not universally used or applied.

Employers' concerns regarding ability to get EU vax certs for booster doses should be sent to the Commission or IMO with adequate data for follow up with member states.

There remains a concern regarding a publication produced by EU Healthy Gateways. This is under scrutiny of ICS, ECSA, ITF and ETF. The EU commission arranged a stakeholder meeting to try to remedy the concerns raised.

[COVID-19\(22\)04 - Annex A - Guidelines for On-Board Detection and Information Reporting for the Remote Prevention and Control of COVID-19 on Vessels on International Voyages](#)

[COVID-19\(22\)04 - Annex B- Guidelines for On-Board Detection and Information Reporting for the Remote Prevention and Control of COVID-19 on Vessels on International Voyages - Copy](#)

[COVID-19\(22\)04 - Annex C - Educational Paper for Seafarers](#)

Natalie Shaw  
Director Employment Affairs



# International Chamber of Shipping (China) Liaison Office

國際航運公會中國辦事處

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*Free English translation by ICS (China) Liaison Office*

## **Remote Prevention and Control of COVID-19 on International Voyages**

### **Guidelines for On-Board Detection and Information Reporting for the Remote Prevention and Control of COVID-19 on Vessels on International Voyages**

There are two options to detect and report information on board vessels for the remote prevention and control of COVID-19 on international voyages, as follows:

Method 1: Reporting via 船员健康在线 (Application)

船员健康在线 (Application) is a platform for reporting information on COVID-19 detection for remote prevention and control, for Android mobile phones. Guidelines for use by shipping companies are as follows:

#### 1. Main Users

Shipping companies can implement the safeguarding, management and organisation of emergency response for ship owners, managers, operators, and agents of their international voyage crew for the testing of COVID-19 on board their vessels. The shipping company account has access to information on test results for crew members of its vessels. The reagents required for the testing of crew members on board vessels should be delivered to the relevant vessels in advance

The shipping company shall designate operators to organise and implement the testing and information reporting of COVID-19 on board of the crew, and shall be under the control of the vessel's master.

The vessel's captain, as the person responsible for the implementation of onboard testing for COVID-19, is responsible for supervising the implementation of onboard testing and the uploading of results for all crew on board, and organising the isolation and treatment of those who test positive onboard, and reporting relevant information.

#### 2. Instructions for opening and operating an account

##### (1) Registration by Shipping Company

After registering all relevant information on the 船员健康在线(App), the shipping

company shall submit a request to register an account and after back-end checks are approved, the account name and password will be sent to the designated email address. The shipping company may then log into the account and enter the basic information of the ship to be managed in the PRC and also declare the details of the designated operator for COVID-19 testing.

## (2) Information Entry by Designated Operator

Designated Operators may download 船员健康在线(App) and register themselves and log in to enter information about the vessel and all crew members.

Within 48 hours before departure from the last overseas port in a voyage towards a port in the PRC, the Designated Operator shall, where internet access is available, fill in their personal account with information on the vessel and each crew member, as well as the name and departure time of the last overseas port, the name and expected arrival time of the port in the PRC, and the results of the COVID-19 testing before departure. Once completed, they shall perform the required on-board testing and upload test results as required.

## 3. On Board Inspection

船员健康在线(App) will promptly alert the shipping company and the Designated Operator when it is time to carry out onboard testing, and will also alert them when such testing is not carried out and if the situation is abnormal.

Designated Operators shall take individual photographs of each crew member's test results, which must clearly show the reagent card, the test result identification line, and the personal information page of the crew's service book, and also fill in the test result (positive or negative). They shall then report or fill in the "Summary of COVID-19 Testing Information for Crew Members of International Voyages" in the Application to summarise and report the testing information for crew members during voyages, and relevant information to maritime administrations and customs and other relevant departments. The Application can be used without internet connection during the voyage. After the testing of all crew members onboard is completed, all data is automatically saved and the Application uploads all testing data once there is an internet connection.

If the test result is judged to be invalid onboard, the test will need to be redone in accordance with the above steps and the product instructions until a positive or negative result is detected. If it is positive, one more test should be taken and both results need to be filled in the system.

For the implementation of the COVID-19 onboard testing and information reporting, the Application generates a remote prevention and control test code for each vessel, which is divided into four colours (green, blue, yellow, and red). Green means the crew were tested and reported and no positive test were detected. Blue means not tested or reported

as required but no positive tests were detected. Yellow means tested and reported as required but positive test(s) were detected. Red means not tested or reported as required and positive test(s) were detected.

### **Method 2: Reporting Through a Shipping Agent**

After the vessel's crew has completed the required testing for COVID-19 during the voyage (one day before calling to port), the vessel must complete the "Summary of Information on COVID-19 Testing for Crew Members of International Vessels during Voyage" (attached) which can be submitted to relevant maritime administrations and customs, etc. through the ship's agent.

**The method used to report are at the discretion of the vessel.**

Annexure 1:

Summary of Information on COVID-19 Testing for Crew Members of International Vessels during Voyage

Vessel Name (CN/EN)						IMO Number									
Shipowners															
Ship management company and contact person (contact details)						Shipping Agency and contact person (contact details)									
No.	Crew Member Name	Nationality	Passport No.	Crew Chan ge?	COVID-19 Information										
					Time	Resul ts	Time	Resu lts	Time	Resul ts	Time	Resul ts	Time	Result s	
1															
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11														
12														
13														
14														
15														
Test Reagent Name and Manufacturer														
Disposition of positive crew														

I promise that the above information is true.

Captain (signature):

Date:



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12														
13														
14														
15														
Test Reagent Name and Manufacturer														
Disposition of positive crew														

I promise that the above information is true.

Captain (signature):

Date:

## Why shall you know infection mechanism?

**To prevent infection of COVID-19 properly, you first know the infection mechanism.**

### [Incubation Period]

#### Only a Few Days!

In conventional cases, symptoms appear on average five to six days after infection (for the omicron variant, it is sad a few days). However, observation for about two weeks is necessary (10 days for the omicron variant).

### [Infection Mechanism]

Transmission routes are the same as for influenza. There are three main routes:

- **Contact (direct and indirect) – Wash Your Hands!**
- **Droplets (by Spits) – Wear Mask! Keep Physical Distance!**
- **Aerosol (airborne) – Ventilation! & Wear Mask!**

Measures to prevent infection include:

- **Avoiding the three C's: Crowded places, Close-contact settings, and Closed spaces (ingenuity is required to avoid each element)**

### Contact Infection

In addition to direct person-to-person contact, such as shaking hands, there is also a risk of infection by touching areas that have been touched by an infected person (a person who has tested positive).



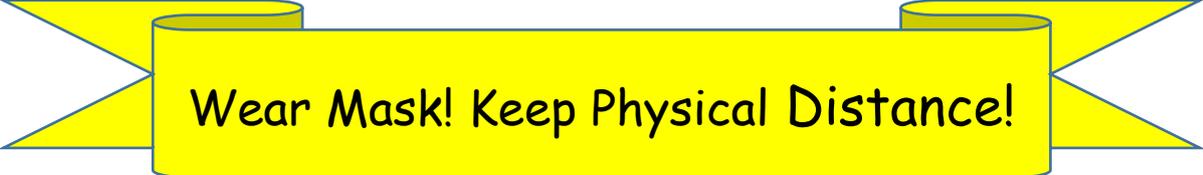
**Washing hands properly and using alcohol disinfectants, etc., are effective means of preventing contact infection. You should often wash hands to remove viruses on your hands.**

**You should clean your mobile phones or smart phones by alcohol paper regularly.**

## **Droplet Infection**

There have been cases in which people have been infected when droplets of saliva, etc., are passed on to others when a person coughs, sneezes, or speaks within close range.

It is absolutely essential to avoid close contact. It is not considered to be close contact if masks or other face coverings are worn correctly (by both parties) and a distance of one meter or more is maintained.



**Wear Mask! Keep Physical Distance!**

**Wearing masks adequately is an effective means of avoiding infection through droplets. Cough etiquette should always be practiced when sneezing or coughing. At the same time, a social distance (physical distance) should be maintained when talking to others.**

**Do not talk in a loud voice**

## **Aerosol Infection**

When people talk loudly, sneeze, or cough, etc., in poorly ventilated places such as indoors, not only direct droplets but also saliva is dispersed into the air in the form of minute particles which hang in the air.

In such cases, merely wearing a mask is not enough to prevent inhalation of the virus.

Consequently, ventilation in a room (if the condition is permitted) is effective in preventing infection.

\* The virus will be dispersed outdoors by winds. Cough etiquette should be practiced at all times.

\* Constantly or frequently ventilate rooms using air conditioning equipment that complies with laws and regulations.



**Ventilation! & Wear Mask!**

**Although effective against droplet infection, masks do not provide adequate protection against aerosol infection (especially inhalation) and minimizing the gap between the mask and the face effectively reduces the risk of infection (Far better than nothing!).**

**Loud voices may emit aerosol from your breaths.**